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Telegraph

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FRENCH MAIL EDITION.]

# The London and China 新聞紙 Telegraph.

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON THE ARRIVAL OF THE FORTNIGHTLY ENGLISH, AND MONTHLY FRENCH MAILS FROM CHINA, JAPAN, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A SUMMARY OF NEWS FOR THE OUTWARD MAILS.

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BIBLIOTHECA REGIA MONACENSIS

## SUBSCRIPTIONS FOR 1869.

The subscriptions for the current year are now payable, Post-office orders and cheques to be made in favour of the publisher, JAMES WEST.

Office, 2, Cowper's-court, Cornhill (over the Jerusalem).

## Latest Advices.

| Ports. | From London. | Arrived out. | HOMEWARD. Received this day. |
|---|---|---|---|
| JAPAN — Osaka and Hiogo | — | — | Nov. 4 |
| Yedo | | | |
| Yokohama | — | — | Nov. 12 |
| Nagasaki | | | |
| Hakodadi | | | |
| CHINA — Peking | — | — | Nov. 7 |
| Tien-tsin | — | — | Nov. 9 |
| Chefoo | — | — | Nov. 12 |
| New-chwang | — | — | Nov. 9 |
| Hankow | — | — | Nov. 16 |
| Kiu-kiang | | | |
| Chin-kiang | | | |
| Shanghai | Sept. 25 | Nov. 12 | Nov. 21 |
| Ningpo | — | — | Nov. 19 |
| Foochow | — | — | Nov. 20 |
| Formosa—Tamsuy | | | |
| Amoy | | | |
| Swatow | | | |
| Hong Kong | Oct. 9 | Nov. 18 | Nov. 25 |
| Canton | — | — | Nov. 24 |
| Macao | — | — | Nov. 24 |
| PHILIPPINES— Manilla | | | Nov. 17 |
| COCHIN-CHINA— Saigon | — | — | Nov. 29 |
| SIAM — Bangkok | — | — | Nov. 20 |
| BORNEO—Labuan | | | |
| Sarawak | — | — | Nov. 25 |
| JAVA — Batavia | — | — | Nov. 23 |
| MALACCA STRAITS— Singapore | Oct. 23 | Nov. 26 | Dec. 3 |
| Penang | Oct. 23 | Nov. 24 | Nov. 29 |

### THE MAILS, &c.

The next inward China mail is that with Shanghai dates to Nov. 26 and Hong Kong Dec. 2. It left Alexandria on the 2nd, and will therefore be delivered on its due date (Monday next). Telegrams in advance of the succeeding mail (Hong Kong, Dec. 15) were received in London on the 1st inst., having been forwarded with unusual rapidity. They advise that the Mikado's power has been completely established in Japan, and mention the loss of H.M.'s gunboat *Gnat*. With this number of the *Telegraph* we give a complete guide to the movements of the China mails for 1869, being a combined Time-table for both services, which we trust will be found useful by subscribers.

## List of Passengers.

### PASSENGERS INWARD.

Per Messageries Imperiales steamer *Peluse*, arrived at Marseilles Jan. 1.—From Yokohama: Messrs. Cazet, Nicolas, Valmale, Dontrancesco. From Shanghai: Messrs. Checa, Lemaire, Fubin, Mactrieb, M. le Comte le Lallemand. From Hong Kong: Messrs. Rarel, Maron. Howell, Milton, Sanchez, Arenas, Cores, Freyra, Caldiera, Antoine, Madame La Mouton and two children, four Spanish officers. From Saigon: Messrs. Girandon, Mosselman, Van Oyl. From Batavia: Messrs. Styman, Brogaardt, De Mumrich, Veening, Mr. and Mrs. Burger, Mr. and Mrs. Von Etty and child. From Singapore: Messrs. Beurel, Rabelsato, Descharmes, Youeses. From Galle: Messrs. Thenac, Mortimer, Hayley.

### PASSENGERS OUTWARD.

Per P. and O. steamer *Syria*, from Southampton, Dec. 26.—To Hong Kong: Mr. H. Clerk, R.N., Miss Leavesley, Mr. Valentine Duke, and 2 second-class passengers To Ceylon: Mr. Boyd. To Calcutta: Mr. G. E. Money, Mr. and Mrs. W. J. Money and servant, Mr. and Mrs. Blackburn and child, Messrs. W. F. Smith, A. A. Green, F. G. Maclean, E. C. Bird, J. G. Pope. W. Ayrton, B. Blood, G. Hare, C. T. Smyth A. Agabeg, Mrs. Birch and child, Mr. Sheffield, Mr. Driver, Mrs. Ogg and child, Miss Grigg, Miss Roberts, Mr. T. D. Miller and 15 second-class passengers. To Madras: Mrs. Stace, Miss Gib, Mr. H. Maskell and one second-class passenger. To Bombay: Mrs. Kellie and child, Miss Bedford, Mrs. Best's child and servant, and six second-class passengers.

Per P. and O. steamer *Massilia*, from Marseilles, Jan. 3.—To Hong Kong: Ensign Clabburn, Mr. F. Ruthman, Mr. F. Leyburn, Commander F. C. Robinson. To Singapore: Mr. C. H. Watkins, Mr. A. Jacob. To Ceylon: Mrs. B. E. Pinco. To Calcutta: Mr. and Mrs. W. T. Burners, Mr. and Mrs. J. Henderso , Colonel and Mrs. Burne, Surgeon-Major Cannon, Major Bacon, Mr. A. H. Eckford, Mr. and Mrs. H. Cowell, Mr. and Mrs. Krujer, Mr. Foster Cunliffe, Rev. C Grant, Mrs. Joy, Mr. A. Y. Watt, Mr. A. P. Beaufort, Mr. and Mrs. Lingham and child, Mr. W. Tayler. To Madras: Colonel F. C. Barber, Lieut.-Col. Prichard, Rev. R. Harvey, Captain G. Tyndall. To Bombay: Mr. and Mrs. Sherer, Miss Watson, Mrs E. Keene and servant, Mr. C. S. Carlisle, Mr. S. Carlisle, Mr. and Mrs. C. E. Bernard, Miss Bernard, Mr. and Mrs. M. Rayne, Mr. and Mrs. King, child, and servant, Mr. A. Peile, Mr. and Mrs. J. P. Green. Mr. G. Boughey, Lady Morgan, two children and two servants, Mr. and Mrs. H. B. Simpson, Mr. W. Hay, Captain and Mrs. Bolton, Mr. Lee Smith, Mrs Martin, Mr. C. Griffith, Mr. D. Watson, Mr. H. Newton, Mr. T. N. Cargill and six second-class passengers.

Per P. and O. steamer from Suez, Jan. 10.—To Singapore: Mons. Jean de Xanthus.

Per P. and O. steamer *Poonah*, from Southampton, Jan. 9.—To Ceylon: Mr. and Mrs. J. Kydd and child, Mrs. Duncan, Miss Allen.

Per P. and O. steamer *Ripon*, from Marseilles, Jan. 17.—To Shanghai: Mr. Dawbarn. To Singapore: Mr. J. Steel, Mr. A. M. Skinner.. To Ceylon: Miss Black.

Per P. and O. steamer from Suez, Jan. 24.—To Singapore, *via* Bombay: Dr. Carl Ritter Von Scherzer.

Per P. and O. steamer *Tanjore*, from Marseilles, Jan. 24.—To Hong Kong, *via* Bombay: Mr. W. Pomeroy, jun.

Per P. and O. steamer *Ceylon*, from Southampton, Jan. 23.—To Hong Kong: Miss Gazalet, Mr. R. Pottinger, R.N., Mr. and Mrs. C. Browne and child, Mr. A. F. Angus. To Singapore: Mrs. Burn and child, Miss Stevens, Miss Maxwell.

Per P. and O. steamer *Syria*, from Marseilles, Jan. 31.—To Batavia: Mr. Doornik, Mrs. Van Delden and daughter, Mr. G. Van Delden, Mr. M. Van Delden.

Per P. and O. steamer from Suez, Feb. 7.—To Singapore: Mr. and Mrs. Stahlknecht.

## Summary of News from the Far East.

### JAPAN.

The *Hiogo and Osaka Herald* hears it rumoured that the Japanese Government has entered into a contract with a firm in Yokohama for the laying down of a railroad between Kobe and Osaka. When will the Chinese show a similar gleam of intelligence? The same paper says:—The British steamer *Filipino* was sold a day or two ago. by Messrs. Glover and Co., Osaka, to Prince Awa, for the sum of 98,600 rios. This vessel is the sixty-third that has been sold to the Japanese by Messrs. Glover and Co.

The *Japan Gazette* hears rumours of trouble at the Loo-choo Islands, caused by the Northerners, but cannot yet learn their origin, or further particulars. It is by no means improbable, as they belong to Prince Satsuma, and it would be easy to make a diversion in that direction. Complaints are made by merchants of obstruction to trade offered by the Osaka Customs authorities. They say:—"The Osaka authorities have placed obstacles in th way of the transit of produce, and this is admitted, we understand by the officials at Kobe, who explain it as an attempt of the Custom-house at the former place to secure for that establishment transit dues in addition to those hitherto paid in Kobe by the Japanese upon all goods sold to foreigners at the latter port. The result is that as the native dealers are unwilling to pay the double tax their produce is detained at Osaka."

The accusation is, however, repelled by the Commissioner of Trade, who says:—"There is no advantage to be gained by obstructing one class of merchants and favouring the other, whose interests are identical. This place has not long been open, and the people do not yet know its trading capacities, and therefore it is that only a small quantity of produce is as yet sent to Kobe.' When it becomes better known as a trading mart he predicts, vastly increasing business.

The Portuguese Consul has been to Hakodadi to examine into the case of the coolie ship which lately drifted to that port, and has gathered further particulars which tend to confirm belief that she is the *Cayalti*, from Pacasmayo to Callao, which never arrived at her destination.

On the 12th November a treaty between Spain and Japan was signed by H.E. Senor de Quevedo, Spanish Plenipotentiary, and the Japanese authorities. Senor Otin, Secretary of Legation, proceeds by this mail to Spain in charge of the copy for ratification.

From Nagasaki intelligence has reached us of a severe storm

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having passed over the north-west coast of Japan, causing the loss of no less than eight steam vessels, chiefly, if not entirely, native-owned. We have not learned particulars of this disaster, which will probably be on the whole good news to those who have steamers to sell. There is never a wind that does not blow good to somebody. The *Ne-e-gata* is said to be amongst the lost vessels.

LATER ADVICES VIA SAN FRANCISCO.

The steamer *Great Republic* arrived at San Francisco on the 22nd Dec., with advices from Yokohama to the 28th Nov. She brings 320 passengers, 1,217 tons of freight, 1,545 packages of silk, and 500 packages of tea for New York. She brings the following news:—

"The rebels are still fighting, but their chief town is said to have been taken by the Imperialists.

"The Tokugawa clan, the supporters of the Shiogoon, have settled down at Burunga, and turned their attention to commerce. They desire to open their port to foreign trade, thus dividing the commerce of the west coast with Nagata.

"It is reported that seven war ships appeared in the Inland Sea and made a descent on the provinces. They burned many castles and some towns. The squadron will probably visit all the daimios who abandoned the Shiogoon through fear.

"Prince Satsuma's visit to the Mikado at Yedo was postponed on account of the discovery of a plot to capture him. Preparations are again being made for his visit, this time by land.

"The crowning of the Mikado at Kioto was observed as a gala day. The foreign representatives hoisted their national flags. The English war ship *Cormorant* fired a royal salute."

## CHINA.

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TIENTSIN.

A correspondent writes:—"Li-hung-chang, lately Commander-in-Chief over the Imperial armies in the North of China, being no longer required in this region, owing to the rebellion having been put down and the country restored to tranquillity, repaired lately to Peking to have an audience of the Emperor; and two days back passed through Tientsin on his way to his post at Woo-chang-foo as Governor General of Hoo-kwang. He travels hence overland to some port on the Yangtze. He paid a visit to Chunghow, and dined with him. I have already informed you that Tso-tsung-tang had an audience of the Emperor, and had later proceeded to his post, at Sigan-foo, as Governor General of the provinces of Shense and Kansuh. About two weeks back Chung-how returned from an inspection of the districts lately occupied by the rebels. He reinstated the different officers in their posts and arranged disputed matters regarding the possession of certain properties, restoring everywhere the imperial authority, and releasing the owners of the land from paying taxes. The rebellion being put down we now-a-days hear nothing of rebels; and judging from the general appearance of things, I do not imagine we shall again be troubled with them in this and Shantung provinces."

SHANGHAI.

Dates from this port are to the 21st November; on the 12th the English mail of Sept. 25 was received, with London telegrams to Oct. 16. By the Kiachta line, however, messages to the 27th Oct. had been received. The following items of miscellaneous news are from the *North China Herald;* our own correspondent devotes his present letter to an exhaustive account of the circumstances connected with the Yangchow affair, in which some new features of interest will be found.

News has been received from Mr. T. T. Cooper, who has been again defeated in his attempt to cross the Western frontier of China, and is obliged to return to Shanghai. He has now tried four roads, and been foiled at each; first by way of Likya to Sudya, next from Bathang to Sudya, next from Bathang through Thibet to Nepaul, and lastly through Yunen by the old Bhamo route.

The new cemetery was dedicated on Thursday by the Bishop of Victoria, assisted by several clergymen. The extremely small attendance on the occasion has been much remarked on; but it seems likely that this may be chiefly attributable to the absence of any proper steps on the part of whoever regulated the proceedings. The printed programme announced that the "Consular body," among others, were to meet the Bishop at the porch, and beg him to dedicate the ground. But not a single member of the Consular body, so far as we can learn, received even an invitation to be present.

We hear that a Chinese missionary teacher was driven out, a few nights ago, from his house at Ka-hing, and that his landlord has since been persecuted. Evidently Mr. Medhurst will have to insist on severe punishment of the Yangchow rioters, or rather of those who instigated them, in order to bring officials to their senses.

Mr. Medhurst, having obtained Tseng-kwo-fan's adhesion to all his demands, is now going to Yangchow, with a strong escort, to see them carried out. The Chinese have it, among other rumours, that one of the objects of Mr. Medhurst's visit was to insist on the construction of a railway between Soochow and Shanghai.

The *Recorder* gives the following particulars regarding the expedition at present engaged in surveying the Yellow River:—"News has been received from Mr. Ney Elias, under date of 27th October. He was then at the mouth of the river, to which place he and his party had arrived in safety. He had left his boat with Mr. Hollingworth in it, at Tech-mun-quan, and had gone down to the mouth in an open boat. He sent his letter on by a junk bound to Chefoo. It appeared that the bar was a stopper to all navigation, even for Shanghai and Ningpo junks, which have to anchor outside. Mr. Elias, up to the time of writing, could only find six feet of water over what appeared to be the main channel over the bar. From that point to the Grand Canal, a distance of about 220 miles from the sea, there is plenty of water for flat-bottomed vessels. Mr. Elias purposed starting on the 28th, back up the river into Honan. He expected to find the stream impracticable beyond the Grand Canal. He describes the country at the mouth of the Yellow River as a complete 'wash;' so much so that, by digging two feet, you come upon salt water twenty miles or more from the coast. He will probably return to Shanghai *via* Chinkiang, not by Cheefoo, as he previously anticipated."

We are glad to hear that the subject of a road from the Chaitang coal mines to Tientsin is not allowed to drop. One of the foreign diplomatists had a conversation with Wensiang on the subject, a few days ago, and impressed upon him the advantage it would be to the people of the district. Apparently, this view of the case seemed to strike his Excellency favourably; but it will probably need several years' incubation before any action results, unless the matter is vigorously pushed.

We hear that Dr. Macartney has succeeded in turning out a torpedo from the arsenal at Nanking, and that an experiment was made with it on a junk, which was blown up two hundred feet high, and at a distance of two miles. The Chinese were in ecstacies on witnessing the feat. Some of these days we shall find one of our gunboats blown up, and shall probably have to thank Dr. Macartney and those of his genus for serious troubles in these parts.

The *Supreme Court Gazette* gives the following:—

The annual meeting of the Shanghai Chamber of Commerce took place on the 18th Nov., when the report was submitted and passed without alteration. The chief subject of discussion was the question whether the measurement of teas should take place here or in London, the facts upon which the Committee of the Chamber had previously come to a conclusion being called in question. It appears there is some doubt as to whether the difference in the measurement of teas at the port of shipment and that of discharge which was believed to exist is really a fact; and, after a lengthened discussion, it was decided to leave the matter in the hands of the committee for the purpose of collecting further information with regard to it.

The French policeman who, as mentioned in our last, was brought before his Consul on the charge of having caused the death of a Chinaman in the country by the discharge of a gun, has been committed to take his trial upon a charge of manslaughter.

The steamer *Tahwah* has been lost in a somewhat original manner. She was hauling into her usual moorings near Dent's Wharf, when, by a miscalculation, her stern caught on the edge of the bank, there very steep, and she hung, with the rest of her afloat. The *Hangchow* came to pull her off, but in trying to do so started her stern post, opened the wood ends, and she filled and sank. She now lies canted over on the bank, her hurricane deck forward being awash at high water. The loss to the company is stated to be nominal, as the directors were considering whether she should not be laid up altogether; for being a weak vessel from the first, she was becoming unsafe to run even occasionally with such heavy cargoes as are carried on the river.

By H.I.M. gunboat *L'Aspic* we note the arrival of H.E. Count Lallemand, H.I.M. Minister Plenipotentiary at Peking, who is *en route* for Europe.

On the 14th November a public meeting was held in the Masonic Hall, at which an Auxiliary to the British and Foreign Bible Society was organised, the Bishop of Victoria taking the chair. The officers chosen were W. H. Medhurst, Esq., H.B.M. Consul, president; the Lord Bishop of Victoria and F. B. Johnson, Esq., vice-presidents; E. Iveson, Esq., treasurer; Rev. E. W. Syle, secretary; and a committee was chosen, consisting of the above officers, together with Messrs. Krauss, Mackrill Smith and D. Reid. It was resolved that chaplains at the various ports in China should be requested to preach sermons in aid of the society.

The Municipal Council held their monthly meeting on the 11th. Nov. The report of the Watch Committee, which was presented, was not of any great interest. It referred principally to the measures taken in reference to the recent cattle plague, It is noticed that the collection of the taxes shows a likelihood of an excess over the estimates of 6,000 taels for the year. The council have issued a notice prohibiting coolie cries and the squeaking of wheelbarrows in the Settlement.

We regret to state that the barque *Annetta* was totally wrecked off Breaker Poiat on the night of the 7th of November.

A Chefoo correspondent writes:—H.B.M.'s Minister could have done nothing better to get up the name of the gold mines than to issue a notification secluding them. When it is known in Australia that the diggings are protected by soldiers, and are under the special shadow of the Powers, nothing on earth will remove the idea that they are of fabulous richness. This is but the legitimate conclusion of such jealousy in their regard.

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Frosts have commenced at Newchwang, and vessels are loading as quickly as possible from fear of ice, but a correspondent (writing on the 9th Nov.) says, "There is really no danger unless the frost continues, which is not likely. At any rate, vessels can always get out until the ice becomes thick, as a north wind is a fair wind." Contradictory accounts reach us as to the success of the beancake machinery.

(FROM OUR OWN CORRESPONDENT.)

SHANGHAI, November 21, 1868.

Just before the last English mail closed two reports were circulated in the Settlement, one that the Chinese authorities had definitely refused to accede to Mr. Medhurst's demands in the Yangchow affair, the other that everything had terminated satisfactorily. The latter, although somewhat anticipating matters, proved to be in the main correct. It was not, however, until some days had elapsed that full particulars arrived. On the evening of the 8th November the squadron, consisting of the *Rodney, Rinaldo, Icarus, Dove*, and *Slaney*, anchored before Nanking, and on the following morning Mr. Medhurst and a guard of sixty marines were conveyed by the *Slaney*, the steam launch of the *Rodney*, and a small steamer to the Han-si-mun, a west water gate. The party comprised also Captain Heneage, R.N., Major Crossman, R.E., Dr. Fegan, R.N., Captain Hale, R.M., Mr. Mowat, of the Supreme Court, and two Consular assistants. Arrived at the gate, chairs were found in waiting to carry the officials to the Yamen, which was reached by noon. Mr. Medhurst was received by the Viceroy, supported by Ting, Futai of Keangsoo, Ying, Taotai of Shanghai, and Tsai, Taotai of Chinkiang. The questions at issue came on immediately for discussion, and after a warm debate everything was assented to, and full reparation for the Yangchow and Hwai-quan outrages promised. Of course the fulfilment of these promises would require time, and many points of detail demanded settlement at Yangchow itself. It would seem that Mr. Medhurst suspected from the prompt settlement of the dispute that the ordinary principles of Chinese diplomacy were being followed, and that the concessions then so readily made would be found eventually to mean nothing. However this may have been, he took the bull by the horns, and demanded security. "Security," said Tseng-kwo-fan, "why, of course, here it is—my word strengthened by my bond, duly sealed with my official stamp." Mr. Medhurst, with all due politeness, begged to inform him, however, that these were not sufficient, and that a steamer—the *Tung Chi*, which had recently been launched at Shanghai for the Viceroy—should be handed over as a material pledge. I should mention that the first official act of the captain of the *Rodney* when he anchored had been to send on board this steamer, and inform the master that he was on no account to move from the position he then occupied, on pain of being immediately sunk. Now the *Tung-chi* is a beautiful little vessel, the mandarins are justly proud of her, and she was designed to carry Tseng-quo-fan in his projected triumphal procession from Nanking to Yangchow on his way to Peking after he should have resigned the seals of office to his successor. The blow was therefore a terrible one. An eye-witness describes the effect on the officials as being like that of an electric shock. The Viceroy changed colour, and Ting and Tsai, startled out of all their starched propriety, became furious, and raved with passion. But Mr. Medhurst remained impassive, and merely added to his previous remark that if she were not delivered up before sunset she would be seized. Orders were immediately sent to the anchorage, and the *Tung-chi* was surrendered before 5 P.M. Immediately after this stormy interview Mr. Medhurst visited the new Viceroy, Ma, and was very graciously received. Indeed, it is most fortunate that this event occurred at the moment when a new Governor-General is assuming the seals. He has been taught a terrific lesson in the person of another, and no doubt he has registered a vow to avoid giving offence to foreigners during his incumbency of office. This vow he may keep without compromising his dignity, for his policy is all before him to shape as he likes. On the following day (10th November) Tseng handed over the official seats to Ma. The two then addressed a joint despatch to Mr. Medhurst, informing him that the Hoppo at the Hwai-quan barrier was not under the Nanking jurisdiction, but received his appointment direct from the throne, and begging that no attempt should be made to ascend the Grand Canal to the barrier. At the interview Mr. Medhurst had stated that if the Governor-General could not exact compensation from the Hoppo, he would do it in person, and hence the joint letter. I have not heard what Mr Medhurst's line of conduct will be in this matter; but it is sincerely to be hoped that he will fulfil his threat. On the 12th Ma visited Mr. Medhurst on board the *Rodney*. He was conducted over the ship and shown every attention. Chinaman-like, of course he expressed himself greatly pleased with everything he saw, and was surprised to learn (what naturally he did not believe) that she is one of the least serviceable of the English fleet. He was landed by the *Rodney's* steam launch, a salute of nineteen guns being fired as he left the ship. On reaching the shore he sent a handsome present of money to the crew of the launch, which was, however, returned with many compliments. Mr. Medhurst cannot be charged with high-handed or oppressive proceedings. As soon as the squadron arrived, and before any hostile steps were taken, a minute examination was made by the surgeon of the *Rodney* into the personal injuries which Mr. Taylor and his party asserted they had received, and it was rendered only too clear that the sufferings of the luckless missionaries were in no degree exaggerated. So much for the grounds of his action. As for the action itself, he had been deceived before when relying on the Viceroy's promise and seal, and he saw clearly that the only way to secure his Government from being again fettered with war was to demand and obtain a material guarantee. The English Government have, in view of this last signal service, no longer any excuse for withholding from him the rank of C.B., which was justly his due many years ago, both on account of his actual length of service and for the skill and energy he displayed here during the trying time of the rebel occupation of this province. The squadron left Nanking on the 14th, having the *Tung Chi* in company. On the 15th Mr. Medhurst reached Yangchow, where he was met by the Taotai of Shanghai and the Salt Commissioner of Yangchow. The *Slaney* and *Dove* were moored off the principal gate of the City, and 600 blue jackets and marines were stationed in the "Temple of the Ten Thousand Genii." The reception accorded to Mr. Medhurst was quite satisfactory, but it is said that the local authorities conducted the troops to the Temple by all the back streets and alleys, so as to render their arrival as secret as possible. This was submitted to, but it was purposed to march the men through the whole city on the next day "for exercise." It was also intended to post a consular notification on the gate detailing all the circumstances. The *Zebra*, which joined the squadron off the Grand Canal, was sent back to Shanghai, and arrived yesterday. She brings the latest news received which is in all respects gratifying. Some of the ringleaders in the attack on Mr. Taylor's party have been arrested, and one of the Literati concerned is in custody. But the mainspring of the whole—a retired Governor-General, named Yen—whom, by the way, it would have been almost impossible to touch, has taken the precaution of withdrawing into private life. I am told that the Chinese commissioners do their best to throw difficulties in Mr. Medhurst's way, and it is believed that but for the guarantee held the matter could not be settled without the use of force. Before I close the subject I will give you an anecdote highly illustrative of Chinese character, and which recalls the days of our early intercourse with this extraordinary people. The Taotais of Shanghai and Chinkiang called on Mr. Medhurst at the British Consulate at Chinkiang, when the fleet was on its way up, and proposed that he shoul leave the ships where they were then anchored, and pro ceed with them in a Chinese gunboat. We can imagine th state of terror in which they were when he peremptorily refused, yet with inimitable stolidity, and all the time looking at the masts of the *Rodney, Rinaldo, Icarus, Slaney*, and *Dove*, the Taotai of Chinkiang turned to the Consul and said, "When are your ships coming up?"

The English mail of the 25th September, with telegrams t 17th October, arrived in Shanghai on the 13th of November. Since then we received (on the 17th inst.) telegrams from London, via Tientsin, to the 27th ult.

On the 17th the Shanghai General Chamber of Commerce hel its annual meeting. The matters for discussion were first, th measurement of teas; secondly, the charges to be allowed for managing the business of vessels in distress; and, thirdly, Sir Rutherford Alcock's recent sumptuary regulation forbidding English subjects of Chinese parentage to wear native dress in China. With regard to the first, it was stated that in 1866 and 1867 th Chamber had issued circular notices to the merchants recommending the adoption of the custom of measuring teas on shipment, and paying freight on the China measurement instead of on that of the port of discharge. This recommendation was in most case verbally assented to, but no practical result had exhibited itself. The question, then, was, whether it would not be advisable for the Chamber to relinquish the attempt to introduce the change. Various opinions were expressed, but it was generally allowed that the Chamber had not based its former action on any knowledge of facts. It was accordingly proposed and carried that time should be granted to allow the committee appointed to collect information on the subject. As to vessels in distress it was thought that the Chamber might exert a wholesome influence in discountenancing extortion; and as to Sir Rutherford Alcock's proclamation, it was decided that the Chamber had nothing to do with it. The proceedings may therefore be summed up in the one word—Nothing. This is justly a matter for surprise, especially as the all-important questions of bonded warehouses and Customs' guarantees are now before the mercantile community. I have already given you the correspondence which took place between Mr. Hart and the Chamber on the question of guarantees. It was thought the other day that the matter would be brought to an issue, for the P. and O. steamer *Formosa*, under despatch for Yokohama, was detained, as was asserted in the *North China Daily News*, in consequence of "the Custom-house refusing to accept the Peninsular and Oriental guarantee for payment of duty on her cargo" Next day, however, the affair was cleared up by a statement evidently emanating from official quarters. It appeared that the Peninsular and Oriental clerk applied for a clearance at 10.45 A.M. on the day previous to the steamer's announced departure. The chief Custom clerk said that he thought it would be better to have the duties paid, especially as the amount happened to be small, and that at any rate a clearance was not required until four P.M., when the office would close. The P. and O. clerk misunderstood this to be a refusal to accept a guarantee, and, accordingly, without any reference to the commissioner, the

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having passed over the north-west coast of Japan, causing the loss of no less than eight steam vessels, chiefly, if not entirely, native-owned. We have not learned particulars of this disaster, which will probably be on the whole good news to those who have steamers to sell. There is never a wind that does not blow good to somebody. The *Ne-e-gata* is said to be amongst the lost vessels.

LATER ADVICES VIA SAN FRANCISCO.

The steamer *Great Republic* arrived at San Francisco on the 22nd Dec., with advices from Yokohama to the 28th Nov. She brings 320 passengers, 1,217 tons of freight, 1,545 packages of silk, and 500 packages of tea for New York. She brings the following news:—

"The rebels are still fighting, but their chief town is said to have been taken by the Imperialists.

"The Tokugawa clan, the supporters of the Shiogoon, have settled down at Burunga, and turned their attention to commerce. They desire to open their port to foreign trade, thus dividing the commerce of the west coast with Nagata.

"It is reported that seven war ships appeared in the Inland Sea and made a descent on the provinces. They burned many castles and some towns. The squadron will probably visit all the daimios who abandoned the Shiogoon through fear.

"Prince Satsuma's visit to the Mikado at Yedo was postponed on account of the discovery of a plot to capture him. Preparations are again being made for his visit, this time by land.

"The crowning of the Mikado at Kioto was observed as a gala day. The foreign representatives hoisted their national flags. The English war ship *Cormorant* fired a royal salute."

## CHINA.

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TIENTSIN.

A correspondent writes:—"Li-hung-chang, lately Commander-in-Chief over the Imperial armies in the North of China, being no longer required in this region, owing to the rebellion having been put down and the country restored to tranquillity, repaired lately to Peking to have an audience of the Emperor; and two days back passed through Tientsin on his way to his post at Woo-chang-foo as Governor General of Hoo-kwang. He travels hence overland to some port on the Yangtze. He paid a visit to Chunghow, and dined with him. I have already informed you that Tso-tsung-tang had an audience of the Emperor, and had later proceeded to his post, at Sigan-foo, as Governor General of the provinces of Shense and Kansuh. About two weeks back Chung-how returned from an inspection of the districts lately occupied by the rebels. He reinstated the different officers in their posts and arranged disputed matters regarding the possession of certain properties, restoring everywhere the imperial authority, and releasing the owners of the land from paying taxes. The rebellion being put down we now-a-days hear nothing of rebels; and judging from the general appearance of things, I do not imagine we shall again be troubled with them in this and Shantung provinces."

SHANGHAI.

Dates from this port are to the 21st November; on the 12th the English mail of Sept. 25 was received, with London telegrams to Oct. 16. By the Kiachta line, however, messages to the 27th Oct. had been received. The following items of miscellaneous news are from the *North China Herald;* our own correspondent devotes his present letter to an exhaustive account of the circumstances connected with the Yangchow affair, in which some new features of interest will be found.

News has been received from Mr. T. T. Cooper, who has been again defeated in his attempt to cross the Western frontier of China, and is obliged to return to Shanghai. He has now tried four roads, and been foiled at each; first by way of Likya to Sudya, next from Bathang to Sudya, next from Bathang through Thibet to Nepaul, and lastly through Yunen by the old Bhamo route.

The new cemetery was dedicated on Thursday by the Bishop of Victoria, assisted by several clergymen. The extremely small attendance on the occasion has been much remarked on; but it seems likely that this may be chiefly attributable to the absence of any proper steps on the part of whoever regulated the proceedings. The printed programme announced that the "Consular body," among others, were to meet the Bishop at the porch, and beg him to dedicate the ground. But not a single member of the Consular body, so far as we can learn, received even an invitation to be present.

We hear that a Chinese missionary teacher was driven out, a few nights ago, from his house at Ka-hing, and that his landlord has since been persecuted. Evidently Mr. Medhurst will have to insist on severe punishment of the Yangchow rioters, or rather of those who instigated them, in order to bring officials to their senses.

Mr. Medhurst, having obtained Tseng-kwo-fan's adhesion to all his demands, is now going to Yangchow, with a strong escort, to see them carried out. The Chinese have it, among other rumours, that one of the objects of Mr. Medhurst's visit was to insist on the construction of a railway between Soochow and Shanghai.

The *Recorder* gives the following particulars regarding the expedition at present engaged in surveying the Yellow River:—"News has been received from Mr. Ney Elias, under date of 27th October. He was then at the mouth of the river, to which place he and his party had arrived in safety. He had left his boat with Mr. Hollingworth in it, at Tech-mun-quan, and had gone down to the mouth in an open boat. He sent his letter on by a junk bound to Chefoo. It appeared that the bar was a stopper to all navigation, even for Shanghai and Ningpo junks, which have to anchor outside. Mr. Elias, up to the time of writing, could only find six feet of water over what appeared to be the main channel over the bar. From that point to the Grand Canal, a distance of about 220 miles from the sea, there is plenty of water for flat-bottomed vessels. Mr. Elias purposed starting on the 28th, back up the river into Honan. He expected to find the stream impracticable beyond the Grand Canal. He describes the country at the mouth of the Yellow River as a complete 'wash;' so much so that, by digging two feet, you come upon salt water twenty miles or more from the coast. He will probably return to Shanghai *via* Chinkiang, not by Cheefoo, as he previously anticipated."

We are glad to hear that the subject of a road from the Chaitang coal mines to Tientsin is not allowed to drop. One of the foreign diplomatists had a conversation with Wensiang on the subject, a few days ago, and impressed upon him the advantage it would be to the people of the district. Apparently, this view of the case seemed to strike his Excellency favourably; but it will probably need several years' incubation before any action results, unless the matter is vigorously pushed.

We hear that Dr. Macartney has succeeded in turning out a torpedo from the arsenal at Nanking, and that an experiment was made with it on a junk, which was blown up two hundred feet high, and at a distance of two miles. The Chinese were in ecstacies on witnessing the feat. Some of these days we shall find one of our gunboats blown up, and shall probably have to thank Dr. Macartney and those of his genus for serious troubles in these parts.

The *Supreme Court Gazette* gives the following:—

The annual meeting of the Shanghai Chamber of Commerce took place on the 18th Nov., when the report was submitted and passed without alteration. The chief subject of discussion was the question whether the measurement of teas should take place here or in London, the facts upon which the Committee of the Chamber had previously come to a conclusion being called in question. It appears there is some doubt as to whether the difference in the measurement of teas at the port of shipment and that of discharge which was believed to exist is really a fact; and, after a lengthened discussion, it was decided to leave the matter in the hands of the committee for the purpose of collecting further information with regard to it.

The French policeman who, as mentioned in our last, was brought before his Consul on the charge of having caused the death of a Chinaman in the country by the discharge of a gun, has been committed to take his trial upon a charge of manslaughter.

The steamer *Tahwah* has been lost in a somewhat original manner. She was hauling into her usual moorings near Dent's Wharf, when, by a miscalculation, her stern caught on the edge of the bank, there very steep, and she hung, with the rest of her afloat. The *Hangchow* came to pull her off, but in trying to do so started her stern post, opened the wood ends, and she filled and sank. She now lies canted over on the bank, her hurricane deck forward being awash at high water. The loss to the company is stated to be nominal, as the directors were considering whether she should not be laid up altogether; for being a weak vessel from the first, she was becoming unsafe to run even occasionally with such heavy cargoes as are carried on the river.

By H.I.M. gunboat *L'Aspic* we note the arrival of H.E. Count Lallemand, H.I.M. Minister Plenipotentiary at Peking, who is *en route* for Europe.

On the 14th November a public meeting was held in the Masonic Hall, at which an Auxiliary to the British and Foreign Bible Society was organised, the Bishop of Victoria taking the chair. The officers chosen were W. H. Medhurst, Esq., H.B.M. Consul, president; the Lord Bishop of Victoria and F. B. Johnson, Esq., vice-presidents; E. Iveson, Esq., treasurer; Rev. E. W. Syle, secretary; and a committee was chosen, consisting of the above officers, together with Messrs. Krauss, Mackrill Smith and D. Reid. It was resolved that chaplains at the various ports in China should be requested to preach sermons in aid of the society.

The Municipal Council held their monthly meeting on the 11th. Nov. The report of the Watch Committee, which was presented, was not of any great interest. It referred principally to the measures taken in reference to the recent cattle plague, It is noticed that the collection of the taxes shows a likelihood of an excess over the estimates of 6,000 taels for the year. The council have issued a notice prohibiting coolie cries and the squeaking of wheelbarrows in the Settlement.

We regret to state that the barque *Annetta* was totally wrecked off Breaker Point on the night of the 7th of November.

A Chefoo correspondent writes:—H.B.M.'s Minister could have done nothing better to get up the name of the gold mines than to issue a notification secluding them. When it is known in Australia that the diggings are protected by soldiers, and are under the special shadow of the Powers, nothing on earth will remove the idea that they are of fabulous richness. This is but the legitimate conclusion of such jealousy in their regard.

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Frosts have commenced at Newchwang, and vessels are loading as quickly as possible from fear of ice, but a correspondent (writing on the 9th Nov.) says, "There is really no danger unless the frost continues, which is not likely. At any rate, vessels can always get out until the ice becomes thick, as a north wind is a fair wind." Contradictory accounts reach us as to the success of the beancake machinery.

(FROM OUR OWN CORRESPONDENT.)

SHANGHAI, November 21, 1868.

Just before the last English mail closed two reports were circulated in the Settlement, one that the Chinese authorities had definitely refused to accede to Mr. Medhurst's demands in the Yangchow affair, the other that everything had terminated satisfactorily. The latter, although somewhat anticipating matters, proved to be in the main correct. It was not, however, until some days had elapsed that full particulars arrived. On the evening of the 8th November the squadron, consisting of the *Rodney, Rinaldo, Icarus, Dove*, and *Slaney*, anchored before Nanking, and on the following morning Mr. Medhurst and a guard of sixty marines were conveyed by the *Slaney*, the steam launch of the *Rodney*, and a small steamer to the Han-si-mun, a west water gate. The party comprised also Captain Heneage, R.N., Major Crossman, R.E., Dr. Fegan, R.N., Captain Hale, R.M., Mr. Mowat, of the Supreme Court, and two Consular assistants. Arrived at the gate, chairs were found in waiting to carry the officials to the Yamen, which was reached by noon. Mr. Medhurst was received by the Viceroy, supported by Ting, Futai of Keangsoo, Ying, Taotai of Shanghai, and Tsai, Taotai of Chinkiang. The questions at issue came on immediately for discussion, and after a warm debate everything was assented to, and full reparation for the Yangchow and Hwai-quan outrages promised. Of course the fulfilment of these promises would require time, and many points of detail demanded settlement at Yangchow itself. It would seem that Mr. Medhurst suspected from the prompt settlement of the dispute that the ordinary principles of Chinese diplomacy were being followed, and that the concessions then so readily made would be found eventually to mean nothing. However this may have been, he took the bull by the horns, and demanded security. "Security," said Tseng-kwo-fan, "why, of course, here it is—my word strengthened by my bond, duly sealed with my official stamp." Mr. Medhurst, with all due politeness, begged to inform him, however, that these were not sufficient, and that a steamer—the *Tung Chi*, which had recently been launched at Shanghai for the Viceroy—should be handed over as a material pledge. I should mention that the first official act of the captain of the *Rodney* when he anchored had been to send on board this steamer, and inform the master that he was on no account to move from the position he then occupied, on pain of being immediately sunk. Now the *Tung-chi* is a beautiful little vessel, the mandarins are justly proud of her, and she was designed to carry Tseng-quo-fan in his projected triumphal procession from Nanking to Yangchow on his way to Peking after he should have resigned the seals of office to his successor. The blow was therefore a terrible one. An eye-witness describes the effect on the officials as being like that of an electric shock. The Viceroy changed colour, and Ting and Tsai, startled out of all their starched propriety, became furious, and raved with passion. But Mr. Medhurst remained impassive, and merely added to his previous remark that if she were not delivered up before sunset she would be seized. Orders were immediately sent to the anchorage, and the *Tung-chi* was surrendered before 5 P.M. Immediately after this stormy interview Mr. Medhurst visited the new Viceroy, Ma, and was very graciously received. Indeed, it is most fortunate that this event occurred at the moment when a new Governor-General is assuming the seals. He has been taught a terrific lesson in the person of another, and no doubt he has registered a vow to avoid giving offence to foreigners during his incumbency of office. This vow he may keep without compromising his dignity, for his policy is all before him to shape as he likes. On the following day (10th November) Tseng handed over the official seats to Ma. The two then addressed a joint despatch to Mr. Medhurst, informing him that the Hoppo at the Hwai-quan barrier was not under the Nanking jurisdiction, but received his appointment direct from the throne, and begging that no attempt should be made to ascend the Grand Canal to the barrier. At the interview Mr. Medhurst had stated that if the Governor-General could not exact compensation from the Hoppo, he would do it in person, and hence the joint letter. I have not heard what Mr Medhurst's line of conduct will be in this matter; but it is sincerely to be hoped that he will fulfil his threat. On the 12th Ma visited Mr. Medhurst on board the *Rodney*. He was conducted over the ship and shown every attention. Chinaman-like, of course he expressed himself greatly pleased with everything he saw, and was surprised to learn (what naturally he did not believe) that she is one of the least serviceable of the English fleet. He was landed by the *Rodney's* steam launch, a salute of nineteen guns being fired as he left the ship. On reaching the shore he sent a handsome present of money to the crew of the launch, which was, however, returned with many compliments. Mr. Medhurst cannot be charged with high-handed or oppressive proceedings. As soon as the squadron arrived, and before any hostile steps were taken, a minute examination was made by the surgeon of the *Rodney* into the personal injuries which Mr. Taylor and his party asserted they had received, and it was rendered only too clear that the sufferings of the luckless missionaries were in no degree exaggerated. So much for the grounds of his action. As for the action itself, he had been deceived before when relying on the Viceroy's promise and seal, and he saw clearly that the only way to secure his Government from being again fettered with war was to demand and obtain a material guarantee. The English Government have, in view of this last signal service, no longer any excuse for withholding from him the rank of C.B., which was justly his due many years ago, both on account of his actual length of service and for the skill and energy he displayed here during the trying time of the rebel occupation of this province. The squadron left Nanking on the 14th, having the *Tung Chi* in company. On the 15th Mr. Medhurst reached Yangchow, where he was met by the Taotai of Shanghai and the Salt Commissioner of Yangchow. The *Slaney* and *Dove* were moored off the principal gate of the City, and 600 blue jackets and marines were stationed in the "Temple of the Ten Thousand Genii." The reception accorded to Mr. Medhurst was quite satisfactory, but it is said that the local authorities conducted the troops to the Temple by all the back streets and alleys, so as to render their arrival as secret as possible. This was submitted to, but it was purposed to march the men through the whole city on the next day "for exercise." It was also intended to post a consular notification on the gate detailing all the circumstances. The *Zebra*, which joined the squadron off the Grand Canal, was sent back to Shanghai, and arrived yesterday. She brings the latest news received which is in all respects gratifying. Some of the ringleaders in the attack on Mr. Taylor's party have been arrested, and one of the Literati concerned is in custody. But the mainspring of the whole—a retired Governor-General, named Yen—whom, by the way, it would have been almost impossible to touch, has taken the precaution of withdrawing into private life. I am told that the Chinese commissioners do their best to throw difficulties in Mr. Medhurst's way, and it is believed that but for the guarantee held the matter could not be settled without the use of force. Before I close the subject I will give you an anecdote highly illustrative of Chinese character, and which recalls the days of our early intercourse with this extraordinary people. The Taotais of Shanghai and Chinkiang called on Mr. Medhurst at the British Consulate at Chinkiang, when the fleet was on its way up, and proposed that he shoul leave the ships where they were then anchored, and pro ceed with them in a Chinese gunboat. We can imagine th state of terror in which they were when he peremptorily refused, yet with inimitable stolidity, and all the time looking at the masts of the *Rodney, Rinaldo, Icarus, Slaney*, and *Dove*, the Taotai of Chinkiang turned to the Consul and said, "When are your ships coming up?"

The English mail of the 25th September, with telegrams t 17th October, arrived in Shanghai on the 13th of November. Since then we received (on the 17th inst.) telegrams from London, via Tientsin, to the 27th ult.

On the 17th the Shanghai General Chamber of Commerce hel its annual meeting. The matters for discussion were first, th measurement of teas; secondly, the charges to be allowed for managing the business of vessels in distress; and, thirdly, Sir Rutherford Alcock's recent sumptuary regulation forbidding English subjects of Chinese parentage to wear native dress in China. With regard to the first, it was stated that in 1866 and 1867 th Chamber had issued circular notices to the merchants recommending the adoption of the custom of measuring teas on shipment, and paying freight on the China measurement instead of on that of the port of discharge. This recommendation was in most case verbally assented to, but no practical result had exhibited itself. The question, then, was, whether it would not be advisable for the Chamber to relinquish the attempt to introduce the change. Various opinions were expressed, but it was generally allowed that the Chamber had not based its former action on any knowledge of facts. It was accordingly proposed and carried that time should be granted to allow the committee appointed to collect information on the subject. As to vessels in distress it was thought that the Chamber might exert a wholesome influence in discountenancing extortion; and as to Sir Rutherford Alcock's proclamation, it was decided that the Chamber had nothing to do with it. The proceedings may therefore be summed up in the one word—Nothing. This is justly a matter for surprise, especially as the all-important questions of bonded warehouses and Customs' guarantees are now before the mercantile community. I have already given you the correspondence which took place between Mr. Hart and the Chamber on the question of guarantees. It was thought the other day that the matter would be brought to an issue, for the P. and O. steamer *Formosa*, under despatch for Yokohama, was detained, as was asserted in the *North China Daily News*, in consequence of "the Custom-house refusing to accept the Peninsular and Oriental guarantee for payment of duty on her cargo" Next day, however, the affair was cleared up by a statement evidently emanating from official quarters. It appeared that the Peninsular and Oriental clerk applied for a clearance at 10.45 A.M. on the day previous to the steamer's announced departure. The chief Custom clerk said that he thought it would be better to have the duties paid, especially as the amount happened to be small, and that at any rate a clearance was not required until four P.M., when the office would close. The P. and O. clerk misunderstood this to be a refusal to accept a guarantee, and, accordingly, without any reference to the commissioner, the

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agent postponed the steamer's departure. Meanwhile the following letter, received yesterday by the Chairman of the Chamber of Commerce, was on its way from the Inspector-general:—

Inspectorate-General of Customs, Peking, November 2, 1868.

Sir,—1. I have to thank you for your reply, under date October 7, to my communication concerning guarantees for duties remaining unpaid on clearance.

2. The question of a bonded warehouse system will, it is supposed, be definitely settled next spring; and, when visiting Shanghai for that among other purposes, I shall be glad to be favoured with the matured views of the Chamber. The intentions of the Chinese Government, as far as I am acquainted with them, though admitting of an alternative settlement, are yet of a kind that may fail to make bonded warehouses acceptable at your port.

3. As regards guarantees, while regretting that the reply under acknowledgment has not done much towards the solution of the difficulty, I beg you will assure the Chamber that the Customs authorities will endeavour to accommodate the action to be taken to the circumstances and requirements of the ports in the manner that shall cause the least amount of embarrassment generally.—I am, &c., ROBERT HART, [L.S.]

Inspector-General of I.M. Customs.

To the Chairman of the Shanghai General Chamber of Commerce.

The Mortuary Chapel and new Cemetery were consecrated on the 13th inst. by the Lord Bishop of Victoria, but the ceremony excited little interest, not more than half-a-dozen persons, not actually taking part in the proceedings, being present. The old parishioners of our worthy Consular Chaplain, the Rev. C. H. Butcher, M.A., who was formerly curate of St. Clement Danes, will be glad to hear that he has been appointed to a canonry in St. John's Cathedral, Hong Kong.

## YANGCHOW.

The *North China Daily News* says:—Mr. Medhurst's reception at Yangchow, we believe, was all that could be desired; but it is amusing to learn that the local authorities conducted the troops to the temple where they are quartered by all the back streets, in order to hide them as much as possible from view. This was submitted to, as they were merely being guided to their destination at the time; but an intention was expressed to march the men throughout the whole city next day. To provide against any misunderstanding as to recent proceedings, and as to the nature of the visit, it is further intended, we believe, to post a Consular notification at the gates, recounting the circumstances.

Negotiations about the riot are dragging along. Two individuals who were concerned in it have been caught—one, the man who took Mrs. Taylor's rings from off her fingers, the other a literary graduate, who was a prominent leader of the mob. It is hoped to detect many others yet. The officials object to the wording of the tablet which we want erected; but Mr. Medhurst insists. Compensation in the Hwei-quan barrier case has been arranged, and was to be paid on the 18th. English sentries are placed at the gate opposite which the gunboats are anchored, and officers and troops seem well pleased with their quarters. The five to six hundred marines and blue-jackets were quartered inside the city at the Temple of the "Ten Thousand Genii;" the *Slaney* and *Dove* were at anchor off the east gate of the city, and there was to be a High Court held, Mr. Medhurst, the Salt Commissioner and Taoutai of Shanghai acting jointly, to look into the demand made for the punishment of the Literati.

While these proceedings have been occurring at Nanking, Lieut. Commander Dunlop, of H.M.'s *Dove*, has been making a survey of the Grand Canal. He has been so active in this matter that, between Sunday morning and Tuesday evening, he had examined over sixty miles of the canal northward from the Yangtsze, and ascertained the possibility of getting his gunboat up as far as Kao-Yow. The survey had to be made in Chinese boats, as it was not considered safe to take the *Dove* into the canal before its depth and width were accurately known.

## HONG KONG.

Hong Kong advices by the present mail reach to Nov. 25. The home mail of Oct. 9 arrived out on the 18th Nov., with London telegrams to Oct. 30. The colony appears to remain in the same stagnant condition, and there is no local news of interest.

The *China Mail* says:—"A rifle match has been arranged to take place between the rival associations of Hong Kong, Shanghai, and Yokohama, the shooting here to come off on Tuesday, the 1st December. The following is a list of the Hong Kong team:—Messrs. J. T. Turner (73rd), J. Gibson (73rd), A. Lind, A. Glennie, H. J. Holmes, A. C. Sim, C. Wagner, and E. L. Woodin."

### THE COOLIE TRADE.

It is with most unfeigned pleasure, says the *China Mail*, that we give publicity to the following notification issued by his Excellency the Governor of Macao. We translate from the *Boletim* of the 23rd, which gives some other documents on the same subject, that shall appear to-morrow. It was never our belief that Portuguese gentlemen, desirous to maintain the honour of their country's flag, would knowingly embark in a traffic so dishonouring to their nationality, and Sergio de Souza, chief of the Portuguese gentlemen in this part of the world, is apparently anxious to prevent the possibility of a suspicion of that sort being entertained. The reputation of the Portuguese name seems safer in his hands than in those of the Acting Attorney-General of Hong Kong, though the latter is much better informed as to the brutalities of the trade upon which Macao has hitherto flourished. The following is the notification:—

The Governor of the province of Macao and Timor determines as follows:—

The Portuguese Consul in Callao, the port of Lima, having communicated to this Government by a despatch, dated the 2nd of August last, the horrible act committed by a farmer in the suburbs of that city upon forty-eight Chinese emigrants, who had been transported to that country as labourers, by marking them with a red hot iron, as was formerly the practice with African slaves; and that furthermore many labourers or Chinese colonists were wandering about the streets of that city soliciting the charity of the public, having been abandoned by their masters when, being mutilated, they were judged useless to perform the services for which they had contracted; it is therefore determined with the advice of the Council, that, failing the receipt of official information that energetic measures had been taken to prohibit atrocities of such a nature, so barbarous and so contrary to the civilisation of the age, his Majesty not determining to the contrary, the following regulations shall be observed:—

1. Until further notice the licences conceded by this Government to open emigration houses for Callao, the port of Lima, shall be suspended.

2. Furthermore, there shall not be admitted for examination by the superintendent of emigration, and then shall not be registered at the office of the procurator of Chinese affairs, contracts for any Chinese emigrants or colonists destined as above mentioned.

The officers on whom it devolves to take notice of and act upon this notification will do so accordingly.

ANTONIO SERGIO DE SOUZA,
Governor of Macao and Timor.

## COCHIN CHINA.

### SAIGON.

From the *Saigon Advertiser* of the 7th November we learn that a Chamber of Commerce and an Exchange have been established in Saigon, with the permission and approval of the Government. The Chamber of Commerce, so far as we can make out, consists of five Government officials and nine merchants, elected by vote of the mercantile community, but whose nomination must be confirmed and approved by the Governor. The gentlemen elected were Messrs. Marx, Denis, Daler, Lafon, Grandhomme, Parker, Dierx, and a native Annamese. A Government notification indicates the Wangtai Hotel, on the Quai Napoleon, as the place where the Chamber and Exchange-rooms are to be. The Chamber held its first meeting on the 3rd November, under the Presidency of M. le Directeur de l'Interieur. M. Daler was elected vice-president, and M. Dierx as honorary secretary, and amongst other business transacted, it was resolved that a price current should be issued under the authority of the Chamber. The Director of the Interior, in opening the proceedings, delivered the following speech, which we translate for the benefit of our Chamber here. It will be seen that the director, although dealing a good deal in vague generalities which may mean anything or nothing, is strongly in favour of free trade and against all duties and other obstacles to business. But with the love of order and precision, characteristic of a French official, he dwells strongly on correct returns being made of imports and exports.

The Director spoke as follows:—"Gentlemen, in opening the first meeting of the Saigon Chamber of Commerce, I experience a profound satisfaction; for I have still before my eyes the spectacle, so recent, of this country unknown to Europeans—of these vast and fertile plains without outlets for their produce—of this inexperienced people, who fled before the approach of the French—of the cares, anxieties, and hesitations which we endured together in the first days of the conquest.

"Since then, however, the chosen spirits charged with carrying out the elevated views of the French Government have announced a magnificent future in store for Cochin China.

"In rendering an homage of gratitude and respect to those worthy representatives of our illustrious Sovereign who have laboured without ceasing for the success of one of the grandest and most beneficial undertakings of our epoch, I am proud to state that they have been actively seconded by the spirit of order and moderation, by the wisdom and experience of which the mercantile community of Saigon have given so many proofs since the opening of the port.

"Yes, gentlemen, it will be a title of honour for the houses which you have founded, to have assisted in the creation so rapidly of a settlement destined to place in communication with the civilised world the whole of this vast peninsula and its numerous inhabitants.

"That the colony may at the same time prosper, Gentlemen, continue by your example and counsels to establish among the merchants whom you represent in this Chamber the traditions of order, industry, and energetic foresight which you have known how to make prevail here in such a short time, and make known to foreign commerce the security and the numerous resources which it can now meet with in trading with our port.

"Your time is precious, but a few hours given every month to public concerns and inquiries, of which I need not point out the utility, would be of invaluable service to the entire community, who would cherish your name among them as public benefactors.

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"An Annamite has been invited to take his seat among you; his presence is a new proof of the liberal spirit which animates our institutions, and which wishes to associate all the inhabitants in the same labours and in the same rewards. He will represent the numerous and interesting class, who work directly the soil—a class whose interest it is to come more and more into contact with the mercantile class.

"If we have not beside us representatives of the other divers races who dwell in this city, their good relations with the Europeans should convince them that the interests of all merchants, whatever their nationality, have an equal share in our sympathies and solicitude.

"In expressing on this point sentiments which are also yours, I am persuaded I can assure all the residents of Cochin-China that you are strictly in accord with the Government to invite them to persevere in their efforts and to have confidence in the future.

"Permit me, before proceeding to the special work of the meeting, to glance at the important duties which will be entailed upon us in regard to the principal questions which will come under our consideration.

"Saigon is now a town of considerable trade. We declare an annual business of over 70,000,000f., but, thank Heaven, we have no customs' duties. If, however, our trade escapes free of taxation and burdensome restrictions, the simple declarations which we receive constitute very incomplete commercial returns. Now, it is the interest of all, and an unquestionable advantage, to know with the greatest exactness the amounts and values of our imports and exports, with full particulars; the Chamber, enlightened by your knowledge, and enjoying the confidence of private firms, will be able to obtain and publish all the documents which merchants, without compromising the secrets of their business, will consent to communicate.

"The movements in our market depend upon the fluctuations of prices in the neighbouring markets, and also, although to a less degree, upon the variations of the markets in the interior; on the other, the means of publicity at the disposal of commerce are still limited. It would be of great benefit to know every day, then to combine all the indications which result together from the conventions that have been executed, so as to be able to determine exactly what have been the imports and exports of the country in a certain defined period.

"The need of this is felt by Government as much as by commerce,—it will conduce to the creation of an Exchange.

"It is to you, Gentlemen, to whom it will appertain, to prepare the regulations of this establishment, which is so desirable, accommodating them to our exceptional position, and then to see them carried out when they shall have received the approval of our worthy Governor, whose benevolent support has been entirely acquired for the work which you are undertaking,

"Then, as soon as you remedied the defects of our actual commercial legislation, new services will be demanded of you; the correspondence of the Chamber will be extended across the ocean to our native land, which will have reason to be proud of our success; your zeal and devotion will have conferred numerous obligations; later on—very soon, without doubt—you will find, I hope, the sweetest reward of your labour in a new extension of the trade of our colony, in the bosom of which you will have powerfully contributed to spread ease and prosperity."

# Commercial Report.

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The following market information is derived from Messrs. Olyphant and Co.'s Circular, dated Hong Kong, Nov. 25th.

## IMPORTS.

SHANGHAI.—No marked changes have occurred, and transactions in nearly every article under this heading have been very limited. Grey Shirtings are in small demand and lower; we quote 6⅞ catties weight at Tls. 2.16 to 2.18 per piece. White Shirtings and T-Cloths were nominally unaltered until within the past day or two, when a slight decline can be quoted. Most descriptions of Woollen Goods are quiet and without quotable change, but Black Camlets have been in good demand at full rates for Japan, and the stock is now quite exhausted. American Drills have fallen in price somewhat, but no business has taken place; we quote: Drills, Tls. 4.40 to 4.55; Jeans (30 yards) Tls. 3.60 to 3.70, and Sheetings, Tls. 4.20 per piece, all nominal. Lead has further improved in value and the better brands may now be quoted Tls. 5.75 to 5.80 per picul; other metals remain as last advised. Coals are in very heavy stock and difficult to move; Anthracite is nominally offered at Tls. 12.50 to 12.75 per ton, but no demand exists.

HONG KONG.—Our import market is very dull, and business continues of a very unsatisfactory nature. Raw Cotton has been sparingly taken, dealers being fairly supplied, and disinclined to increase their stock. Importers are willing sellers, and a decline of 50 cents has been established. In Yarn sales have been confined to about 80 bales Bombay and Singapore kinds, Nos. 16 to 24 taken at $100 to $106. Quotations for English manufacture are unchanged. Stocks of Piece Goods have been considerably increased, three vessels having arrived with part cargoes, and the offers now made for staples are extremely low and generally refused. A sale of 30-yard American Jeans has been made at $4.50 per piece, and the only parcel of American cottons now on offer is about 50 bales Drills, the balance of last receipts having been sent North. Woollens are quiet, but generally firmly held, though dealers have reduced their offers. In Metals nothing worthy of note has been reported. Coals are dull of sale at last quotations.

## EXPORTS.

SHANGHAI.—Green Teas: The demand has continued steady, and about 29,000 half-chests have been settled at prices showing little general change, but holders of fine teas have been very firm in their demands. The stock has been maintained at about the figures last advised, and is estimated at 74,000 half-chests of all descriptions. Black Teas: A moderate business has been transacted at some recovery in the prices of common descriptions, and settlements during the interval have been 9,600 chests, leaving a stock of about 18,300 chests. Raw Silk: Transactions in this staple have also been on a moderate scale, total purchases being estimated at 1,200 to 1,500 bales. Tsatlees have occupied the most attention, and recent settlements show an advance of Tls. 10 to 15 per picul; a second rate chop third Tsatlee is reported as having been sold at Tls. 585. Prices in the country are said to be higher than those on this market, and silkmen are consequently very firm, and a further advance is looked for. Stock about 3,000 bales.

FOOCHOW.—Tea: Settlements of tea since the despatch of last mail amount to 719 chests Congou, at Tls. 10.8 to 17.8 o.b.; 100 do. Souchong at Tls. 17.8 o.b.; and 357 do. Flowery Pekoe, at Tls. 25.8 to 30.8 o.b. Buyers of Congou for England are still holding off for a decline in prices, which holders are unwilling to submit to. Supplies are coming forward very slowly. In Oolongs no transactions have transpired, but there has been some inquiry on the part of American buyers, and at the last moment teamen report the settlement of about 7,000 half-chests good cargo grades at Tls. 20 short, but the report lacks confirmation, and may be entirely owing to the increasing anxiety of holders to induce buyers to enter the market, leading them to report to one house settlements by another in hopes of eliciting offers. The only departure has been the San Francisco for Melbourne with 221,000 lbs. tea.

AMOY TEA—The Congou season is closed, the small stock on offer when the last mail left having been settled at $12 to 18½ per picul, short. About 600 half-chests fair cargo Oolongs have been purchased from a Teaman, who is about leaving the port, at $20 to 23 per picul, which shews a drop of about $4, but holders generally are unwilling to accept similar terms. The stock amounts to about 109,000 half-chests. The usual reports of settlements are current, but are not generally credited; one, however, is circumstantial in naming the quantity settled, and the prices, say 14 chops, at $18 to 38.

CANTON.—Tea: There has been little demand for teas of any description, and the settlements of 8,000 boxes Scented kinds, and 1,500 boxes Gunpowder, at former quotations, have all been made by one house. At the moment there is nothing doing. In Congous there is no change to note. Raw Silk is in fair demand at slightly reduced values, but holders are very firm, more especially for fine silk, which is now becoming quite scarce. Re-reeled sorts are inquired for at a decline of about $10, which the dealers refuse to accept. 100 to 150 boxes have been taken at $550 for good silk. Buyers generally are holding off for lower rates.

## EXCHANGE.

SHANGHAI—The sterling rate has declined to 5s. 10d., and closes at this for the mail, for first class six months' sight private paper. On Hong Kong, Bank Bills, on demand, we quote at 24½ per cent. discount; private, fifteen days' sight, 25 to 25¼ per cent. discount.

HONG KONG.—Exchange on London declined shortly after despatch of last mail to 4s. 4¾d. for Bank, and 4s. 5d. for first class private paper, and little disposition to sell at these rates was manifested, when one Bank suddenly offered to draw at 4s. 5d., and the rate for private rose to 4s. 5¼d. to 4s. 5½d. The Bank sales were soon made, and the drawing rate was lowered to 4s. 4½d., at which it closes for six months' sight bills; private 4s. 5d.—no sellers, and no private buyers. Rates very weak.

# NEW YORK MARKETS.

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## TEA.

Messrs. Beebe Bros. report as follows, under date 4th ultimo:—We have to report a rather dull market for Tea generally during the past fortnight, with sales from first hands of 4,500 half-chests Greens (nearly all new crop goods recently to hand, *via* San Francisco), 6,100 half-chests Japans, and 1,850 half-chests Oolongs. Of the Japans 2,100 half-chests were also new crop, and received *via* San Francisco. The market remains unchanged for both Japans and Oolongs, closing weak and somewhat unsettled. For new-crop Greens, sales since the 20th ult. indicate no change of importance in values as compared with the opening figures, though the market at the close is scarcely as firm. We quote prices realised for these thus far, in chops, as follows:—Moyunes, 89s. to 94s.; Twanki, or Teenki, 90s. to 94s.; and Fychow, 85s. to 88s., all gold, duty paid. The Scawfell has arrived since our last with a cargo of old-crop Japans from Yokohama.

The same firm offer the following remarks under date 18th Dec.:—Since ours of the 4th inst. sales of tea from first hands are reported to the extent of 1,300 half-chests Green, 9,300 half-chests Japan, 7,500 half-chests Oolong, and 700 half-chests Congou. Prices realised, while showing no material change, indicate no improvement whatever in the market. At the close some anxiety is manifested by holders to be quit of their remaining stocks of old crop goods, and the tendency is to a lower scale of quotations. We note the arrival since our last of the Emma, with a cargo of Japans from Nagasaki.

## SILK.

Messrs. Richardson's Circular dated 18th December is as follows:—The market for raw silk continues quiet, but prices are firm. The large arrivals both here and in London have led some to look for concessions, but it is clear that although the silk was hurried forward early in the season the crop will not realise more than the estimate—say 50,000 bales for China. As we have received an unusually large proportion of this estimate we have so much less to receive. The European market continues firm, with perhaps a shade of improvement. European manufacturers are now receiving orders for "satins," which means high prices for fine silks, both European and Asiatic.

Our throwsters are expecting to have business after the new year There is no change in quotations.

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## EXPORT OF TEA AND SILK, SEASON 1868-69.

### TO GREAT BRITAIN.

| Date. | From Kanagawa & Nagasaki. | From Shanghai and Hankow | From Foochow. | From Amoy. | From Canton, Macao, &c. | Total lbs. | SILK. Total Bales & Cses |
|---|---|---|---|---|---|---|---|
| From June 1 to Sept 30, 1868 ..... | 605753 | 52233715 | 43904801 | ... | 9215225 | 105959494 | 38084 |
| Corresponding period last season..... | 794506 | 36329249 | 29211699 | ... | 7474284 | 73309738 | 24091 |

*Shipments Since;*

| | | | | | |
|---|---|---|---|---|---|
| Oct. 9 per Blanche | From Yokohama | ... | — | 27 |
| — 19 ... Pakwan | ... Shanghai | ... | 968,325 | 338 |
| — 19 ... Hindostan | ... Do. | ... | 1,114,329 | |
| — 20 ... Charlgrove | ... Foochow | ... | 645,890 | |
| — 21 ... Zingra | ... Do. | ... | 654,573 | |
| — 21 ... Smyrna | ... Do. | ... | 437,295 | |
| — 21 .. Tamerlane | ... Shanghai | ... | 1,064,398 | |
| — 21 ... Looloo | ... Foochow | ... | 646,379 | |
| — 21 ... Sovereign of India | ... Shanghai | ... | 1,004,000 | |
| — — ... Sunda (ml. str.) | ... Do., &c. | ... | — | 991 |
| — 23 ... Alexander | ... Shanghai | ... | 255,020 | |
| — 25 ... Chetah | ... Canton | ... | 913,028 | |
| — 28 ... Donnai (Fr. ml. str.) | ... Shanghai, &c. | ... | — | 1,780 |
| Nov. 3 ... Emeu (ml. str.) | ... Do. | ... | — | 1,445 |

### TO UNITED STATES.

| | | | | | | | Pcls. |
|---|---|---|---|---|---|---|---|
| From June 1 to Sept. 30, 1868 ..... | ... | ... | ... | ... | ... | 7784595 | 504 |
| Corresponding period last season..... | ... | ... | ... | ... | ... | 1291186 | 278½ |

*Shipments Since;*

| | | | |
|---|---|---|---|
| Oct. 14 per Horatio | From Shanghai | ... | 445,287 |
| — 15 ... Costa Rica | ... Do. | ... | 302,616 |
| — 20 ... Grenadier | ... Yokohama | ... | 446,443 |
| — 24 ... Courser | ... Shanghai | ... | 571,506 |
| — — ... Dilpussund | ... Do. | ... | 755,052 |
| — 26 ... Gamecock | ... Canton | ... | 515,439 |
| — 27 ... Merida | ... Do. | ... | 9,228 |

### TO THE CONTINENT.

| | | | | | | | Bales. |
|---|---|---|---|---|---|---|---|
| From June 1 to Sept. 31, 1868 ..... | ... | ... | ... | ... | ... | 2830610 | — |
| Corresponding period last season..... | ... | ... | ... | ... | ... | 760300 | — |

*Shipments Since;* None.

### TO AUSTRALIA.

| | |
|---|---|
| From June 1 to Sept. 30, 1868 ... ... ... ... ... | 7,724,104 lbs. |
| Corresponding period last year ... ... ... ... ... | 6,328,400 |

*Shipments Since;*

| | | | |
|---|---|---|---|
| Oct. 12 per Mary | From Foochow | ... | 211,442 |
| — 17 ... Minnie | ... Do. | ... | 503,520 |
| — 20 ... Regna | ... Do. | ... | 248,370 |
| — — ... Albert Victor | ... Do. | ... | 381,433 |
| — 21 ... Medina | ... Do. | ... | 434,528 |
| — 30 ... Douglas | ... Hong Kong | ... | 23,261 |

# Shipping Intelligence.

—o—

## ARRIVALS.

At HONG KONG.—From Sunderland, Nov. 23, Stanley; from New York, Rocket; from Cardiff, 25, Garibaldi.

At SINGAPORE.—From Cardiff, Nov. 27, Blanche.

## DEPARTURES.

From SHANGHAI.—For New York, Nov. 6, Masonic; 13, Charger.

From SINGAPORE.—For Liverpool, Nov. 25, Khimjee Oodowjee; for Hamburg, 24, Varuna; for New York, 22, George Green.

## COMMERCIAL POSTSCRIPT.

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Messrs. Ashton and Co. have issued a Circular announcing that Mr. Ellis Gilman (son of the senior partner) is this day admitted into the firm.

The North China Insurance Company (Marine), whose head office is in China, and for which Messrs. Ashton and Co. have been acting as agents, has opened a branch office in London, under the care of Mr. John S. Mackintosh, who has hitherto had the management of the company in China. The address is 34, Clement's-lane.

BOARD OF TRADE RETURNS.—The Board of Trade returns were issued yesterday. The imports, which are brought down to the end of October, although nearly a million in excess of the returns for the corresponding month of 1866 and 1867, are nearly two millions below those of September last. The returns for that month were, however, unusually high, being over three millions in excess of those of August, and have only been exceeded four times in thirty months. The total value of the imports in August was £21,492,619. The exports are made up to the end of November. In that month their total value was £14,143,493, which not only shows a deficiency as compared with the corresponding months of 1866 and 1867, but is no less than £2,733,405 less than the returns of the previous month of October. In only four out of thirty-three months have the returns fallen below those for November last. The usual abstract of these returns will appear in our next issue.

The Mexican dollars brought by the last West India packet have been sold at 59¼d., showing a decline of ⅛d from the last price. The bar silver is not yet disposed of.

A Circular from Messrs. R. S. Butterfield and Co, of Bridgehouse Mills, Haworth, and Duke-street, Bradford, announces the retirement of Mr. R. S. Butterfield, and the transfer of the business to Messrs. Redman and Holt, who will continue it at the same address.

## SHIPPING.

ARRIVALS NOT IN THE TABLES.—Off Ballycotton, from Rangoon, for Liverpool, Duke of Wellington; Dec. 31, at London, from Shanghai, Hastings; Nov. 18, at Monte Video, from Hong Kong, Amadine; Dec. 31, in the Downs, from Colombo, Queen Bee; at London, from Colombo, Veronica. Jan. 1, at Deal, from Shanghai, Janet Ferguson; at Liverpool, from Rangoon, Estrella; Dec. 29, at Cuxhaven, from Batavia, Triton; Jan. 2, at London, from Shanghai, Mary Whitridge; Dec. 30, off Dungeness, from Batavia, for Amsterdam, Eensgezindheid; 28, at Santander, from Manila, Virgen del Carmen; 31, at Nieuwe Diep, from Batavia, President v. Ryckevorsel; 21, off Boston, from Padang, Argonaut; 22, at San Francisco, from Hong Kong and Yokohama, Great Republic (s.); Jan. 3, at London, from Shanghai, Crawshaw Bailey.

DEPARTURES.—Dec. 31, from London, for Cardiff and Shanghai, Lord Macaulay; 26, from Shields, for Singapore, Petunia; 29, from Sunderland, for Singapore, Gulnare; 22, for Shanghai, Benmore (not the Benvenue as before reported); Jan. 1, from London, for Shanghai, Challenge; Dec. 30, from Liverpool, for Singapore, Lorton; Jan. 2, from London, for Shanghai, Silver Eagle; Dec. 31, from Liverpool, for Yokohama, Empress; from Clyde, for Hong Kong, via Liverpool, Windover; 2, from San Francisco, for Hong Kong, White Swallow; for Yokohama, China (str.); for Hong Kong, Golden Fleece.

SPOKEN.—Hellevoetsluis, Java to Dordt. Nov. 24, 1 S., 21 W.; Iron Queen, Sunda to Liverpool; Barbadian, London to Shanghai, Dec. 5, 11, S., 33 W.

LAID ON.—At London, for Ceylon, Avon; for Amoy and Chefoo, The Cedars; for Manila, Angela; at Liverpool, for Batavia and Sourabaya, Fanny Kirchner.

CASUALTIES.—The Benvenue, Brown, from London to Penang, arrived at Deal Dec. 23, and was supplied with an anchor and 15 fathoms of chain in lieu of others lost.

Advices from Rotterdam, dated Dec. 30, state that during a gale on the night of the 28th Dec., the Mary and Hlillegonda, thence to Batavia, got adrift in Brouwershaven Roads, and came into collision with the John N. Cushing; after striking several times she was towed to a safe anchorage, but was so much damaged that she would have to return to Rotterdam for repairs.

Advices from Amsterdam, dated Dec. 29, state that during the gale on the previous night the Sirius, for Sourabaya, the Alida, for Padang, and the Niphon, Vuyk, for Japan, broke their chains, and sustained some damage by collision.

MISCELLANEOUS.—The Golden Spur, Ronald, from London to Shanghai, which put back to Deal Dec. 29, sailed again on the 31st.

A telegram received at Liverpool December 31 announces that the Busturiana, from that port to Manila, had been wrecked at Sorsagon, near Manila.

The Bolton Abbey, Murphy, arrived at Liverpool, reported that on Oct. 11, in lat. 27 S., lon. 50 E., she spoke the Virgen del Carmen, from Manila to Santandar, with mainmasthead and mizenmast gone, but she required no assistance. (See Arrivals.)

The Triton, from Batavia, arrived at Cuxhaven Dec. 29, with loss of foremast.

The Indiana, Cooper, from London to Singapore and Bangkok, arrived in the Downs Jan. 2. She had been in collision the night previous, during a gale, and had foremast and bowsprit carried away, and received other damage.

## BIRTHS, MARRIAGES, AND DEATHS.

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### BIRTHS.

BELL—On the 28th Dec., at 13, Windsor-street, Glasgow, the wife of Captain John Bell, of a daughter.

GINGELL—On the 26th December, at 344, Fulham-road, the wife of C. T. Gingell, of a daughter.

JACKSON—On the 21st Dec., at 4, Alexandra terrace, St. John's-wood, N.W., the wife of W. Jackson, Esq., of the Chartered Mercantile Bank of India, London, and China, Hong Kong, of a son.

MACLAGAN—On the 24th December, at 12, Carlton-street, Edinburgh, the wife of Robert E. Sinclair MacLagan, Esq., O.B.C., Ceylon, of a son.

MURTON—On the 30th Oct, on board the *Seringapatam*, outward bound for Shanghai, in lat. 23 deg. N., long. 20 deg. W., the wife of Capt. W. Murton, of a daughter.

PORTER—On the 19th December, at 117, Boulevard de la Reine, Versailles, the wife of James Porter, Commissioner of Customs, China, of a son.

### MARRIAGES.

NORONHA—PEREIRA.—On the 21st Nov., at the Roman Catholic Church, Hong Kong, Diocleciano Lucio Noronha, to Maria Filomena, eldest daughter of Manuel Luiz da Roza Pereira, Esq.

NORONHA—BASTOS.—On the 21st Nov., at the Roman Catholic Church, Hong Kong, Leonardo Noronha, to Maria Josefa, eldest daughter of Antonio Bastos, Esq.

### DEATHS.

EDWARDS—On the 14th Dec., at Southampton, aged 30, Edward Edwards, late of the P. and O. Company's steamship *Tanjore*, deeply regretted by his friends and fellow-officers.

Of the numerous Almanacks for 1869, one of the best is a new one entitled *Whitaker's Almanack*. Besides the usual contents of such a publication, it contains a large amount of information respecting the Government, Finances, Population, Commerce, &c., not only of the United Kingdom, but of British Possessions throughout the world; even the Chinese and Japanese Calendars are noticed and explained. It contains nearly 400 pages of small but very clear print, and is extraordinarily cheap at one shilling.

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# Continental Intelligence.

## NORTH GERMANY.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, December 31.

The fate of the Bremen barque *Lesmona*, which was captured by Chinese pirates a few months ago, as the crew, with but few exceptions, were too timid to offer determined resistance, has created some sensation in the German papers, and opened the door for a smart discussion as to the expediency of making some general laws on the subject on the part of the North German Confederation. It cannot be said that the German sailors have less personal courage than those of other nations, and their patience under sufferings, and power of endurance in face of hardships, when exposed to shipwreck and other dangers more immediately connected with their calling, deserve all praise. It has been suggested that the new German flag is too new to fight for, as there are no glorious reminiscences attached to it to endear it to the hearts of the sailors; and, on the other hand, some stress is laid on the fact that there is no law making it incumbent on the crews to defend their vessel when attacked by privateers or pirates, and there is no inducement for them to do so, for any reward for such good conduct, or any compensation for wounds or loss of limbs, is quite voluntary on the part of the shipowners. It is therefore proposed to make some general regulations on the subject. It is worthy of remark that in this respect the old Hanseatic sea laws contained such enactments, and the sailors were not only compelled by law to offer armed resistance to freebooters and rovers on pain of punishment, but rewards were insured to them for acts of bravery, together with suitable pensions for loss of limb or if invalided in the service. In consequence of this discussion it is highly probable that a Federal law will be passed in the next session of the German Parliament, making due provision for such cases, and defining the responsibilities of the shipowners and those of the Confederation.

The Zoological Society of this city acknowledge in the local papers a number of valuable presents of animals received in the last few months from different parts of the world, among which are the following from the Far East:—A ring pheasant *(Phasianus torquatus)*, from China, donor, Capt. J. C. Reimer; a dwarf quail *(coturnix Chinensis)*, from China, Messrs. A. J. Hertz and Sons; two metallic coloured pigeons, from Java, Herr L. P. Schaetzler; several tortoiseshell turtles *(Chelonia imbricata)*, from the South Seas, Messrs. J. C. Godeffroy and Son; a makuk *(maccus cynamolgos)*, from Java, Herr Fr. Heimbock; a swan goose *(cygnopsi cygoides)*, from the East Indies, M. Chs. Chabert; and four fat-tailed sheep *(ovis platyura)*, from Mongolia, Messrs. Siemssen and Co., Foochow.

Herr Alexis Redlich, the Austrian Consul in Siam, has arrived here in his native city after a long residence in the East. In his official capacity he has had many opportunities of becoming well known to the late as well as the present King of the country, and, as a merchant, supplies the Court with many articles of German produce and manufactures.

### COMMERCIAL.

On account of the holidays the markets are virtually, though not officially, closed, and business generally is suspended till after New Year's-day. There is, however, no alteration in the prices of any articles of interest to your readers in the Far East.

### SHIPPING.

ARRIVED.—Sultan, from Hong Kong.

SAILED.—Apenrade, to Singapore; Taikun, to Shanghai; Heinrich, to Hiogo and Yokohama.

### SHIPPING AT BREMERHAVEN.

ARRIVED.—William Mitchell, from Rangoon (8,788 bags rice).

SAILED.—Orient, to Hong Kong.

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## HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, December 31.

The debate on the Budgets in the Second Chamber of the States General has at length been brought to a conclusion. The day before Christmas, despite the strongest efforts of the Opposition, all the chapters were carried by a large majority, viz., Home Affairs by 44—20, Navy by 61—3, War by 56—11, Financial by 41—27, Ways and Means by 41—20, and Colonial by 50—13 votes. It was especially upon the instruction question that a smart debate ensued, which extended over several days, and which would have lasted still longer but for the fact that Mr. Koorders was prevented from speaking by illness. The debate upon the Colonial Budget was the most interesting; year after year the same arguments have been brought forward, but now the members have taken entirely new ground. Mr. Thorbecke said, "It was now time to ask—Could not the Indian Government be rendered more independent of the Dutch; is it still necessary to continue to force upon the Indian population our institutions and our laws?" Mr. Thorbecke further stated that he thought it the duty of any Liberal Ministry to deal with this question, in order that justice should be done to our Indian colonies. This was the principal point of the discussion, and notwithstanding that the debate led to no definite result, the India question has advanced another step towards solution, and, indeed, it was more than time that this precise point should be considered. The Government in India must be reorganised on a Liberal basis. That attention is being drawn to our colonies by other nations is proved by the report transmitted to the English Foreign-office by the British Legation at the Hague on our East Indian Possessions, a report in which only facts are given, without a word of comment: In this report Mr. Thurlow says that Java awaits only the touch of some magician's wand to entirely relieve the embarrassments of Dutch colonial finance, whilst he estimates the deficit at £250,000 yearly; indeed, every one knows that we alone profit from our East Indian possessions, and that we profit enormously. I think that Mr. Thurlow has rendered good service to the Liberal cause, and I echo the opinion of this Secretary of Legation that there should be a less protective commercial system. He goes on to say that the wealth which might be realised by throwing open to private enterprise the trade and industry of the Netherlands Indies cannot be estimated, and with him I think that this is an event which cannot be delayed long.

The Minister of the Colonial Department answered in a very long speech the large number of questions to which his attention was called by the members. Of course he promised much, and he even promised to bring in a Bill to revise the fundamental law for India; but his promises were given in such words that I do not expect much from them. His speech was a mixture of Liberal and Conservative principles, and showed conclusively that the only aim of Mr. de Waal is to be good friends with every one.

The Government has laid before the members a Bill to modify the concession granted to the East India Railway Company, for the construction of a railway from Samarang, *via* Soerakarta, to Djocjokarta. This company's original capital of f.14,000,000 has been found insufficient, a further sum of f.3,000,000 being needed to complete the undertaking. The managers, therefore, have made an appeal to the Government, and the Cabinet proposes to warrant the payment of interest upon a loan to the amount of f.765,000, being an augmentation of f.135,000 upon the sum previously granted. As soon as the members of the Second Chamber meet after the recess—early in the month of February—they will deal with this Bill, which will most probably be approved of.

The Minister of the Financial Department, Mr. van Bosse, has agreed to the objections made in the sections with regard to the equivalents he had proposed to cover the deficit resulting from the abolition of the stamp duty now levied on newspapers. He has abandoned the proposition to increase the import duty on tea, and he intends only to raise the duty on spirits by 3f. per 100 litres. It is generally supposed that the Stamp Duty Abolition Bill will be approved of.

### PRODUCE MARKETS, ETC.

COFFEE.—As the year draws to a close the trade have contracted their operations, but the market is steady.

RAW SUGAR.—The market is firm, but the transactions only include 1,256 mats Sourabaya, per Europa, No. 12½, at 32½f.; 542 mats do., No. 13½, at 33½f.; 840 mats Cheribon, ex Kaap Hoorn, No. 10 to 11½, at 30½f. to 31¾f.; 266 mats Sourabaya, ex Robertus Hendrikus, at 32f. to 33¼f. The stock in bond is 32,855,072 kilo.

RICE.—The market is rather more active. The following parcels have changed hands:—2,254 b. Sourabaya, ex Elizabeth, at 6¼f.; 862 b. Java, ex Anna, at 8f.; 1,925 b. Sourabaya, ex Johann, at 6¾f.; and 53,513 mats Saigon floating, per Venezuela, Wilhelmina, and Everhard.

SPICES are quiet. The quotations are as follows:—Nutmegs No. 1, 86c. to 88c.; No. 2, 78c. to 79c. Mace D, 134c. to 135c.; E, 129c. Cloves, No. 2, 28½c.; No. 3, 27c. to 27½c. Java Cinnamon, No. 3, 175c.; China, 82c. to 84c.

TEA.—No change in these markets. A few sales for consumption have been effected at previous rates. The Stinchair, from Foochow, has not yet arrived, but it is said that her cargo will be announced for sale next month.

JAVA TOBACCO.—The transactions only include 252 b. Java Temajang, 168 b. CD. Good covers for cigar purposes are very high priced, and high rates are also paid for qualities fit for the English market. The total stock is 31,686 bales.

TIN.—The statistical position of the market continues favourable. Banca has further advanced, and very large quantities have been sold, the last quotation being 63¼f.

COCOA-NUT OIL.—Prima Cochin has sold at 36¼f., but the stock is now completely exhausted. Prima Ceylon realised 32f. to 32½f.

MISCELLANEOUS.—Camphor dull. Prices for China and Japan 90c. Long pepper 17c. Cassia Vera, 1,390 b., ex Julie, sold at firm but secret prices; the 1,904 b., ex Waalstroom, also changed hands. Pearl-sago nominal, at 13f. Japan wax is much offered; the quality A is quoted 59f., B 58f., D 49f. Rattans, 3,350 bundles, ex City of Perth, and 6,171 bundles, ex Charlie Palmer, have been sold.

MONEY AND STOCKS.—The holidays have of course greatly interfered with business, and there is little change to notice. Transactions in all descriptions of goods have been of a retail character, and altogether confined to immediate wants. Prices in general remained nominally unaltered. The Home Funds have, in common with other descriptions of securities, recovered gradually, both in figures and tone, which is of course due in the main to the probability of affairs in the East being arranged by diplomacy. Dutch Two-and-a-Half per Cents., 57¼; Three per Cents., 60¼; Four per Cents., 88¼; Trading Company, 124½; Netherlands India Trading Bank, 94. The Bank rate remains unaltered.

### SHIPPING INTELLIGENCE.

ARRIVALS.—Dec. 15, at Brouwershaven, the Mary and Hillegonda, bound for Batavia, put back; 16, at Texel, from Saigon, Venezuela; 19, at Texel, from Batavia, Martha Bowker; 25, at Brouwershaven, from Batavia, County of Stirling; 26, at Texel, from Batavia, Nieuwe Waterweg.

PASSENGERS INWARD.—From Java, per L. J. Enthoven, Messrs. C. O. van Oordt and Harrevelt, officers of the E. I. Army.

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NOTICES TO CORRESPONDENTS.

*No notice can be taken of Anonymous Correspondence. Whatever is intended for insertion must be authenticated by the name and address of the writer, not necessarily for publication, but as aguarantee of good faith.*

*Any information required by Subscribers, in reference to Commercial or General Matters in* CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST, *will be supplied on application at the Office, where files may be seen of the Journals published in those countries.*


# The London & China Telegraph.

*LONDON, MONDAY, JAN.* 4, 1869.


## THE NEW CHINESE DIFFICULTY.

THE Yangchow affair appears, from the tenour of our last advices from China, to have been settled, more or less satisfactorily, without the necessity of an appeal to arms. But it has given rise to a discussion in this country of such a nature as to show that the course of events in China is now more narrowly watched by politicians at home than it has been for many years. The tone of the discussion shows, moreover, that the subject of our relations with China will, on the first favourable occasion, be once more elevated into a party question; the Liberal journals, as a rule, taking quite the Chinese view of the case, censuring the missionaries for being at Yangchow at all, and our consular and naval authorities for protecting them, while the Conservative writers loudly applaud the steps taken to vindicate the right of British subjects to go where they like, and do as they like, in China. In another column we reprint a lengthy and, it must be owned, an ably-written letter from Mr. C. W. DILKE (the member for the new borough of Chelsea), advocating the former side of the case; and following this will be found a leading article from *The Times*, supporting the same view, and a rejoinder on the other side from the *Standard*. At the first glance it certainly would seem only reasonable that English missionaries, pursuing their peaceful calling in a country with which we have a treaty of amity, should be protected by their Government from such atrocious mal-treatment as that suffered by Mr. TAYLOR and his companions. That such an outrage should be committed, too, at the time when Mr. BURLINGHAME is so loudly proclaiming that the Chinese Government, his employers, "invite us to come and plant the shining cross on every hill and valley" (these, we believe, are his very words), is an additionally aggravating circumstance, and strongly inclines us to demand that condign punishment be inflicted on the stubborn officials who would neither punish the authors of the crime nor compensate the victims. But then, it is urged on the other side—and not without some show of reason—had these missionaries any right to be at Yangchow at all? And even if they had a right to go there, were they justified in remaining when they found their mission unacceptable to the populace? Theoretically, of course, the treaty provides for the right of travel and residence in the interior; but, as far as residence is concerned, that should be practically limited to such places as are within some Consular jurisdiction, or at all events within easy reach of some protecting Power. Englishmen in China are exempt from the operation of Chinese law; if, therefore, they voluntarily place themselves in situations where none other exists, trust to it for protection, and find it wanting, can they reasonably demand that compensation for their losses or sufferings shall be extorted *vi et armis* from the Chinese? It must be owned that there are two sides to this question, however great may be our sympathy with the victims of the cruel outrage at Yangchow. Clearly the position of inland missionaries in China is at present very ill-defined, and we trust the revised Treaty will lay down some distinct and unmistakable law as to their rights and responsibilities when carrying their work into places where their safety depends entirely on the power and will of the native authorities to protect them from the effects of popular prejudice.

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WITH the present number of the *London and China Telegraph* subscribers will be presented with a separate sheet containing, in a tabular form, the arrivals, departures, and due dates of all China mails, both out and home, for the year 1869. This will be, in fact, a condensed summary of the P. and O. and Messageries time-tables combined, so as to save the trouble of separate reference to two different tables; it will, we believe, be found useful by subscribers, to suspend in their offices, &c.

## SUEZ CANAL.

THE transit of a French vessel of war, the *Levrette*, across the Isthmus, in the presence of the GOVERNOR-GENERAL of British India and the COMMANDER-IN-CHIEF of the British Forces, affords the Canal Company an opportunity for natural congratulation, and is made the occasion of announcing a few facts and proposed arrangements connected with the great work. It appears that between the 15th October and the 15th November the quantity of soil excavated amounted to considerably more than two millions of tons, the total estimated by the contractors for a month's work. More than 17,000 workmen are now engaged on the work, and the excavation is being carried on by sixty powerful dredging machines, besides the wheelbarrows and tramway carriages used on the lakes and other parts of the line. The machines are kept at work night and day, and the twenty millions of tons remaining to be excavated out of the total of seventy-five millions, will, it is assumed, be raised in less than ten months.

A commission composed of scientific men, called in to consult with the chief officers of the company, recently met in Paris in order to decide on the rate at which vessels might be made to traverse the canal without injury to its banks, and also with the most economical effect as regards the interests of the company. These considerations involve others, such as the methods of towing, pilotage, influence of high tides in the Red Sea, the formation of basins to allow vessels to pass each other without danger, the lighting and keeping of the canal, and, lastly, the mode of calculating tonnage. The engineers are now studying these problems on the spot, and seem to have arrived at the following conclusions:—It seems to be admitted that steamers may be allowed to cross the Isthmus at the rate of about six miles an hour, and that sailing ships of more than fifty tons may be towed at the rate of about four miles an hour; these will, of course, have to pay for tonnage, but smaller vessels will be able to sail across the Isthmus without interfering with the larger craft. Side basins are proposed to be formed at distances of six or eight miles all along the line to facilitate the navigation. Every vessel of more than fifty tons will be required to take a pilot acquainted with the peculiarities of the navigation and with the day and night signals. The method of lighting the canal is now under examination, and the towing is proposed to be performed by horses until the steamers employed in the work are at liberty.

As regards measurement there is some difficulty; the company is authorised to charge a toll of eight shillings per ton; but as various countries have different modes of taking tonnage, an arrangement will have to be made to produce equality. If, as is said, a vessel set down at 300 tons in France would be rated at 250 tons in England and at only 150 tons in America, then the toll would amount to more than nine shillings per ton English and to sixteen shillings per ton American; an English vessel measuring 250 tons having to pay £120 transit duty, besides, in the case of sailing ships, towage and pilotage charges. The transit of a sailing vessel across the Isthmus will occupy from twenty-three to twenty-seven hours, while steamers will cross in sixteen hours.

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IT was stated that the successful completion of the new Mediterranean Cable would be immediately followed by some movement in the long looked-for Red Sea line of telegraph to India, but the project seems to hang fire. In the meanwhile, it is a disgrace to our Government that no encouragement is given to an extension of the present telegraphic system—such as it is—to Singapore. A recent telegram from India says:—"A recommendation has been put forward "by Colonel ROBINSON in favour of a plan for laying a sub-"marine cable from the Bengal coast to Rangoon." How long will it be, we wonder, before Colonel ROBINSON'S recommendation is acted on? Somebody else will presently come forward with a counter-recommendation in favour of a land line down the Malay Peninsula; then will follow an almost interminable controversy as to the merits of the rival schemes; Government will look on with folded hands; and nothing will be done. Why does not Governor ORD, who has exhibited such remarkable energy in procuring new steamers for the colony, and in inaugurating other expensive undertakings, turn his attention to this matter, which daily becomes of more importance to the Straits Settlements?

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## DEPARTURE OF THE CHINESE MISSION.

SOMEWHAT suddenly and unexpectedly Mr. BURLINGHAME has taken wing for Paris. His Excellency, accompanied by M. DESCHAMPS, left the Grosvenor Hotel and crossed the Channel on the 30th ultimo, leaving Mr. BROWN to follow at leisure with the Chinese members of the Mission; so that in a few days the Yellow Dragon-flag—which, by the way, has faded to a dirty white and is getting very ragged—will disappear from its present exalted position. This movement is explained by a paragraph which appears in the morning papers, stating that Lord CLARENDON and the Hon. ANSON BURLINGHAME have agreed upon the basis of the future policy of HER MAJESTY'S Government in relation to China. First, it is understood that it is necessary to observe existing treaty stipulations; secondly, that all negotiations should be conducted with the Central Government at Peking, and not with provincial authorities; and thirdly, that when any differences arise, before war shall ensue, they shall be referred to the Home Government for consideration. Lord CLARENDON is said to have instructed HER MAJESTY'S agents in China to act in this spirit and with these objects, and to caution all British subjects to pay due respect, not only to the laws of China, but to the usages and feelings of the Chinese people. Mr. BURLINGHAME will return to England during the session of Parliament to complete his negotiations.

THE MARQUIS D'ESCAYRAC DE LAUTURE, better known in China and to our readers by his former title of Comte D'ESCAYRAC, and who died last week at Fontainebleau, formed part of the scientific mission sent to China by the French Government at the time of the last expedition. He was made prisoner by the Chinese, together with Mr. (now Sir HARRY) PARKES, *The Times'* correspondent, and others, and suffered most severely by the cruel treatment to which he, like his unfortunate comrades, was subjected. His wrists were fearfully mutilated by the cords with which they were bound, and when he returned to the camp they were full of maggots. His constitution never recovered the shock it had sustained, and he died at the early age of forty-two years. Last spring he published an interesting study of the interior of China, in addition to his former contributions to the literature relating to the Far East.

## THE YANGCHOW DIFFICULTY.

The following letter on the Chinese difficulty has been published in *The Times* by Mr. Charles Wentworth Dilke, the newly-elected Liberal member for the newly-enfranchised constituency of Chelsea. It called forth articles of some importance in two of the leading journals, which we append:—

TO THE EDITOR OF "THE TIMES."

Sir,—In a leading article contained in your issue of the 16th of December you point out the danger that we may awake some winter's morning and find ourselves at war with China. "It takes eight weeks," you say, "to bring a despatch from Shanghai to Downing-street," and four months must be lost in putting a check from at home upon the action of our Consuls. You show that a case has just now occurred in which the Consuls have demanded of an empire with which we profess to desire a cordial friendship that she should compel certain of her officials to perform acts humiliating to the national pride, and calculated to provoke to war even so peaceable a race as the long-suffering Chinese. Two questions arise out of the demands which have been made and the manner of the making of them of such moment to the people of England that their discussion may be said to be a public duty, and upon these I venture to address you upon this occasion. The questions are:—

1. Whether Mr. Taylor's missionaries, by their residence at Yangchow, were not themselves breaking our treaties with the Chinese Government.

2. Whether we have not bound ourselves, both impliedly and expressedly, never to act as we appear to be acting at Nanking.

1. As for the matter of residence, it may seem an act of somewhat questionable wisdom, at a moment when everyone is assuming, without discussion, that British subjects have by treaty a general right of residence in China for any individual to come forward and attempt to show that no "right of inland residence" exists; such, however, appears to be the case. The Treaty of 1842 names only residence at the treaty ports. An Order in Council of February, 1843, prohibits British subjects from resorting for trade purposes to any but the treaty ports. The American Treaty of 1858 also expressly speaks of residence at the treaty ports, and the British Treaty of 1858 says that Englishmen shall enjoy at the new treaty ports the same privileges as they enjoy at the ports open under the old treaty, "including the right of residence," words which would hardly have been introduced had the treaty conferred upon British subjects the right of residence anywhere and everywhere in China.

It is, however, in the 12th article of the English Treaty of 1858 that there occurs the only passage upon the construction of which there can exist a doubt. "British subjects, whether at the ports *or at other places*, desiring to build . . . houses . . . churches, &c., shall make their agreement . . . without exaction." Even if it had been admitted that the italicised words meant nothing, no great harm would have been done; but it being a maxim among diplomatists that every word in a treaty must be made to mean something or other, Sir Frederick Bruce and Mr. Burlinghame, the Ministers of Great Britain and America, agreed that while, by the construction of the treaty, "or other places" could not be "general words," they had been intended to include the port cities, the word "port" being used for the mere quay or strip of land on which the foreign houses stand. In his famous despatch of the 1st of June, 1862, Sir F. Bruce spoke of himself as "not being able to demand the establishment of a Protestant missionary" at a certain town in such a way as to show that the "right of inland residence" never entered into his mind; and in a letter addressed to Mr. Seward in 1864 by the United States' Minister at Peking, and seen and approved by the Ministers of Great Britain, Russia, and France, he speaks of "the right of our citizens to buy, sell, and live in any part of the treaty ports," not in any part of the Empire, and this although the "most favoured-nation clause" of the American treaty would have conferred the right upon their citizens, had it been obtained for ours. These fragments of evidence as to the meaning of the 12th clause of the treaty of Tien-tsin are, however, worth little by the side of the well-known fact that our present Minister at Peking, Sir Rutherford Alcock, in the informal demands lately made to the Chinese Foreign-office for consideration before they are incorporated into our draught by the treaty shortly to be made with China, included this very "right of residence" supposed by many to have been long since granted, and that he has now, it is said, withdrawn the claim in consequence of representations which have been made to him of the inconvenience to both Governments which would be occasioned by the bestowal of the privilege in question.

As it may perhaps be asserted that certain clauses in the French or Russian treaties, securing special favours for the missionaries of the Greek and Catholic creeds, are extended to our Protestant preachers by the most favoured nation clause, it becomes necessary to examine these provisions in order that their bearing upon the right of inland residence may be ascertained. It is, indeed, clear, from the words of several of the treaties, that the right of travelling and preaching throughout China is granted to Christian ministers having passports, and it may accordingly be contended that it is but the enforcement of this right that is claimed in the present instance. Unfortunately, however, it is admitted that our missionaries had "settled" in Yangchow, and one of our demands is that a tablet of stone should be let us, declaring the right of the missionaries "*to reside and teach in the interior*;" a "right" of which the mandarin has doubtless, and for the best of reasons, never heard.

The so-called "right of residence" appears to be founded upon a fraudulent article in the French Convention of 1860, or rather upon words fraudulently inserted in the Chinese translation; for, by Article 3 of the French Treaty of 1858, it is the French text that in all cases governs. The article and forged translation are as follows:—

| CONVENTION. | "CHINESE TRANSLATION. |
|---|---|
| Conformément à l'Edit Impérial rendu le vingt Mars, mil huit cent quarante-six, par l'auguste Empereur Tao-Kouang, les établissements réligieux et de bienfaisance qui ont été confisquées aux Chrétiens pendant les persécutions dont ils ont été les victimes seront rendus à leurs propriétaires par l'entremise du Ministre de France en Chine, auquel le Gouvernement Impérial les fera délivrer avec les cimetières les autres édificesqui en dépendaient. | "It shall be promulgated throughout the length and breadth of the land, in the terms of the Imperial edict of the 20th of Feb. (? March), 1846, that it is permitted to all people in all parts of China to propagate and practise the teachings of the Lord of Heaven; to meet together for the preaching of the doctrine, to build churches and to worship; further, all such as indiscriminately arrest (Christians) shall be punished, and such churches, schools, cemeteries, lands, and buildings, as were owned on former occasions by persecuted Christians shall be paid for, and the money handed over to the French representative at Peking, for transmission to the Christians in the localities concerned. *It is, in addition, permitted to French missionaries to rent and purchase land in all the provinces, and to erect buildings thereon at pleasure.*" |

The history of the forgery of these words, and of a similar passage in the Portuguese Treaty, which has not yet been signed, is well understood in the Chinese Foreign-office, and is not unknown to the representatives of the Great Powers at Peking.

I do not wish to be understood to say that the missionaries have not at any time resided in the interior; all that is asserted is that if they have done so, it has been by a tacit understanding with the local Government, and that we cannot be called in to back them up with arms if evil consequences unfortunately ensue. The Chinese are not disposed to ill-treat the missionaries of England and America. The *Peking Gazette* of the 20th of October, 1865, declared that "it is allowed for missionaries to propagate their faith in the Empire," and in his despatch of the 27th of May, 1867, Mr. Anson Burlinghame wrote to the United States:—"The Chinese Government favours toleration, and has repeatedly informed me that it has no objection to Protestant missionaries, for the reason that they have never appeared to be political agents. I have never yet failed to secure from it a respectful hearing for the cause of Christianity, and such official action against local and exceptional outrage as was required." All that the Chinese demand is that as long as we insist upon the extra-territoriality of our subjects, that so long their permanent residence in the interior, out of reach of the Consuls who alone have authority over them, should not be recognised even when it is permitted.

If it be asked why, when we had the Chinese at our mercy, we neglected to ask for permission to our citizens to dwell where they would in China, we shall find that our reasons were mainly selfish. It being remembered that the treaties secured the extraterritoriality of our people as a consequence their residence out of the reach of our Courts and Consuls would have been attended with the gravest inconvenience to ourselves. So well is this fact understood by our officials at Peking, that it is reported that our representatives upon the unofficial commission, which has for many months been sitting at Peking to discuss the decennial revision of the treaties, have not gone to the length of asking for the absolute and unconditional grant of the right of inland residence. We ask only for the grant of the right of residence to certificated persons and for special trade purposes. On the other hand, the Chinese members of the commission are said to have offered to recommend to their Government that foreigners should be placed on the same footing as Chinese in all respects, provided that in the interior the extraterritoriality of foreigners be given up—a proposition than

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which none can be more fair, and the cogency of which Sir Rutherford Alcock is said to have admitted by refusing to press for the grant of "inland residence."

2. The second of the questions arising out of the Yangchow affair is that whether the presence of a Minister at Peking does not impliedly, and whether our national adhesion to the "co-operative policy" agreed on between Sir F. Bruce and Mr. Burlinghame, M. Berthémy and M. Vlangaly, does not expressedly bind us to refrain from that practice of "sending gunboats to discuss treaties," to which we appear to have returned on this occasion.

The "co-operative policy" struck out by Sir F. Bruce in 1862, agreed to by the representatives of the Great Powers at Peking, and repeatedly approved by the Home Government, received its most authentic exposition in Mr. Burlinghame's great despatch in 1863, and in Mr. Seward's letter about the *Rover* case in 1867; but, as will be seen, Sir F. Bruce himself acted upon it in the case of the *Pearl* in 1862. Its principle is briefly this:—that as the old policy was co-operation between the Powers for the destruction of the Chinese Empire, the new policy shall be co-operation for its maintenance. The applications of the principle are easy enough, for, once admit that China is an independent nation, and you have only to apply the law of nations to her case. Certain applications were discussed between the Ministers in 1863 and 1864. It was agreed, for instance, that the duties of ships of war should be confined to preventing deeds of violence; to punish was not their business. In a letter of the 15th of June, 1864, Mr. Burlinghame wrote:—

"In no case is the citizen, or the Consul for him, to take the law into his own hands. This would relieve the Chinese Government from that responsibility which should attach to it, and render all friendly relations impossible."

Sir Frederick Bruce was even clearer in his language in the case of the *Pearl*, in 1862, when he wrote to the Consul implicated in the re-seizure of the ship:—

"Whether the Chinese authorities were right or not in claiming to confiscate the vessel, the course you adopted is utterly indefensible. You have taken upon yourself to solve by what is virtually an act of war a question which the Chinese offered to refer to Peking. You have placed me in the dilemma of weakening consular authority by disavowing your acts, or of attempting to justify what is both unjustifiable in principle and inconsistent with the scope and end of the language I have held to the Imperial Government on the relations established between the two countries by the presence of a Minister at Peking."

In another passage he said: "To appeal to force without a reference to Peking is to resort to the system which the Treaties of 1858 were intended to terminate." And again: "Though the seizure might have been unjustifiable, you were not justified in doing more than protest;" and he pointed out "the injurious effect of the action on the attempts I am making to place the relations of Great Britain on an international footing." Finally, he apologised to Prince Kung.

The desecration of the American cemetery at Yangchow in 1866 is another case in point, and there Commander Townsend, of the United States' steamship *Wachusett*, was severely reprimanded for letting his ship be used by Consul Sandford as the *Rinaldo* has been used in the present case. Prince Kung, in a most able State paper, dated the 29th July, 1866, laid down in the Yangchow case the law of nations on the point of reference to Peking. He writes:—

"I may remark that since the foreign treaties have been ratified, every affair growing out of them has been managed and settled by the Consul of the respective nation and the intendent of circuit; but if it were a more serious matter, which they could not settle between them, each party reported the case to their respective superiors at Peking, and waited until the Foreign-office had conferred with the Minister upon it, and each had instructed them how to act. This has been the uniform practice with all nations for these past years."

"The treaty between China and the United States has been in force many years, and every effort should be made to strengthen the peaceful relations between our countries, and not resort to force on every occasion with the expectation that it will carry a thing through. With what ideas does Captain Townsend thus take upon himself to land soldiers at Yingtse and Yangchow, and stir up strife and confusion? If your Excellency is appointed to reside in China to see that treaty provisions are carried into effect and observed, it is impossible to suppose that you can permit any subordinate officer to act just as he pleases, the meanwhile you neither seeing nor hearing anything that he does."

Mr. Williams, the *ad interim* United States' Minister, wrote to Captain Townsend to the same effect, and Mr. Seward's letter was even stronger than the memorandum of Prince Kung. In his despatch of the 20th of November, 1866, he wrote:—

"Every grievance or wrong committed or permitted by the Chinese local authorities, which is sufficiently grave to become the subject of threats or demonstrations of force, is sufficiently serious to be made the subject of an earnest representation to the Chinese Government. No such threats or demonstrations ought to be made without definitive instructions proceeding either from the Legation in China or from this Department."

In still stronger words he disadvowed the armed demonstration that had been made by Captain Townsend.

Sir Rutherford Alcock, our present Minister at Peking, does not seem hitherto to have publicly expressed an opinion upon the co-operative policy; but Mr. Williams, in his despatch of the 6th of January, 1866, states that Sir R. Alcock had given his adhesion to it in conversations at Peking; and, indeed, for him to refuse to walk in the footsteps of Sir Frederick Bruce would be for him to disregard the wishes of the Home Government, and make ridiculous his own position at Peking. On the side of China there is no reluctance to carry out the treaties. The Chinese Foreign-office has repeatedly acknowledged the binding nature of treaties, and has declared itself willing to make amends in all cases where treaty stipulations have been violated, and, in face of this readiness on their part and of the authorship of the co-operative policy upon ours, it is hard to see what can be the business of "Sir Henry Keppel with the *Rodney*, *Rinaldo*, and *Slaney*" at Nanking.

It would be difficult to exaggerate the importance of the news which is reaching us from China. We are returning to the old system of sending gunboats to discuss diplomatic questions with subordinate officials, in defiance of the agreement come to by the representatives of the Great Powers at Peking; we are ignoring the wise rule of the co-operative policy, that when differences arise between a consul and a mandarin the dispute shall be referred to Peking, and then to the consul's Government, before war shall be permitted to arise. Parties the most antagonistic and peoples the most distant are conspiring to force us into war with China—the traders of the treaty ports, making much money, but disappointed at not making more; the French, who, both ruler and people, have any, everything to gain by chaos; the war party in America; and, above all, Russia, are at work. The old, bad, world-wide party which, represented by the ex-slaveholders in America, has also its members among the indigo-planters of India and the opium-dealers of the further East—the party which never admits that the weak races have rights as against the strong—has now for object to "Indianise China," and these men, too, are driving us into war.

Were we but able to see the danger, and not to meet it, there were little use in being warned ourselves and in warning others; but not only may the people of England be reached by the evident justice of the Chinese case, not only may the Liberal parties now at the helm of State in America as in Great Britain stretch out a common hand of aid to China in her sorrows, not only may it be shown to our merchants that a rapidly increasing trade already amounting to seventy-five millions a-year is placed in serious jeopardy, but even to the bad party of oppression a strong appeal may be made, founded on their fears. Aggression by Britain in China, however ready France might be to co-operate with us in our acts, would not now be viewed by America merely with that horror which was shown there in 1859 and 1860. Such aggression, whether by England or England and France combined, would be that cause of war for which a strong party in America is seeking. Were war provoked upon the *Alabama* question, the mass of the Liberal party in America would stand aloof from it, and although a sentiment of national pride might finally lead them to support their Government, the war would be but half-hearted on their side. On the other hand, once let the cry be raised throughout America that the British are Indianising China, and New England and the North-Western States, instead of following doubtingly the lead of New York and California, would be the first to demand war to the death with Britain. Russia, too, would not stand idly by. Whether with good motives or with bad, a Power which already enriches China with a string of ports, an which in Southern Tartary is treading close upon the Mongolian's heels as he retreats towards the East, would not be willing to see England and France reap the harvest for which she is suspected to have toiled for years. Where honour and prudence combined to make care necessary, there should be no fear that a Ministry which includes Mr. Bright would err upon the side of action. But we may be taken unawares; the *Rodney* and *Rinaldo* may bombard Nanking; indeed, they should not have been ordered there unless they be ready to bombard it if our demands, however extravagant, should be refused; and, once a shot fired, our war party will prick up their ears, and it may be too late to counsel caution, and to stand by to see that no check is put to the new-born confidence and trustfulness of China. Let us no longer have one diplomacy for Europe and another for Asia; let us remember that we are not now alone in the East, but that America is there to watch us.

It will be well if the English public should not stop here—should not be content to demand of its Government that war should not arise with China by the acts of our Consuls, or gunboat captains, or our merchants, but that the disinterested part of the community should go on to provide that the revision of the treaty of 1858—which might have been made last year, but which will certainly occur this year or next—should be made in a kind spirit. A commission has already been sitting for many months at Peking to consider our proposals, as yet made only by our Minister and our merchants at the ports, and without authority from home; and the heads of the Chinese Foreign-office—no imbecile officials of the old stamp, but intelligent and educated men—have already been heard to say that if we persist in such demands as that of the abolition of local dues in the port, they may have to tell their Emperor, "Sire, a bullet through the head is preferable to a lingering death."—I am, Sir, your obedient servant,

76, Sloane-street, Chelsea. CHARLES WENTWORTH DILKE.

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(THE TIMES.)

It is hard to imagine a case in which there could exist more reasons against war than can be given against such a quarrel as that which has been impending between Great Britain and China. A letter which we publish this morning enforces with considerable weight of argument the same view of the immorality and impolicy of hostilities of this kind as that we supported a few days ago. The telegraphic intelligence of Thursday, that the British fleet has by this time received reparation for the insult to the missionaries at Yangchow, is far from detracting from the practical and present importance of the question. Our correspondent, indeed, makes out almost too strong a case. Any one of the grounds he states might be enough to establish the immorality and impolicy of a contest like this. In the first place, it is more than doubtful whether the missionaries, the aggressions on whom have occasioned the embroilment, are persons who are entitled to represent their injuries as breaches at all of the treaties with this country. As Mr. Dilke points out, the treaty right of residence in China under the protection of British laws is limited to certain specified port-cities. Foreigners do often reside elsewhere in the Empire, and Christian missionaries may, when provided with passports, travel and preach. But the legal position of missionaries permanently settled in districts other than the treaty-towns is essentially distinct from that

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of foreigners resident in the designated localities. In the latter case they reside in China in their own right as British subjects, with a claim to all the privileges stipulated by treaty; but in the former they are there at their own risk, and, at the highest, by the connivance of the Chinese Government. The question, therefore, of violations of private right in their persons is a matter between them and the Chinese Government, and not one between China and Great Britain. It would have been open to the negotiators of the Treaties of 1842 and 1858 to insist on an extension of the English right of residence in China to the whole of the country. They certainly had the power to compel such a concession, but they had not the will. Our correspondent asserts that not merely has no British Treaty done this, but even that an article to that effect in favour of missionaries which does appear in the Chinese translation of the French Treaty of 1858 is a simple forgery. It is at least abundantly clear that it would have been most inexpedient for our diplomatists to require such a concession from China. Every right implies a duty; but such a right as this, that an Englishman might at his own caprice take up his residence in any quarter of China, and maintain his exemption there from all local jurisdictions, would have imposed an utterly impracticable duty on Great Britain itself. Its consuls in China would be, under such circumstances, responsible at once for the extravagances of their countrymen and for Chinese excesses, stimulated by English eccentricities. The events of the last few weeks show to what an intolerable burden this might grow.

For the British protectorate to be compatible either with our own dignity or with Chinese independence, it must then be restricted to special localities in that huge region. It probably is so restricted by treaty. But the official acts which have brought us into the present embarrassment can be judged and condemned without reference to the merits of any particular question, abstract or practical, respecting the nature and limits of our treaty rights. A body of English residents at a certain place have in this case obtained the aid of an English naval commander, not to defend them against actual or threatened violence, but to procure for them restitution and compensation for alleged wrongs they have already suffered. A procedure like this might be sufficiently satisfactory on the coast of Africa if British merchants had been plundered by a negro chieftain; but to treat the Chinese Empire as though it were a mere geographical name, and as a region where each city is to be dealt with as a separate entity having no subordination to any political whole, was not even formerly thought justifiable except on proof of the inutility of remonstrating with the central authority. To pursue such a line of conduct now, however, is to contradict our own deliberately adopted policy; it is suicidally to throw away the fruits of the last sharp struggle, the very object of which was, by the wresting of a right to keep a resident Embassy at Peking, to hold the Imperial Cabinet itself answerable for the offences of its local officials. The commendable tendency of the Chinese policy of England in late years has been to deal directly with the Empire, and to make the central Government feel that we have direct relations with it, and are entitled to hold the acts of its subordinates its acts. China may have lost in recent times its coherence as an empire, but it has not lost it so entirely that the Court of Peking is incapable of appreciating a sentiment such as this, and to a certain extent, even in its present decadence, of acting upon it. That it does comprehend it the mission of Mr. Burlinghame is a symptom; but the recent demonstration of the *Rodney* and *Rinaldo* at Nanking, if approved at home, cannot but be accepted by the Court of Peking as a sign that Great Britain does not comprehend it herself. If the old policy, which we had thought abandoned since Lord Elgin's expedition, is to be resumed, it will be well, at any rate, to relinquish forthwith the new policy. For naval officers to assert the prerogative of private war against provincial cities, and then for their exploits to become the subject of negotiations at Peking, opens up a vista of never-ending diplomacy, at which an English imagination shudders.

Let it be clearly understood what it is which in our view really constitutes the objectionableness of our recent warlike proceedings. It is not so much that we are offended at the odd spectacle of Christian missionaries haggling about the amount of compensation for persecution they have drawn on themselves by the exercise of their vocation, or that we censure the infliction of chastisement on a Chinese town on the score of the infringement of a British right which may turn out to be no right at all. It is not that we should deprecate war even with China, when the loss is so very certain and the gain so very problematical, on the ground that the decrepitude of the Chinese Empire exempts it from accountability for the conduct of its district officers. We hold unreservedly such a ground to be wholly untenable. But if the right of these English missionaries to reside away from the treaty ports had been ever so incontrovertible, and their injuries ever so justifiable a pretext for hostilities, we should have been equally discontented with the act of an English admiral in claiming satisfaction direct from the offending city, instead of leaving it to the accredited representative of his own Government to exact the penalty, whatever it might be, from the Chinese Government. The British Government is, in fact, pledged against such a course. It is the duty, recognised not merely in theory but in practice, of its Minister at Peking to be the medium for the assertion of the rights of British subjects in China. A British commander would be bound to protect his countrymen against actual or threatened violence, just as it is the duty of individuals in this country, though they be not police constables, to prevent murder. But he has no more title to set on foot an armed negotiation with Chinese officials on his countrymen's behalf than an individual at home has, after witnessing a murder, to put the murderer to death. If he would have had those functions formerly, the appointment by his Government of a resident Plenipotentiary to the Court of Peking must be taken to have amounted to an abdication by his Government of such a right for the future. It is sufficient, perhaps, if the matter is considered from this point of view, and in its bearings solely on the relations between our Government and the Chinese; but it cannot be disguised that conduct like that to which we have referred might in times of international agitation lead to grave embarrassments in the relations also between Great Britain and the other nations interested in China. France, the United States, and Russia, we are told, would claim it as a fair inference from English acts and declarations of the past few years that this country had given up the system of isolated interference in the affairs of China. It may be doubted how far, if at all, we can be considered to have pledged ourselves to any such policy of "co-operation;" but it is, at all events, inexpedient to countenance a course of action on the part of our naval officers which, imitated as it would be by those of our allies, might put the peace, not of China alone, but of Europe and America, at the mercy of the discretion of any two captains who might find their theories at variance as to the right and duty of punishing some offending Chinese mandarin for his conduct to the countrymen of one of them.

(THE STANDARD.)

"His Excellency" Mr. Burlinghame, who has been accredited by the Chinese Government to the world at large, has not hung out his yellow flag from the windows of the Grosvenor Hotel in vain. The mere presence in Europe of an American Ambassador from China has apparently had the effect of giving a new direction to that latent hostility towards British subjects in contact with inferior races abroad which is nourished in certain sections of the Liberal party. Any of our consuls in China who may rashly offer a spirited resistance to outrage or insult at the hands of Chinese mandarins must expect to wear the crown of martyrdom, at last laid down by Mr. Eyre, now that the side of Asiatic violence and treachery is represented by a citizen of the United States. Mr. Reid, the missionary whose eye was knocked out by the crowd of Chinamen at Yangchow, will derive comfort as a Christian from knowing that whether or not he succeeds in forgiving his enemies himself, they are at all events sure of prompt forgiveness from some amongst his countrymen.

At the Shanghai Consulate that transaction assumed a very simple aspect. It was simply an outrage committed by the Chinese; unfortunately not the first, and, still more unfortunately, not likely to be the last. It is probable that only one course of action suggested itself to Mr. Medhurst, at any rate only one was possible, consistently with the performance of his duty as the guardian of British interests in the district. This was to demand from the native authorities such reparation as could be made, and to demand it in the only way which could be expected to have any effect with a Chinese official—with some display of physical force. He accordingly went up the river with the *Rinaldo*, and if it had not been for the singular behaviour of the officer in command of that vessel the whole affair would have begun and ended before the news of it was sent home. The delay, however, in obtaining satisfaction from the Viceroy at Nanking, which followed the withdrawal of the *Rinaldo*, while unfortunate in some respects, conclusively justified the necessity of accompanying the application for redress with a demonstration of force. What the Viceroy had been prepared to concede to a claim advanced in a manner he was able to comprehend, he at once refused when the only remaining consideration in its favour was its abstract justice. The British Consul was compelled to go back to Shanghai in search of another argument, on a level with Chinese understanding, in place of the absent man-of-war. The interval which thus elapsed gave people in this country an opportunity to speculate on the probable issue of the negotiation. Sundry writers in the Liberal press jumped to the conclusion that the difficulty would give rise to a war, an apprehension which we ventured at the time, foreseeing the course which the British representatives on the spot would pursue, to treat as preposterous. Still our contemporaries would have it that there was going to be a war with China, till the telegram in advance of the next mail reported the satisfactory arrangement of the affair on the reappearance of the British flag before Nanking. Hereupon the Liberal policy became obvious. Aggrieved British subjects had been righted. It was clear that the Chinese must have been wronged. The Viceroy of the Two Kiangs had been humiliated, instead of the Englishman abroad, whose humiliation would have been so sweet. It was necessary to hold up to public indignation an admiral and a consul who had been guilty of patriotic conduct in the face of insults from an inferior race. It could not be endured, more especially at a time when we were enjoying the honour of entertaining on our soil an American Ambassador from Peking, that a British bully should tyrannise (with a couple of gunboats) over a weak Power like China, with no more than three hundred and sixty millions of inhabitants. The new member for Chelsea, unable to restrain his feelings till the 19th of February, rushed to *The Times* with two columns of proof that his country must be in the wrong, and that "an old, bad, world-wide party," consisting of various extraordinary persons, on whom some other eccentric adjectives are bestowed, was "driving us into war."

In truth, the party who would, if their policy were carried out, drive us into war before they knew what they were doing, consists of Mr. C. W. Dilke and any companions in opinion that he may have—of people, that is to say, who fail to see the difference between the Chinese and a European nation. It is maintained that, because we have established a Minister at Peking, we must never again help ourselves to justice when we are wronged by provincial mandarins. We must negotiate every complaint through our Minister at the capital, and the Tsun-le-Yamen or "Foreign-office," as admirers of China in this country please to call it. Proceedings must be regularly conducted. Sir Rutherford Alcock must get his report from the Consul of any district where an outrage against the rights of Europeans may be committed, must address a despatch to Prince Kung, convince him in a polite and diplomatic manner that the native authorities have been to blame, and induce him to give orders to the mandarin concerned that "right be done." Of course, that would be the proper routine to follow, if a French provincial prefect maltreated a British subject residing in his jurisdiction, and no other routine would be tolerated by the Government of a civilised nation; but then the Government of a civilised nation would, in the first place be keenly alive to the disgrace involved in the commission of an outrage by one of its own officers on a foreign resident; and, in the second, would have the power of making the subordinate officer obey any orders it might choose to give. Unfortunately, the Government of China would neither care what hap-

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pened to the foreigner, nor be able to control the mandarin. It might be able to cut off his head in an emergency, but to control him in details would be practically impossible in a country governed by local despotism, where the Supreme Government never troubles itself about particular interest, nor cares about doing justice to individuals if its broad objects are attained. Let us consider how the orthodox method of procedure in the case of outrage committed on Europeans at one of the treaty ports would work. We will assume that, on a false charge of violating the treaty, a steamer owned by a British subject is seized by a local mandarin and confiscated. Say this happens within the jurisdiction of the Canton Government. First of all the steamer is tried, in accordance with the provisions of Mr. Wade's convention with Prince Kung on the subject of Custom-house seizures. The British Consul sits with the Custom-house agents, but has no power of influencing their decision. A few weeks having elapsed, all the legitimate resistance which can be offered is exhausted. Months, indeed, may have been spent thus, but we will assume the most favourable circumstances. The Consul might then address a report on the subject to the Minister at Peking, and three weeks or a month would elapse before the despatch could reach its destination. The delays which then ensue cannot be calculated. The officials of the Foreign Board take months sometimes to answer a communication. Under the most favourable circumstances they might then send down orders to Canton directing renewed investigation into the circumstances of the seizure, and further despatches would be sent backward and forward between Canton and the capital. If the British representatives were earnest, persevering, and importunate, orders might at last come down for the release of the steamer. A year or so after her seizure the British owner might be informed that he could have his vessel again on application to the Custom-house authorities. They, having foreseen for some time the course which the negotiations were taking, would be careful, in revenge for the trouble which had been given them, to injure the vessel in every possible way, and would strip her of every movable article on board. Reduced to half her original value, the owner, having lost her services for twelve months, might recover possession. Do any of our readers imagine that all this is a mass of extravagant suppositions? If so, let us inform them that it is not a fictitious case at all. Exactly in the way we describe, a steamer, called the *Prince Albert*, belonging to a Chinese British subject, residing in Hong Kong, named Quok-a' Cheong, was seized, a year or two ago. Owing, possibly, to the fact that the owner was under colonial and not consular jurisdiction, the British consular authorities moved very languidly in the matter, were only driven into action at all by determined efforts on the part of the Governor of Hong Kong. They negotiated the whole affair in accordance with what Mr. Dilke would consider a correct view of our relations with the Chinese Empire, and more than twelve months after the seizure—a vast sum of money having been meanwhile absorbed in legal expenses—the vessel was given up at Canton in the spring of the current year, denuded of everything which could be stolen out of her, down to movable parts of her machinery. People who read the China papers will be familiar with many similar cases. Where property only is involved the consuls do not like to incur the responsibility of resisting oppression by force, and local mandarins get their own way very often. It is cheaper for the sufferers to submit than to prosecute a claim. The mandarins go as far as they dare, and are only deterred from committing acts which would make foreign residence in, or commerce with, China impossible, by knowing that outrages of too serious a character may perhaps be promptly dealt with on the spot by British men-of-war. If they were relieved of this consideration altogether, in accordance with the policy now recommended to us, and knew that they were only responsible to Peking, whatever they chose to do, the protection of British residents from personal outrage, to say nothing of extortion, which they constantly have to tolerate as it is, would be no longer possible. Things would be done by provincial mandarins which, if dealt with at the capital on the principle *qui fecit per alium fecit per se*, would be enough to plunge us into war a dozen times over, while the local official, successfully staving off imperial censure by delays and pretended investigations, would be encouraged, by personal immunity from the consequence of his acts, to maltreat the handful of foreigners at his mercy more shamefully than ever.

The truth is that China is not what we mean by a civilised country. Her rulers are astute enough to have learned by this time the art of claiming international rights, but they are not sufficiently advanced to comprehend the idea of reciprocity. Their instinct leads them to look upon foreign intercourse as an evil, to resist every concession sought for, to bar the way against the advance of improvement and progress. The people may be easily stirred up to commit safe acts of violence against foreigners, but they have no spontaneous enmity to strangers, and are delighted to avail themselves to the utmost of the advantages which may be derived from foreign intercourse. Witness the way in which they make use of foreign steamers on the Yang-tsze and the coast. Every step which we may make in opening up and developing China is an enormous material gain for all persons concerned, and every new improvement which we may introduce into the country will be accepted with avidity by the people as soon as it is understood. No important step can be taken, however, as long as we behave towards a lot of narrow-minded Asiatic chiefs as if they constituted an enlightened Government, and represented a Power in the foremost ranks of civilisation. There cannot be any real international equality between ourselves and the "Court of Peking." People apply European names to the institutions of semi-civilised countries till they fancy them endowed with all the attributes with which such names are connected in Europe. The Court is simply an obstacle which stands between the countless millions of the Chinese Empire and the blessings of civilisation. The advantages which Europeans might reap if they were the bearers of these blessings are as nothing beside those which would accrue to the Chinese if the foreigners were not tied hand and foot as it is, by the necessity of respecting the ignorant obstructiveness of the native rulers. Capital has long been forthcoming for the construction of railways in China. The most desirable lines have been pointed out, and Europeans have travelled about the country and proved their practicability, but the Court of Peking cannot be persuaded into granting its august consent, and foreign companies who are prepared to do more for the good of the empire than the Manchoos and the Ming dynasty together have done in a thousand years, wait with folded hands while people are being deluded into believing the head-quarters of that official corruption and imbecility which spreads like a disease over China a Government like those of England and France.

# Commercial.

## ARTICLES OF IMPORT.

### TEA.

Our market during the fortnight has been very quiet, the amount of business being even less than usual at this holiday period; but the few sales made have been at rather lower prices for most kinds, the demand being still very limited, and totally inadequate to carry off the supplies daily arriving. There have been no public sales of either India or China Tea since the date of our last.

The demand for siftings has not been so strong, and prices have given way further, Kaisow kinds having been sold at 7½d. per lb. Broken-leaf kinds have been sold to a fair extent at ½d. per lb. decline. Fair to good common have been sold at 1s. to 1s. 0½d. per lb., at which there are now buyers. Fair to good Kaisow kinds show no improvement, prices still ruling very low. Fine to finest Kaisows have only been taken in small quantities at about former prices. Paklin kinds sold at low prices at the last public sales. Amoy kinds show no change. Common to fair black-leaf kinds have sold ½d. per lb. lower, fair quality having realised only 1s. 1d. per lb. Fair to good medium have sold to a moderate extent, but prices have ruled in favour of buyers. Fine to finest have only been taken in small parcels, at rather lower prices. New-make Canton kinds show no change. Oolongs remain very difficult of sale, and prices are in some degree nominal. In Souchongs there has been a moderate amount of business at the recent decline. Flowery Pekoes show no alteration. Scented Teas: Capers remain much as before. Orange Pekoes have still been difficult to move, both the Canton and Foochow kinds. Uncoloured Japans have been inquired for, but we are still without arrivals.

GREEN TEAS.—In these there is but little alteration to notice; the demand has been moderate, but prices on the average show but little variation.

### SILK.

We cannot report any improvement in our market; the same depression exists, and there is no prospect of the coming revival so long expected. To sell any quantity of silk is impossible, and the small business from day to day doing is at decidedly easy rates. If a better inquiry should set in with the new year it would probably be then only for consuming wants, and would be conducted cautiously, as prices are too high for speculation on this market, and stocks too large at these prices. To induce business on any scale lower prices are generally unavoidable; the unsatisfactory consumption going on is a proof how great a check the ruling rates of the last six months have been to business.

### COTTON.

Up to the period of closing for the Christmas holidays the Liverpool market remained steady, but quiet. Business was resumed on the 28th ult., when a considerable improvement on the previous tone of the market was manifested. Holders were less anxious to press sales, and the consequence was that prices from the commencement were more against the buyer, and before the close quotations were officially advanced ⅛d. per lb., both on the spot and for arrival. The increased strength then exhibited has since been further consolidated. The better accounts from Manchester have inspired confidence, and, with a very general and extensive demand, prices have made a further upward movement, quotations being advanced ⅛d. per lb. The supplies offering are on a much reduced scale, and the attention given to arrival cotton is more important. The current quotations on the spot will be found elsewhere. For sales "to arrive" the following have been the latest rates paid for East India:—Dharwar, fair merchants, at sea, 9d.; Oomrawuttee, fair new merchants, ship named, 8¾d.; Comptah, fair new merchants, September sailing, 8¼d.; and Western Madras, fair, sailing August and September, 8d.

In the London market there has also been a marked improvement since the reopening, and prices are fully ¼d. per lb. higher, the current rates being as follows:—Madras: Tinnivelly, 7⅞d. to 8¼d.; Northern and Western, 7⅞d. to 8d. Coconada, 7½d. to 7½d. Scinde, 7d. to 7⅝d. Bengal, 7d. to 7⅝d.

### COFFEE.

A moderate but not active demand exists for most descriptions. The scanty quantities brought to auction this week have found buyers on previous terms, and as no further public sales will be held until Wednesday, the 6th inst., the Colonial market is steadily maintained by private contract. Foreign of common quality is however less firm, and floating business is reported on easier terms. By private contract moderate quantities of Plantation Ceylon have been placed on fully previous terms, and there has also been a disposition to buy Native sorts, but the prices offered being below the requirements of holders no sales of importance have been effected.

The following is a summary of the business done in Ceylon Coffee during the past year:—

The shipments from the island within the crop year, which in the two preceding seasons had declined, has for that ending on the 30th September last, not only recovered but considerably exceeded the pre-

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vious highest amount. The excess as compared to 1867 is 6,332 tons, and compared to 1865, the previous greatest shipment, is 3,991 tons, the greater part of which excess was consigned to this country, and mostly to London. This increase would not alone probably have caused any important depression in prices, but with a large extension in the production of Plantation sorts on the Continent of British India, with a larger supply also of Native kinds from that source, and the abundance of common qualities in most other European ports, a general depression of some extent ensued. Prices of Plantation declined 1s. at the opening, and at this reduction remained steady for some weeks, and the good coloury qualities of the new crop brought forward as early as the last week in January were steadily taken at extreme rates. Commoner qualities, however, as they have since in a more marked degree, manifested a downward tendency. With this exception the fluctuations for about five months were limited to 1s. to 2s. per cwt., but as against the same portion of 1867 prices were 5s. lower. Very abundant supplies brought to auction early in May met an almost equal demand, and although common sorts sold lower, the finer commanded higher terms. Afterwards, however, even with lighter supplies, the market became weaker, and in June, with heavy quantities in auction, prices gave way during the month 4s. to 5s. per cwt. A slight recovery took place in July, but again in August, when the heaviest auctions of the year were brought forward, a further reduction of 1s. to 2s. took place. Prices were unsteady, and for the bulk of the supply depressed in September, for while fine bold quality realised 86s., second size of equal colour sold at about 76s., small 67s., and small gray 57s. The downward tendency continued until about the middle of October, when prices being 5s. to 7s. per cwt. lower than in January, a reaction at length took place, the advance by the end of the month being 2s. to 3s. This was afterwards fully maintained or slightly exceeded at the end of November. In the present month, however, the desire to buy has been less general, and good coloury qualities only have commanded full terms, and prices are still about 3s. lower than a year ago for all but the qualities above middling, which are on a par.

The extent of the stock of Native on the 1st January with the supplies of the season have allowed sales of good extent throughout the year, and transactions have continually, or with little intermission, been reported partly speculative, but mostly for actual delivery, the market having, until recently, taken a course adverse to investment. Good ordinary was worth 53s. at the opening in January, and during the month declined to 51s. 6d., in February to 50s, in March to 48s., afterwards advancing to 50s. Fresh imports of the new crop brought this price in April. The value fluctuated from 48s. to 50s. in May, declined in June to 47s., and being freely offered declined gradually until about the middle of August, when business was done at 43s. 6d. to 44s.; a reaction to 45s. took place in September, but the market was afterwards dull, and in October the price fell to the lowest point of 43s. 6d. At this reduction the general attention of buyers was drawn to the article; rather large quantities changed hands, and prices advanced almost daily until the end of November, when 50s. 6d. was obtained, or 7s. above the lowest quotation for the year. From this point some reduction has been established this month, and the closing value is about 49s. 6d.

Of the imports of other East India in bags this year, of foreign kinds Singapore has supplied 19,500 bags, Manila 16,050 bags, of Java, chiefly *via* Mauritius, 6,700 bags—total 42,250 bags. The Java was mostly disposed of at 64s. to 72s. In consequence of the unfavourable state of the market during the greater part of the year sales of Singapore and Manila have not been readily effected at relatively low prices. Of the former good Bonthyne sold in January at 71s. to 72s., and in February at about the same rates; in March at 69s., in May 63s. 6d., declining until August, when sales were made at 60s. to 61s., and in October at 56s. to 60s., prices being since rather firmer. Good pale Manila sold in January and February at 56s. to 63s., in March at 53s., April 54s. 6d., May 52s. to 53s.; the market was afterwards very dull, with declining prices, and in September business was done at 46s. to 48s. 6d., in October at 46s. to 46s. 6d. up to 47s. 6d., afterwards rising to 50s., which has since been rather exceeded.

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TIN.—On the 21st ult. the smelters declared a further advance of £3 per ton, which movement so aided the upward tendency of foreign tin that both Straits and Banca immediately rose £2 per ton. This advance has since been maintained, present quotations being £108 10s. for Banca; £108 to £108 10s. for fine Straits, on the spot; and £109 for Straits afloat. A parcel of Straits has realised £110 with three months prompt, and a fair business is being done for cash at the above-quoted rates. In Holland the market is firmer, 63½ guilders having been paid for cash parcels, and 64¼ ex next sale. The deliveries during the past month have been very large.

CAMPHOR.—The speculative feeling mentioned in our last has been lost, and prices, both spot and to arrive, have receded, business being reported in good quality at £6 10s. per cwt., and to arrive, per Nestor, £6 5s. is talked of.

CLOVES.—Penang are scarce, and in inquiry from 11d. to 1s. per lb. Those afloat per Alvington will meet a ready sale. Zanzibar: The arrival per St. Bede has been offered, comprising 413 bales. Demand continuing, and stock being small of both Penang and Amboyna, very extreme prices were realised, viz., 4⅛d. to 4¼d. for good; 4d. to 4⅛d. for fair; and 3⅞d. to 5d. for dull to very low. 74 bales retired for further higher prices.

CINNAMON.—Prices being extremely high, and the quantity afloat fast increasing (being, on 11th November, 3,749 bales, against 2,950 bales last year), has caused several importers to avail themselves of the present market and realise. Consequently 561 bales and 460 bags chips have been offered and mostly sold, prices showing great irregularity, but establishing a general decline of 6d. to 10d. per lb.; really fine quality being scarce is held for stiff prices.

GALLS.—China: Very large quantities have been brought to auction, partly old, and partly of recent import, when demand being good (principally of a speculative character) all were placed, fair bold slightly broken commencing at 47s. 6d. to 48s. 6d., but market now firm at 48s. 6d. to 49s. Of the quantity offered, viz.: 1,555 boxes, 685 boxes were of recent import, per Clara Babuyan. To arrive parcels are offering at 47s. 6d. without guarantee of quality. Japan: Of the recent large arrival, per Pampero, only 69 boxes have as yet been offered; these realised 48s. 6d. for average quality sound, damages 41s. to 42s. 6d.

GUMS.—Benjamin: This article shows but little alteration. 7 cases bright almondy Singapore brought £8 2s. 6d. to £8 5s.; and of 100 cases 3rds only 30 sold at £1 15s. to £4 17s. 6d. per cwt.; for good marbly, 1 case good at £5, and 1 case good 2nds at £10. No Siam or good quality Sumatra offered. Damer: Without any actual alteration for the better qualities, which are scarce; low kinds most unsaleable, and lower. The sales have comprised 327 cases, odds and ends, which were chiefly bought-in as under:—Batavian at 90s. to 97s. 6d., which latter quotation is value of fine. Singapore was partly quitted at 87s. 6d. to 88s. for very good. Nondescript kinds ranged from 42s. to 45s. Ceylon held for 52s.; low and very dark 23s. to 38s.

# Shipping Intelligence.

## ARRIVALS.

| Date. | Ships. | Captain. | From. | At. |
|---|---|---|---|---|
| Dec 13 | Peruvian | Thompson | Manila | New York |
| — 11 | Borneo | — | Padang | Boston |
| — 24 | Jan van Schaffelaar | Dumm | Manila | London |
| — 26 | Dacre | Groundwater | Galle, &c. | Do. |
| — 23 | Nieuw Waterweg | Zack | Batavia, for Amstrdm | Off Dungeness |
| — 24 | Stinchar | Oman | Foochow, for Rotrdm. | Falmouth |
| — 21 | Victor | Bergeleind | Akyab | St. Nazaire |
| — 23 | Sultan | Howard | Hong Kong | Hamburg |
| — 28 | Valdivia | Jennett | Shanghai | London |
| — 28 | Jubilee | Kerr | Foochow | Do. |
| — 27 | Weymouth | Gibson | Shanghai | Deal |
| — 28 | Channel Light | Henderson | Rangoon | Do. |
| — 28 | Twilight | Angel | Singapore | Liverpool |
| — 29 | Hastings | Cobbett | Shanghai | London |
| — 30 | Avon | Edmond | Foochow | Do. |
| — 30 | Victoria | Laminaga | Manila | Do. |
| — 30 | Pegasus | — | Shanghai | Deal |
| — 25 | County of Stirling | Battersby | Batavia | Brouwershaven |
| — 30 | Aurora Australis | — | Foochow | Deal |
| — 30 | Preciosa | — | Shanghai | Do. |

## DEPARTURES.

| Date. | Ship. | Captain. | For. | From |
|---|---|---|---|---|
| Dec 24 | Albert Victor | Muir | Hong Kong | London |
| — 24 | Pepita | Merens | Manila | Do. |
| — 24 | Helen Nicholson | Halliday | Shanghai | Do. |
| — 24 | Deerfoot | Easson | Yokohama | Do. |
| — 24 | Tartar | Bush | Cardiff and Shanghai | Do. |
| — 23 | Jane Hannah | Thompson | Galle | Cardff |
| — 23 | Ruffine | Le Bake | Shanghai | Sunderland |
| — 26 | Tynedale | Steel | Cardiff and Shanghai | London |
| — 26 | Nahottea (str.) | Brolin | Japan | Southampton |
| — 25 | Hanover | Burgess | Singapore | Fowey* |
| — 19 | Manila II. | Holst | Do. | Cardiff† |

* After repairing. † Not the Manila, as before reported.

*(See Commercial Postscript and Correspondents' Letters.)*

## LOADING.

At LONDON.—For Tientsin and Chefoo: Eleanor. For Yokohama: Cedric, Empress, Phaeton. For Shanghai: Challenge, Wild Deer, Joseph Sprott, Weymouth, Fusiyama, Silver Eagle, Dilkhoosh, Maiden Queen. For Hong Kong and Foochow: Kaisow. For Hong Kong: Chusan, Carmarthenshire, Douglas Castle, Dunmail, Fiery Cross, Gresham. For Singapore: Wave Queen, Istapa, Polly. For Singapore, Shanghai, Nagasaki, and Yokohama: Nile (str.). For Penang: Ceylon. For Colombo: Aboyne, Shooting Star, Sarah Watson.

At LIVERPOOL.—For Hiogo: Edward Herbert. For Yokohama: Kirkland. For Shanghai: Conqueror, Melbrek. For Singapore: Dewa Gungadhur, Courage. For Manila: Nicolas, Cinco Hermanos, Dos Hermanos. For Batavia and Sourabaya: Mary Spencer. For Mauritius, Penang, Singapore, Hong Kong, and Shanghai: Agamemnon (str.).

At GLASGOW.—For Shanghai: Whirlwind. For Hong Kong, Columbus: via Liverpool, Windhover. For Manila and Yloilo: Magallanes. For Penang: Jerfalcon. For Singapore: Lochleven Castle.

## SPOKEN.

QUEEN BEE, Colombo to Liverpool, Oct. 14, 26 S., 52 E.
VESTA, Rotterdam to Hong Kong, Oct. 22, 37 S., 25 W.
ISABELLA BROWN (ship), Nwcsle. to Foochow, Oct. 21, off Duperry Island
TYBURNIA (ship), Shanghai to London, Nov. 14, off the Pratas.
NORTHFLEET, Liverpool to Shanghai, Sept. 27, 16 S., 33 W.
NANTUCKET (Amer. barq.), New York to Hong Kg., Aug. 27, 40 S., 2 W.
OXUS (barq.), Sunderland to Singapore, Oct. 31, 28 S., 27 W.
ARTIOSE (ship), 52 days from Foochow, in Java Sea.
CONTEST, London to Hong Kong, Oct. 7.
GEORGE CROSHAW, Bangkok to the U. K., Sept. 10., on the line, 107 E
FORWARD HO, London to Shanghai, Nov. 29, 5 N., 23 W.
PERU, Hong Kong to Buenos Ayres, Oct 2, 11 N., 112 E.
PETTER (?), Foochow to London, out 51 days, Oct. 14, 18 S, 77 E.
AMADINE, Canton to Buenos Ayres, Nov. 6, Cape Agulhas, N. 50 miles.
MATILDA (Dutch brig), for Singapore, Dec. 23, 49 N., 9 W.
CRAWSHAY BAILEY, Shanghai to London, Dec. 3, 8 N., 25 W.
ANITA (Dan. barq.), Hamburg to Shanghai, Oct. 7, below Anjer.

## FREIGHTS AND CHARTERS.

Berth freights to the Eastern Ports continue dull; there is also very little business doing in coal freights from the Northern outports.

Current rates of freight for vessels on the berth:—To Yokohama: 40s.

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weight, 45s. meast. To Nagasaki: 45s. weight, 50s. meast. To Shanghai: 40s. weight, 45s. meast. To Hong Kong: 40s. weight, 30s. meast. To Singapore: 30s. weight or meast. To Penang: 30s. weight cr meast. To Ceylon: 20s. to 25s. weight, 35s. meast. At New York to China: $12 to $15 per ton of 40 cubic feet

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—For Yokohama, £44. For Shanghai: £48. For Hong Kong: £38. For Galle: £24. From Newport, Cardiff, or Swansea per ton.—For Yokohama, £2 8s. For Shanghai: £2 6s. For Hong Kong: £1 16s. For Manila: £1 15s. For Singapore: £1 5s. For Galle: £1 4s.

The Admiralty have invited tenders for the conveyance of the following stores, viz.:—

37 tons navy provisions and other articles, 3 tons (heavy) and 6 tons (light) naval common stores, 5 tons naval cordage, 1 ton navy medical stores, 8 tons naval sails, 1 ton naval masts, 20 to 36 feet by 3 to 7 inches, at Deptford; to be shipped from the Thames for Trincomalee direct. 163 tons navy provisions and other articles, at Deptford; to be shipped at Deptford for Victoria, Hong Kong. 1 ton (light) clothing, at Woolwich; 3 tons (light) tubs, at the Tower; 2 tons (light) necessaries, at Pimlico; for Singapore.

## CASUALTIES.

The Renown (of London), from Cardiff to Japan, has put into Cowes leaky, and with loss of bulwarks and boat stove.

The Ocean Queen (s.s.), Temperley, which left Glasgow, Dec. 2, for Singapore, China, and Japan, put into Lisbon, Dec. 17, and was reported to have had her main steam pipe broken.

A telegram, received Dec. 28, per Atlantic Cable, states that the Cleather, rom Singapore, was at Halifax disabled.

The Peruvian, Thompson, from Manila, which arrived at New York, Dec. 13, had sprung mizenmast head, splitsails, &c., during N. gales, whilst rounding the Cape of Good Hope.


### SINGAPORE, CHINA, AND JAPAN.

ROBERTSON and CO. will despatch the following first-class clipper VESSELS —

| Destination. | Ships. | Class. | Dock. | Last Shipping Day. |
|---|---|---|---|---|
| Sing., H. K., Shng., Nag., & Yoko. ... | Nile (s.s.) ... | A1 18 yr. | E.I.D. | Jan. 20 |
| Hong Kong | Chusan ..... | A1 14 yr. | W.I.D. | With des. |
| Hong Kong | Carmarthenshire ..... | A1 14 yr. | W.I.D. | To follow |
| Shanghai ... | Pegasus ..... | A1 13 yr. | W.I.D. | With des. |
| Kanagawa... | Phæton ..... | A1 13 yr. | W.I.D. | To follow |
| Tientsin and Cheefoo ... | Eleanor ..... | A1 13 yr. | W.I.D. | With des. |
| Amy. & Chfo. | The Cedars... | A1 10 yr. | W.I.D. | With des. |

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

CHINA and JAPAN. — The following splendid first-class SHIPS will be despatched as under:—

| Port. | Ship. | Class. | Dock. | Last Shipping Day. |
|---|---|---|---|---|
| Shanghai ... | Fusiyama ... | A1 16 yr. | E.I.D. | Jan. 16 |
| Shanghai ... | Rollo ..... | A1 13 yr. | W.I.D. | To follow |
| Hong Kong & Foochow | Kaisow (n.) | A1 16 yr. | E.I.D. | With des. |
| Hong Kong | Fiery Cross | A1 13 yr. | E.I.D. | With des. |
| Yokohama (Kanagawa) | Cedric ..... | A1 10 yr. | E.I.D. | With des. |

For Freight or Passage apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

### INDIA AND CHINA.

GELLATLY, HANKEY, SEWELL and CO., will despatch the following high-class SHIPS from the East India Docks, as under:—

| Port. | Ship. | Ton. | Class. | To Sail. |
|---|---|---|---|---|
| Calcutta..... | Knight Bachelor..... | 1405 | AA1 | Jan. 20 |
| Bombay..... | Lord Strathnairn ..... | 1267 | AA1 | Jan. 7 |
| Bombay..... | British Admiral ..... | 1268 | AA1 | Jan. 20 |
| Bombay..... | Coldinghme. | 1072 | AA1 | Feb. 5 |
| Madras and Masulipatam | Pembrokesh | 721 | A1 10 yrs. | Jan. 20 |
| Shanghai .. | Dilkhoosh... | 816 | A1 12 yrs. | Jan. 20 |
| Shanghai ... | Albuera ..... | 774 | A1 15 yrs. | To follow |

For Freight or Passage apply to GELLATLY, HANKEY, SEWELL, and Co., No. 8, York-street, Manchester; or 27, Leadenhall-street, E.C.

To sail Jan. 16.

DIRECT for COLOMBO, the beautiful clipper ship, SARAH WATSON, A1 10 years, 457 tons register W. C. H. HOFFMAN, Commander; West India Docks. This magnificent vessel, just arrived from Tuticorin after a very rapid passage of ninety-six days, offers a most desirable opportunity to shippers of fine goods.

For Freight or Passage apply to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

COLOMBO.—The new clipper SHOOTING STAR, A1 10 years, 900 tons; St. Katharine Docks. This fine vessel presents the best opportunity to passengers and shippers of fine and perishable goods, as she will not carry guano or chymical manures.

H. ELLIS and SONS, 17, Gracechurch-street, E.C.

Regular line of Packet Ship. To sail on January 9.

FOR HONG KONG, the well-known Workington-built clipper, DUNMAIL, A1 14 years, 771 tons register, PETER THOMPSON, Commander; East India Docks.

For Freight or Passage apply to SHAW, LOWTHER, & MAXTON, 2, Royal Exchange-buildings, London, E.C

Regular Line of Packet Ship. To follow the "Dunmail."

FOR HONG KONG, the well-known clipper, GRESHAM, A1 10 years, 965 tons register, L. C. BRAYLEY, Commander; East India Docks. This ship is celebrated for her rapid passages and sound delivery of cargo, and has superior accommodation for passengers.

For Freight or Passage, apply to SHAW, LOWTHER and MAXTON, 2, Royal Exchange-buildings, London, E.C.

To Sail on January 9.

FOR SHANGHAI, the splendid clipper WILD DEER, A1 14 years, 1,016 tons register, JAMES SMITH, Commander; East India Docks. Has superior accommodatton for passengers.

For Freight or Passage, apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

Last shipping day, 5th February.

FOR SHANGHAI DIRECT, the clipper ship WEYMOUTH, A1 12 years, 829 tons register; S. W. GIBSON, Commander; loads in the East India Docks. This ship has made some of the fastest passages hence to Shanghai on record (vide Lloyd's), and is noted for discharging her cargo without damage.

For Freight or Passage apply to NORRIS & JOYNER' 60, Cornhill, E.C.

### THE LONDON & CHINA TELEGRAPH.

THE TENTH Volume of this JOURNAL commenced on the 4th of January, 1868. The Subscription for three numbers per month is 30s. per annum, including Postage, and to the Export Supplement 12s. extra. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

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Amoy, 16th December, 1867.

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WM. CLOUGHTON, Managing Director.

New Harbour, Singapore, June, 1868.

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| BOMBAY..... | ,, ,, | ,, ,, |
| GALLE..... | | |
| MADRAS..... | Saturday, Jan. 9 2 P.M. | Sunday, Jan. 17, 7 A.M. |
| CALCUTTA ... | | |
| PENANG..... | And every alternate Saturday thereafter. | And every alternate Sunday thereafter. |
| SINGAPORE ... | | |
| CHINA..... | | |
| YOKOHAMA ... | | |
| AUSTRALIA ... | Saturday, Jan. 23, 2 P.M. And every 4th Saturday thereafter. | Sunday, Jan. 31, 7 A.M. And every 4th Sunday thereafter. |

* The Company's rates of Passage-money between Southampton and Gibraltar have been Reduced from £13 and £9 to £10 and £6.

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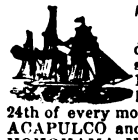

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And at Panama by the steamers of the
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West India and Pacific Line, from Liverpool 15th and 20th of month.
Generale Transatlantique Line, from St. Nazaire 8th of month.
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| 9 January, 9 February, 9 March, 20 March | For | Alexandria, Aden, Seychelles, Reunion, Mauritius. |

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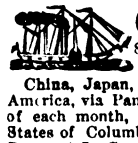

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New York.—Leave every 14 days from Havre and Brest, for New York.

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THE WEST INDIA AND PACIFIC STEAM SHIP COMPANY (Limited) sign through bills of lading for goods to Yokohama Nagasaki, Hong Kong, and Shanghai, via San Francisco, by the Pacific Mail Steam Ship Company's new line of mail steamers from that port.

Passengers will find excellent accommodation, and the fares more reasonable than by any other route.

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JOHN S. MACKINTOSH, Agent.

London, 1st January, 1869.

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# The London and China Telegraph.

## JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON THE ARRIVAL OF THE FORTNIGHTLY ENGLISH, AND MONTHLY FRENCH MAILS FROM CHINA, JAPAN, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A SUMMARY OF NEWS FOR THE OUTWARD MAILS.

VOL. XI.—No. 303.] LONDON, MONDAY, JAN. 11, 1869. [Price 9d., with Sup., 1s. 3d.—Sub. 30s. per ann. postage, included. Sup. 12s. extra.


## SUBSCRIPTIONS FOR 1869.

The subscriptions for the current year are now payable, Post-office orders and cheques to be made in favour of the publisher, JAMES WEST.

Office, 2, Cowper's-court, Cornhill (over the Jerusalem).

## Latest Advices.

| Ports. | From London | Arrived out. | HOMEWARD. Received this day. |
|---|---|---|---|
| JAPAN — Osaka and Hiogo | — | — | Nov. 10 |
| Yedo | — | — | Nov. 18 |
| Yokohama | Sept. 25 | Nov. 18 | Nov. 20 |
| Nagasaki | — | — | Nov. 16 |
| Hakodadi | | | |
| CHINA — Peking | — | — | Nov. 13 |
| Tien-tsin | — | — | Nov. 16 |
| Chefoo | — | — | Nov. 18 |
| New-chwang | — | — | Nov. 20 |
| Hankow | — | — | Nov. 20 |
| Kiu-kiang | — | — | Nov. 21 |
| Chin-kiang | | | |
| Shanghai | Sept. 25 | Nov. 12 | Nov. 26 |
| Ningpo | — | — | Nov. 24 |
| Foochow | — | — | Nov. 22 |
| Formosa—Tamsuy | | | |
| Amoy | — | — | Nov. 25 |
| Swatow | | | |
| Hong Kong | Oct. 9 | Nov. 18 | Dec. 2 |
| Canton | — | — | Dec. 1 |
| Macao | — | — | Dec. 1 |
| PHILIPPINES— | | | |
| Manila | Oct. 9 | Nov. 23 | Nov. 25 |
| COCHIN-CHINA— | | | |
| Saigon | — | — | Dec. 3 |
| SIAM — Bangkok | — | — | Nov. 25 |
| BORNEO—Labuan | — | — | Nov. 23 |
| Sarawak | — | — | Nov. 25 |
| JAVA — Batavia | — | — | Dec. 3 |
| MALACCA STRAITS— | | | |
| Singapore | Oct. 23 | Nov. 26 | Dec. 8 |
| Penang | — | — | Dec. 10 |

### THE MAILS, &c.

The next inward mail, with dates from Shanghai to the 9th, and Hong Kong the 15th of December, will be due on the 25th inst.

## List of Passengers.

### PASSENGERS INWARD.

By this mail to Marseilles, per P. and O. steamer *Ripon*, arrived January 8.—From Hong Kong: Mr. Walsh, Mrs. Galton, three children and servant. From Galle: Mr. Keppel Jones.

To Southampton, per P. and O. steamer *Delta*, expected to arrive January 15.—From Penang: Mr. and Mrs. Buchanan, Miss Douglas.

To Gibraltar.—From Hong Kong: Miss Pardo, Lieutenant D'Ory.

To Suez.—From Hong Kong: Mr. Moller.

### PASSENGERS OUTWARD.

Per P. and O. steamer *Pera*, from Southampton, Jan. 9.—To Hong Kong: Mr. E. Ashdown. To Ceylon: Mr. and Mrs. J. Kydd and child, Mrs. Duncan, Miss Allen, Mr. Bowles.

Per P. and O. steamer *Ripon*, from Marseilles, Jan. 17.—To Shanghai (*via* Bombay): Mr. Dawbarn. To Singapore: Mr. J. Steel, Mr A. M. Skinner. To Batavia: Mr. D. Albers, Mr. W. Walker. To Ceylon: Miss Black, Mr. W. K. Nicholson.

Per P. and O. steamer from Suez, Jan. 24.—To Singapore, *via* Bombay: Dr. Carl Ritter Von Scherzer.

Per P. and O. steamer *Tanjore*, from Marseilles, Jan. 24.—To Hong Kong, *via* Bombay: Mr. W. Pomeroy, jun.

Per P. and O. steamer *Ceylon*, from Southampton, Jan. 23.—To Hong Kong: Miss Gazalet, Mr. R Pottinger, R.N., Mr. and Mrs. C. Browne and child, Mr. A. F. Angus, Mr. J. T. Middleton. To Singapore: Mrs. Burn and child, Miss Stevens, Miss Maxwell.

Per P. and O. steamer *Syria*, from Marseilles, Jan. 31.—To Batavia: Mr. Doornik, Mrs. Van Delden and daughter, Mr. G. Van Delden, Mr. M. Van Delden, Mr. and Mrs. B. Decker.

Per P. and O. steamer from Suez, Feb. 7.—To Singapore: Mr. and Mrs. Stahlknecht.

Per P. and O. steamer from Suez, Feb. 14.—To Shanghai (*via* Bombay): Mrs. Gubbay, jun.

## Summary of News from the Far East.

### JAPAN.

Yokohama advices extend to the 20th Nov. The outward mail of Sept. 25 was received on the 18th Nov. The following summary of news is from the *Japan Times*:—

The principal feature of this number of the *Overland Mail* must necessarily be the report of the autumn meeting of the Yokohama Race Club, for nothing else has happened of any importance, and very little attention would have been paid to it if there had. Two thoroughly home feelings Englishmen do manage to conserve during their exile in the East—their love of sport and respect for its great festivals, and during our spring and autumn race meetings business is as carefully suspended as on the Derby day in London. Bankers and merchants array themselves in the peculiar raiment of the Turf, post-captains don tight trousers and the traditional white hat; and we do not despair of seeing, some of these days, a parson in a horseshoe pin. "Favourites" are backed heavily against "fields," "pots" are upset, and men "plunge" on the Yokohama "Turf" as at home; with the gratifying and very satisfactory difference, however, that the favourites as a rule are not worth fifty pounds a-piece, that the pots do not hold more than a few *rouleaux* of silver coin; and that no plunger can ever dive deep enough to hurt himself, the five to ones and the six to fours being generally laid in the humble Mexican of common life. Our owners and trainers and jockeys are gentlemen; jostles and crosses are always unintentional and seldom claimed, for "milking" and "roping" and "nobbling" are sciences of which we are in a happy state of ignorance; and, therefore, the three days' holiday which we take twice a year in beautiful weather, and on probably the prettiest racecourse in the world, is time well spent in harmless, healthful enjoyment. Our little history of life in Japan in fortnightly chapters would be very incomplete if we failed to give due prominence to our record of the races.

We have to apologise for an error in our last. Tsurunga, to which the Tokugawa family has retired, is not on the West Coast. There is a town of that name there, for which we mistook it. The place in question is between this and Osaka.

Preparations are again in progress for the Mikado's promised visit to Yedo. If he come at all, he will come by the *Tokaido*. No official intimation has yet been received by the Foreign Ministers, but common report alleges that he has already left Kioto. It is impossible to guarantee the correctness of the statement, nor indeed is it a certainty that he will move at all at present. All that is really known on the matter is that at the post towns along the road, the *honjins* (official halting-houses) are being put in order, and that a bridge of boats is being constructed across the Logo. It is of great importance that his Majesty should, if possible, visit his Northern Capital, but under present circumstances the move would be attended with great danger. We have taken the opportunity of suggesting to the Japanese Government a method of extrication from their difficulty.

The rebellion in the Northern provinces languishes. There is strong reason to believe the Governmental statement that Wakamatz has fallen, though the friends of the rebels persist in denying it. Both sides give a different colour to each event, even when they are agreed on its occurrence, and do so flatly contradict each other that reliable information can seldom be got for weeks after any circumstance of importance has happened. For instance, the *Kaiyo-mar* was reported to have been seen in Sendai Bay. The rebels' friends in Yokohama immediately gave out that she was blockading the port there and preventing the landing of southern reinforcements. The Government people tell us that she had lost her rudder and was there refitting. This statement is confirmed by a letter received by a foreigner here from a correspondent on board the ship, and the discrepancy between this and the other statement is manifest enough—and a sufficient warning to readers abroad not to put credence in all they hear from Japan.

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We must not omit to notice, among the events of the fortnight, a ceremony which must have signalised to the Japanese in a very distinct manner the friendly feeling with which the Government of the Mikado is regarded by that of Her Majesty. On the 6th Nov., at half-past ten, the British troops in garrison attended a general parade on the Swamp Concession, when a royal salute was fired to commemorate the fact of the Mikado's coming of age, and a march past took place before two of his representatives here, Higashi Kuzé and the Sahyo Oudaisho, Governor of the Northern Provinces. Sir Harry Parkes was on the ground, and after the review the Japanese nobles accompanied him to the British Legation, where a sword, sent out by H.M. Government, was presented to an officer of the name of Nakai, as a mark of honour and reward for his gallantry on the occasion of Sir Harry Parkes being attacked on the 22nd of March at Kioto. It will be remembered that this officer and another, Goto Shiojiro, who is now at Osaka, engaged and killed one of the men who attempted to assassinate Sir Harry on that occasion; Nakai was wounded. A corresponding mark of honour will be given to Goto Shiojiro at Osaka.

Japan has received another unwelcome guest in the form of a new ally. H. E. M. Von Polsbroek, as Plenipotentiary for his Majesty the King of Sweden and Norway, signed a treaty of friendship, commerce and navigation on the 11th Nov., with Higashi-Kuze Chiujyo, Terashima Tozo, and Iseki Saiyemon, as Plenipotentiaries for H.I.M. the Mikado of Japan. Thus is added another to the list of Powers without a proper governmental establishment, over whose subjects no sufficient control can be exercised, and who have yet the benefit of the ex-territorial clause. Such treaties are mere blinds to mask the gift of a Consulate to some trader; an office unpaid, but carrying with it indirect advantages, of which many who take such posts do not hesitate to avail themselves to the full, in the competition with their less favoured neighbours.

### LATEST INTELLIGENCE.

The Northern Rebellion has collapsed. The foreign Ministers have been officially informed of the unconditional submission of Aidzu; his capital is in the hands of the Imperial troops.

The Mikado's visit to Yedo is now a certainty. On November 17th the foreign Ministers were officially informed that his Imperial Majesty had left Kioto on the 20th of the last Japanese month (the 14th Nov.), that he would halt at Oiso on the 20th, at Funjisawa on the 21st, at Kanagawa on the 22nd, and at Sinagawa on the following day, making his entry into his northern capital on the 24th Nov. The Tokaido being completely to be occupied by the retinue of the Mikado foreigners were requested by the native authorities to refrain from using it from the 20th to the 24th Nov. A convenient place was to be prepared for them at Kenisawa, in Kanagawa, where, on the 22nd, they might witness the procession.

## CHINA.

—o—

### NEWCHWANG.

The Commissioner of Customs makes the following remarks in his quarterly report about the beancake machinery lately erected at this port:—"After no little trouble the machinery for the fabrication of pulse cake, brought to this port by Messrs. T. Platt and Co., has been successfully erected. When in motion it attracts crowds of Chinese, not only from all parts of the town, but also from adjacent villages. Some defects which may considerably retard the commencement of profitable manufacturing have, it is understood, been discovered; it is to be hoped that they will be satisfactorily remedied. The inhabitants of this province are exceptionally free from the superstitions which elsewhere have to bear the responsibility of arresting progress. The machinery will have to dread nothing from those dogged and obstructive ideas which are attributed to the natives in other portions of the Empire. The connection between the native manufacturers and the native exporters, who, it may be said, monopolise the trade, is much less intimate than would at first sight be supposed. The first are almost all Northern Chinese, born and brought up here; the second are almost entirely from the South. Between those two, then, there is no community of interest. The first are purely manufacturers; the others, with one or two exceptions, are, so far as produce is concerned, purely exporters. The very existence of these exceptions proves a dissatisfaction on the part of the latter of the two classes; for, in each case, the southern firm diverted a portion of its capital into this new channel merely in order to, to a certain extent, free itself from the bondage of the native millers. Yet, naturally, owing to the requirements of the southern traders' legitimate business, such an opposition has never exceeded somewhat narrow limits. It is, therefore, to be presumed that the exporters will gladly support the far more extensive scheme originated by Messrs. Platt and Co., when it, in addition, holds forth the inducement of a lower price. Two difficulties, however, will have to be submitted to; the first is the necessity of purchasing, with ready money, all produce during at least two or three years; the second is the unavoidable granting of credit, or receiving, in barter, commodities that probably cannot at once be disposed of. And these two difficulties, of course, resolve themselves into the indispensable devotion to the enterprise of a very large capital. But under existing circumstances, this need cannot be considered an obstacle. To avoid the second of the difficulties which I have suggested, the wealthy firm in the hands of which the undertaking now is, might find it advantageous to itself to forward to the south all that it fabricates."

### SHANGHAI.

From this port we have news to Nov. 26, five days later. No later mails had been received from home in the interval. As usual, we preface our correspondent's letter with a few extracts:—

The *North China Herald* says:—The following further particulars have been furnished us regarding the expulsion of a native Christian teacher from Kia-hing, to which we alluded on the 12th November.

A licensed native minister connected with one of the missions in Shanghai has been ruthlessly cast out of the city of Kia-hing-foo, something *a la* Taylor. He has been studying for the ministry several years past, and preaching nearly every day in one of the chapels of Shanghai. Within the last six months, having finished his course of study, he was licensed to preach, and having secured a house at Kia-hing-foo, about half-way between here and Hang-chow, he moved there with his family, consisting of a wife and one child. Since the Yangchow affair there have been signs of trouble, and he pursued his work with caution. He never opened his place for public preaching, as is done in the open ports, but confined himself to efforts among his neighbours and acquaintances, carrying on his work in a quiet and unobtrusive way. Some time since an uncle of his landlord tried to squeeze him, on the ground that he was connected with foreigners, threatening to have him turned out of the city if he did not comply; and on Saturday a Ningpo friend, who had assisted him in renting the house, was seized and cast into prison, and later in the day was brought bound to the native assistant's house by some fifty or sixty men from the magistrate's office. These latter proceeded to put the missionary's things out of the house, destroying some and stealing others; the balance were taken outside of the city. It was about ten o'clock on Saturday night when they made the attack, and near daylight on Sunday morning before their victim got on board a boat. This is not only a violation of treaty, but contrary to Chinese custom. As this native Christian stands connected with an American Church, we shall probably have a chance to see what course the representatives of that Government intend to pursue in such cases.

The following items are from the *Recorder*:—

Mr. Medhurst received payment on the 20th Nov. of the sums claimed as compensation both in the Wei-quan Barrier affair and also in the Yangchow business; and he was also waiting for the placards, which had been stuck up in various directions, to have due effect, before leaving. Of course, so soon as he is gone they will be pulled down again.

We hear that the British subjects of Chinese descent in this port have set on foot a petition to Sir Rutherford Alcock to rescind his notification concerning clothes; but suggesting that, if they must wear a distinctive costume, it should be the national dress in the time of the Ming Dynasty.

A private but reliable correspondent informs us by the mail just arrived, that Mr. Wade is to succeed Sir Rutherford Alcock as Minister at Peking.

We are informed of an incident strikingly illustrative of the manner in which the Chinese authorities regard the relative status of the native and foreign element in the Burlinghame mission. It seems that Colonel Poston was commissioned to hand Prince Kung a picture representing Mr. Burlinghame and his suite; but that, instead of receiving it graciously his Royal Highness handed it back to his attendants in a great huff, asking how it was that Mr. Burlinghame was represented sitting while the Chinese were standing.

The notification issued on November 10 with respect to the Cheefoo Gold Mines, although apparently disappointing, need not, we think, be hastily taken in that light; as it is quite possible that it is only a preliminary step towards demanding of the Chinese the right to work the mines upon some conditions which will meet existing difficulties. It is not likely that those interested in maintaining order in China will be willing to leave to chance the question whether a number of diggers are to come into hostile collision with the Chinese authorities. Matters have gone so far that there is scarcely a doubt that a large number of men will find their way to Chefoo, and it will be an act of great temerity for the foreign Powers to allow such an event to come upon China without urging the native officials to make due preparation to meet it. We are disposed very much to doubt the accuracy of Sir Rutherford's declaration that digging for gold is *per se* contrary to Treaty.

Some of our readers may have heard of a strange incident which happened to the Danish Envoy sent out some time ago to conclude a treaty with China, who had the greatest difficulty to find his way to any place at Peking, and at last got out of it by following a respectable looking Chinaman, who, it turned out, went at last to the residence of the American Minister, Mr. Burlinghame, who received his unexpected guest with his usual kindness and hospitality. We hear that a very similar mishap befel the new American Minister, for whom the Chinese authorities do not appear to have made any preparations, so that he first found great difficulty in getting carts to take him on to Peking; and when they arrived at the city discovered that the gates were shut. One of the party having a passport, showed it to the gateman, who said that the bearer of it

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could go in, but nobody else; and after a great deal of consultation, the only way discovered to get out of the difficulty was for the American Minister, his family and party to go into the city nominally as the attendants of the lucky gentleman with the passport. The incident hardly speaks well for Chinese international courtesy.

The *Yuen-tsze fei*, which arrived on the 13th of November, brought down four disappointed diggers from Chefoo, who found themselves unable to make enough for it to be worth while to face so rough a life during the winter months. The impression is still held to that there is plenty of gold to be got at in the quartz; but the washing does not seem profitable. The men seem to think that they have been prevented from finding out the best spots.

Our obituary contains a notice of the sudden death of T. T. Meadows, Esq., H.B.M.'s Consul at Newchwang. The deceased was appointed Consular Interpreter at Canton, July, 1843, and at Shanghai, January 1st, 1852; he was in charge of the Vice-Consulate at Ningpo during 1857 and 1858; was appointed Consul at Newchwang in Manchuria, December 22nd, 1858; was acting Consul at Shanghai from July 23rd, 1859, until April 10th, 1861, since which time to the day of his death he has held the Consulship at Newchwang. His work on the Taiping rebellion obtained him considerable reputation, and like all his writings was characterised by exhaustless erudition and an unconventional and independent vein of thought. Mr. Meadows' decease took place without any warning; he retired to rest in good health on the evening of the 13th, rose early and sat down to his writing desk, as was his wont, on the morning of the 14th, and then without complaining of any pain fell down suddenly dead.

(FROM OUR OWN CORRESPONDENT.)

SHANGHAI, Nov. 24, 1868.

Since I wrote you by French mail we have received no later news from your side. The only topics of interest in the Settlement are the final arrangement of the Yangchow affair (to which I will refer farther on), and an announced alteration in the pilot regulations which have hitherto been in force at this port. The change made in these latter is one suggested by the Chamber of Commerce —compulsory pilotage is abandoned, and the control of the pilots by the harbour-master only is modified.

It would seem as though a reactionary movement against foreign influence in China is fated to manifest itself at certain intervals, the native officials forgetting that just about the time that the recollection of their last humiliation is fading from their memories we are recovering from the fatigue of having punished them. Thus, while personal violence was offered to foreigners at Yangchow, and the rights of property were set at nought by the Hwaiguan Hoppo, the authorities at Tamsui combined both these amusements with gross insults, addressed to the British Vice-Consul. That gentleman, however, having requested the aid of an English gunboat and an American sloop, soon brought the Tamsuiting to his senses. The persons who affronted the Vice-Consul have been dismissed; four of the ringleaders in the assault have been sentenced to a month's cangue each; a hortatory proclamation has been issued to the people, and a full indemnity for the loss of property has been promised. Each day's experience demonstrates more forcibly than the last that there is but one way to deal with the Chinese—that reference to treaties is mere waste of time, and that force, sharply called into play, is the one and sole argument which they understand. I have already told you how successfully this argument was applied at Nanking. It has in like manner worked at the Hwaiquan, the Hoppo of which has eaten humble pie, and offered full compensation for all the wrongs done under his orders. At Yangchow its operation has been fully manifested, everything demanded there has been unconditionally granted, and Mr. Medhurst is now expected back in Shanghai by the next steamer. It is strange that the ill-feeling which is manifested should be altogether on the part of the officials. Of this we have recently had a very good illustration in the case of Mr. Cooper, who, as your readers know, left Hankow some months ago with the intention of exploring a practicable route from the west of China through Thibet and Assam. Having been compelled to abandon this design, he tried to reach the old caravan route from Bhamo to Calcutta. Accordingly, being at Bathang, a twelve days' march from the frontier of Yunan, he started for A-teng-tsze, a trading mart in the north of Yunan. On his road he met no difficulties save that of obtaining food, the natives having been warned not to supply him. However, he contrived to reach the small town of Tonglan. Here he arrived at a most inopportune moment. It is well known that the south-western part of Yunan is now a separate principality, under the sway of a Mahometan ruler. Now Tonglan is a station on the frontier line between Imperial and Mahometan territory, and just before Mr. Cooper's arrival the mandarin of this place, who had for some time acted as a sort of mediator between the two parties, declared decidedly for the Imperialists. He ordered Mr. Cooper back to Wei-si, having reached which place an attack was made by Chinese soldiers, from whom Mr. Cooper was obliged to seek refuge with the magistrate. This latter, having invited him to stay at the yamen, kept him a close prisoner, and endeavoured to rob him of his money, rifle, sword, revolver and field-glasses. Mr. Cooper thereupon tried to escape and fly to Bathang, but was overtaken, brought back, and treated with more rigour than before. Here, however, an unexpected accident of fortune befriended him. The chiefs of some neighbouring aboriginal tribes demanded his liberation, and having obtained it, conveyed him in safety to A-teng-tsze, whence he had no difficulty in reaching Bathang. During his imprisonment he received constant presents of fruit, eggs, and fowls from the people of Wei-si, who thus protested against the cruelty and oppression of the mandarins. Mr. Cooper is at present at Hankow, but his arrival in Shanghai is daily expected.

From Hankow there is very little to report, except the dedication of the new Church of St. John the Evangelist, which was performed by the Lord Bishop of Victoria on the 7th inst. The energy of the Hankow community deserves the highest praise. It was not until last January that the clearing of the ground was commenced, but of course the funds and plans were in full readiness before that time. The building fund amounts to Tls. 5,900, one-half of which was contributed by H.B.M. Government, and the other half raised by voluntary contributions. The community have also subscribed an additional sum of Tls. 270 for the purpose of laying out and fencing the church compound. The church has been built from plans drawn by Mr. Kidner, of Shanghai.

From Japan our most important item of news is the report of a heavy gale which within the last fortnight has passed over the north-west coast, and has caused the total loss of no less than eight native-owned steamers. The *Japan Times* reports that "the northern rebellion has collapsed, the foreign ministers have been officially informed of the unconditional surrender of Aidzu, and his capital is in the hands of the Imperial troops." The Mikado has just concluded a treaty with Sweden and Norway. You, no doubt, have already heard of the sword sent out by the British Government to the Japanese nobleman who killed one of Sir Harry Parke's assailants at Kioto. It was formally presented to him the other day in the Queen's name, and the opportunity was, of course, taken of expressing much good feeling on both sides. It will probably be in the recollection of your readers that some months ago a foreign vessel, in possession of a lot of Chinese coolies, was found drifting on the coast of Japan, near Hakodadi. After a long course of investigation it has been discovered that she was an American ship, called the *Cayalta*, which cleared from Callao with a freight of plantation coolies. Under ill-treatment the coolies rose, and flung every one of the crew overboard, with the exception of the captain, who, on the intercession of the Chinese cook, was spared, with the understanding that he was to bring the vessel into a Chinese port. The first land made was the Amoor coast, and here the captain, having gone ashore, never (so the story goes) came back. The coolies, after waiting some time, put to sea again, and finally drifted on the coast of Japan. The matter is now, I believe, in the hands of the Japanese authorities.

P.S. The news has just arrived of the death of Mr. Thomas Taylor Meadows, Her Majesty's Consul at Newchwang. The cause of his death is said to have been aneurism of the transverse portion of the arch of the aorta.

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## HONG KONG.

From Hong Kong we have advices to Dec. 2. The outward mail of Oct. 9 was received on the 18th Nov., with London telegrams to Oct. 30, and telegrams three days later had been received by the extra P. and O. steamer *Sultan*. The present mail, it will be seen, brings only six days' later news, and little of interest had occurred in the interval. We take the following items from the local papers:—

The *China Mail* says:—"We receive from the North a confirmation of the news that next year several new ports will be opened. Nanking on the Yangtze, Wenchow, north of Amoy, and Lienchow, on the next coast of the Canton province, are reported on indisputable authority to be certainly opened to foreign trade in the fall of 1869 or the spring of 1870. The favourite project of the Canton authorities, the fostering of trade with Hainan by vessels entering, clearing, and reporting at the Canton Customs, is now definitely rejected. Haik'ou will be thrown open, and the port upon the peninsula will doubtless give an impetus to the sale of opium and piece goods which cannot fail to be beneficial to the colony of Hong Kong. All visitors to Hainan have been struck by the numbers of the Hong Kong registered junks which are always found in harbour there, and the profitable trade which has hitherto been monopolised by Canton firms would, if the port were opened, be shared by the merchants of Hong Kong.

"Mr. Consul Swinhoe has been appointed by the British Minister to visit the ports mentioned, and those places in the interior which are reputed to possess undeveloped mineral resources. His first expedition is to be the coal and iron-fields of Nanking, and from his scientific acquirements favourable results and intelligent reports may be safely expected."

The *Daily Press* states that on the 20th November the splendid premises on the Praya, formerly occupied by Messrs. Dent and Co., were put up at auction by the trustees of the estate. The sale drew together a very large attendance, notwithstanding the unpleasant weather. The lots, with the buildings thereon, were put up separately, beginning with the most eastern wing, next door to Messrs. Gilman and Co.'s building. The first bid was 40,000 dols., and after only a slight competition it was knocked down to Messrs. Smith, Archer, and Co., at 57,000 dols. The western wing on the corner of the Praya and Peddar's Wharf was started at 55,000 dols., and knocked down at 61,000 to Messrs. Melchers and Co.

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The centre building, formerly used as offices, was started at 20,000 dols., and by slow bids of 500 dols. finally reached 30,000, at which figure it was knocked down to Messrs. Rozario and Co. The bidding was confined to only a few parties, who had no doubt fully determined their limits, and accordingly there was little competition.

## PHILIPPINES.

### MANILA.

Advices from Manila, to the 25th November, state that the people of the Philippines are generally in favour of the new government in Spain. No declaration has yet been made by the Governor-General, but the whole of the proceedings which have lately taken place in Spain have been published in the Goverment *Gazette*. This action on the part of the Governor-General is tantamount to a tacit acknowledgment of his sympathies with the Revolutionists. The news of the disturbances in the mother country does not affect trade, everything being quiet throughout the islands. It is generally anticipated that the authorities will formally recognise the Provisional Government, and that Manila will become a free port.

## STRAITS SETTLEMENTS.

### SINGAPORE.

Advices from this port extend to the 8th December. No later advices had been received from home since the arrival of the mail of October 23, reported in our last. The *Straits Times* gives the following summary of news :—

Admiral Keppel, after having visited Bangkok, Saigon, Sarawak, and come back here, has gone to Penang in H.M.S. *Salamis*.

The Governor continues at Penang, and there has been no meeting of the Legislative Council so far as is known here.

The election of a Municipal Commissioner took place on the 3rd Dec., when the Hon. W. H. Read, M.L.C., was chosen by a large majority of ratepayers.

Perhaps the event of the fortnight has been the sudden dismissal, by his Grace the Duke of Buckingham and Chandos, Her Majesty's Secretary of State for the Colonies, of the Registrar of the Supreme Court in Penang. The facts we believe to be as follows :—It forms part of the Registrar's duty to collect and account for the fees of Court. The Shroff employed by Government for this purpose, who forms part of the Court establishment and was in the office long before Mr. Maxwell became registrar, turned rogue and embezzled a part of the money which he collected, and he did so in a very ingenious way. The sums received were jotted down in his cash-book quite correctly, but the addition was wrong. The amounts he used for his own purposes were from time to time deducted from the total at the foot of the page. This seems to have gone on for some time without detection, because Mr. Maxwell, while checking the entries in the cash-book, omitted, or failed from press of work, to check the additions. The roguery of the Shroff was discovered about August last, we believe, by Mr. Isemonger, of the Auditor's-General's office, and the defalcations were found to amount to some 800 dols. The defalcations were then found to have been begun long before Mr. Maxwell took the office, and in the time of his predecessor. Mr. Maxwell was then in Singapore on his way homewards on leave. He was ordered back to Penang again to examine into the circumstances of the case, as he was responsible to Government for the money. He paid up the amount, prosecuted the shroff before two magistrates, and got him convicted and sentenced to one year's imprisonment—a punishment which we must characterise *en passant* as totally inadequate to the rascality of the Shroff. By the punishment of the actual culprit, ordinary people would think that the ends of justice had been substantially attained, and that, so far as Mr. Maxwell was concerned, a reprimand for his negligence in not looking sharper after his Shroff would be amply sufficient. Mr. Maxwell was known to be, although comparatively young, a diligent, hard-working official, well educated, and fully competent to fulfil the duties of the important office which he held. He was, moreover, from long residence, well acquainted with the place, had had considerable experience, gave the public every satisfaction, and was popular with the natives and Europeans alike. All this went for nothing in the eyes of his Grace of Buckingham. What appears to others venial looseness is, in his Grace's mind, a crime of the deepest dye, unpardonable, and to be expiated by deprivation of office, or, in other words, ruin for life, for in some cases this might have been the result, and it is not his Grace's fault that this will not happen in Mr. Maxwell's case.

It is said that the Governor, Sir Harry Ord, in reporting the matter to the Colonial-office, made every representation in Mr. Maxwell's favour, and that his recommendations were backed up by the heads of departments in the Colonial-office. The Duke of Buckingham, however, was obstinate, insisted upon dismissal, and he, therefore, must bear the whole odium of an order of unnecessary harshness which inflicts gross injustice on a deserving public servant.

The original sin is so small and the punishment so disproportionate thereto, that one is apt to imagine that there must be something else behind which the public do not know of—some concealed motives which influenced the Duke to perpetrate an act of such savage purism, and this may be so, but it is idle to speculate upon this. The Duke may have had in view solely the good of the service, although it may be difficult for us to see this ; or he may have been aiming at securing a nice little piece of patronage, some £1,200 a-year, or he may have been indulging the spite he seems to entertain against lawyers, and especially chief justices ; but, whatever may have been his motives, they cannot palliate in the least degree the uncalled for, we might almost say, brutal severity of his order.

It is a matter of question whether the Duke of Buckingham had power to dismiss the registrar. Under the old charter he had not ; under the new he has. Now the defalcations took place while the old charter was in force, and none but the Chief Justice could take cognisance of or exert control over the officials of the Court. This is a point which we trust to see thoroughly sifted.

### PENANG.

The Duke of Buckingham's cavalier treatment of Mr. Maxwl the Registrar of the Supreme Court at Penang, seems to have created considerable excitement among the Penang community, and to have aroused great indignation. The *Penang Gazette* has a sensible article on the subject, in which it gives expression, in temperate but forcible language, to the general opinion on the subject.

Mr. Maxwell has been seven years in the service ; first as clerk to the Recorder of Penang, then as senior sworn clerk to the Registrar in the Supreme Court (during which period he was called to the bar), then as J. P. and Acting Police Magistrate in Province Wellesley, and, last of all—two years ago—as Registrar of the Supreme Court.

The *Gazette* says that his appointment gave general satisfaction, and that none more fit could have been made. "It is not our object to condole with Mr. Maxwell so much as to point a moral. Let our officials, and our old Indian officers especially, look to themselves. As it was in Mr. Maxwell's case to-day, so may it be, with any one of them to-morrow. Let them expect scant courtesy under the colonial system. Do their work however admirably, they will be counted unprofitable servants. Let them make a slip, and neither age nor station, nor length of service, nor individual merit, will weigh a straw in the balance. The urbanity and generosity of the old Indian Government towards all her servants has been exchanged for red-tape and narrow-minded routine. What has been solemnly done in Downing-street will be repeated from the Colonial Secretary's Office in Singapore as often as it suits the Governor, and every official, from the Chief Justice, who may give an independent vote at the Council Board, to the parish clerk, who may croak an unmusical *Amen*, will find himself no better than a tenant at will.

"Mr. Maxwell's dismissal will, we are confident, be resented by all classes of society as an insult to the feelings of the colony, and will not tend to increase the popularity of our Governor ; for, however he may affect to deplore the result of his reference home, it cannot be doubted that, had he represented the matter in its proper light, Mr. Maxwell would still be Registrar of Penang."

In Bangkok, on the 11th of November, the young King, H.M. Prabat Somdetch Pra Paramindr Maha Chula-long-korn Pa'n Klou Chouyu-hua, was crowned in state in presence of all the princes and grandees of his kingdom, of foreign consuls, and the principal European residents and naval officers in port. The new reign promises to be liberal in its policy.

# Commercial Report.

## CHINA AND JAPAN IMPORTS.

YOKOHAMA.—The demand for staple grey goods continued after the departure of the last mail, and both settlements and deliveries were satisfactory. At the close, however, a threat of the Government to introduce a paper currency, which foreigners will not accept, had frightened the dealers, and business had been brought to a standstill. Black Velvets remained as reported in our last, good qualities, absent from the market, being in full inquiry. The demand then noted for Taffechelass was subsiding, and other cottons were not wanted. Woollens had remained inactive ; the demand for Black Camlets had slackened, and hardly anything else was asked for except blankets, of which there were no stocks. Cotton has again declined. The current quotations were as follows :—Cotton Yarn, Nos. 16 to 24, $47.50 to 48.50 per picul ; 28 to 32, $51 to 52 ; Grey Shirtings : 7 lbs., $2.50 to 2.55 per piece ; 8.4 to 8.8 lbs., $3.05 to 3.12. White Shirtings, $2.80 to 3.60 ; T-Cloths, $1.90 to 2.40 ; Camlets, S., $16 to 17 per piece ; Cloth, Broad, $1.50 to 2 per yard ; Medium, $1 to 1.75 ; Blankets $0.80 to $0.90 per lb. ; Iron, Nail Rod, $3.10 to 3.40 per picul ; Hoop, $4.25 to 4.50 ; Lead, $7.50 to 8.

TIENTSIN.—There had been a good business doing during the interval in Plain Cottons and Grey Shirtings, the latter being quoted two to three candareens higher.

SHANGHAI.—A moderate business had been transacted in grey goods since the departure of last mail, though the prices current had generally been unsatisfactory. About 60,000 to 65,000 pieces of Grey Shirtings had been placed from first hands, at gradually declining rates ; the closing quotations being Tls. 2 to 2.03 for 7 lbs., and Tls. 2.16 to 2.19 for 8.4 lbs. ; 9 lbs. to 9.12 lbs. were dull of sale at Tls. 2.60 to 3 per piece. The

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stock was materially reduced owing to the absence of arrivals from England and large re-exports. These latter for the three weeks ending 21st Nov. had mounted up to the large total of 42,000 pieces. Further supplies were daily looked for, and it was far from certain if any recovery could be expected until the spring season began, and even then stocks were likely to be very heavy. T-Cloths had been in less request than during the previous fortnight, but there was no material change in value to report; 6 lbs. were quoted Tls. 1.40 to 1.55 per piece, and 7 lbs. Tls. 1.65 to 1.90, the latter being for very finest quality; 8 lbs. 36 in. remained low in price, ordinary goods ranging from Tls. 2.05 to 2.15 per piece. White Shirtings were slightly higher during the early part of the fortnight, but had since receded, and best 66 reed could not be placed at over Tls. 2.35 per piece; 56 reed were worth Tls. 1.95 to 2. Drills: American showed no change in price, but transactions had been only to a limited extent. English and Dutch were lower, with a moderate demand. Jeans: In English no sales were quoted; American goods (40 yds.) had been placed from first hands at Tls. 4.78 per piece, and subsequently resold at Tls. 4.95 per piece. Sheetings: A small inquiry had existed for American, and sales of ordinary makes from secondhand had taken place at Tls. 4.07 to 4.10 per piece. Best Cloth was worth rather over these figures. Fancy Goods: Moderate sales of Dyed Brocades and Dyed Spots were reported at last rates. Damasks were difficult to place, and Gentian Shirtings were much wanted. In Chintzes a good business was reported at last rates. Black Velveteens show a rise, while Blue and Black Velvets had not maintained their former price. Woollens: Camlets (S.S.) had been placed at slightly lower prices for assortments, owing to a fall in value of Scarlet, Dark Blue and Orange. Long Ells were also lower in price, for both Scarlet and Assorted. In Figured Orleans there was little change to note. Lastings had been in good inquiry at quotations. Black being specially asked for, while sales of Crape Lastings were reported at Tls. 5.30 to 5.40 per piece. Metals: Nail Rod Iron: without arrivals, the market had been quiet, and prices were unchanged. Fine to good assortments, Tls. 2.30 to 2.60. The closing of the Northern markets would reduce demaud, and any great addition to stocks would cause a decline in prices. Lead: 5,235 piculs had been exported; the stock was almost nil; prices had advanced 4 mace to 5 mace per picul. Sales of LB had been made to arrive at Tls. 5.8, and Tls. 6 was asked. Coals: Small arrivals had somewhat strengthened the tone of the market. There had been three arrivals only, one from Wales and two from Australia. Cardiff part cargo, sold at Tls. 11.25. English, no transactions. American, in fair request and firm.

HANKOW.—Improved businesss in Piece Goods had been transacted. Grey Shirtings: During the early part of the fortnight sales of 8¼ lbs. were made at Tls. 2.1.3. to 2.1.5, but an advance of 5 candereens had since been established, and quotations were, 8¼ lbs., Tls. 2.1.5 to 2.2.; 7 lbs., Tls. 2 to 2.0.3; the demand continued very trifling. T-Cloths had been little wanted, only 7 lbs. met with any attention. Drills in better inquiry, and prices for American 5 candereens to one mace higher. White Shirtings: 64 to 66 reed in moderate request. Fancy Cotton Goods: Most descriptions were comparatively neglected. Dyed Brocades and Damasks had been in small demand. Woollens and Worsteds: Camlets and Long Ells found buyers in limited quantities, but at low rates. Lastings had been little inquired for. Figured Orleans were firmer, for good assortments. Lead had been sold at Tls. 6.4 to 6.5.5, but the demand was satisfied, and the quotation was Tls. 6.1 to 6.2 per picul.

HONG KONG.—The following is from Messrs. Olyphant and Co.'s Circular, dated Nov. 30:—Cotton Yarn: There were no transactions during the early part of the interval, but a few small parcels have been taken during the past few days at about former figures, dealers refusing to make any concessions. Piece Goods: Three vessels with general cargoes have arrived from London, bringing considerable parcels of manufactures, and in view of the expected early arrival of further supplies, importers have become more anxious to sell, while dealers, on the other hand, are holding off and buying only for actual wants. A parcel of 18,000 pieces 8.4 lbs. Grey Shirtings was offered a few days ago by one of the leading importing houses at $2.67½, two months time, but the intending buyers refused to pay over $2.65, and the negotiations fell through; but the fact of goods being offered on such terms has had a depressing effect, and it will require some time for the market to recover. Common White Shirtings, Assorted Brocades and Spotted Shirtings, and 30 yard English Drills are the only goods that have not declined in values, and this is solely because stocks are light, and also that relative values for some time past have been lower than those of other descriptions. A sale of 840 pieces 30 yard Jeans has been made at $4.50 per piece, but there are no buyers of Drills, owing to the lateness of the season, and quotations for all American Cottons are now quite nominal. Woollens: Only a limited business has been done. Long Ells have been entirely neglected, and are quoted 10 cents lower. Scarlet Spanish Stripes are not wanted, and very weak, but there is some inquiry for Assorted—best qualities—at former values. Blankets still find favour, and have further advanced. Lastings and Camlets are firmly held, but the only sale has been a small parcel of common Lastings at $13.40 per piece. Metals: There is a better feeling in the Iron market, especially for Nail Rod, which is 15 cents per picul dearer. Wire and Steel are easier. Lead is wanted, and tends upwards. A considerable business has been done in Tin, but at a marked decline, holders being willing sellers. Quicksilver is unchanged. Coal: Receipts amount to 1,900 tons English (1,350 to consumers); 2,320 tons Welsh (1,120 to consumers); 1,860 tons Australian (1,395 to consumers); and 512 tons Anthracite, to consumers. The only sale has been 250 tons Sydney, ex godown, at $8.50 per ton, but there are sellers, ex ship, of cargoes at our quotations. Ginseng: There is very little inquiry, and offers made are below the market, which is rather weaker. A sale of 24 casks Crude, out of condition, has been quitted at $110½ per picul. The current quotations were as follows:—Cotton Yarn, Nos. 16-24, per picul, $105 to 122.50; Nos. 28-32, $136 to 144. Grey Shirtings, 7 to 7¾ lbs., per piece, $2.40 to 4.45; 8 to 8¾ lbs., $2.75 to 2.82. White Shirtings, $2.45 to 3.20. Woollen Goods:—Long Ells, per piece, $8.85 to 8.65; Camlets, SSS, $15.75 to 16.75; SS, $16.50 to 16.75; Iron, Nail Rod, per picul, $2.40 to 2.65; Hoop, $3 to 2.85; Bar, $1.85 to 2.20; Lead, $6.40 to 7. Coals, afloat, per ton, English steam, $11 to 10.05; American anthracite, $12.50 to 12.

## CHINA AND JAPAN EXPORTS.

### TEA.

YOKOHAMA.—Business during the fortnight had been on a moderate scale, and settlements, consisting principally of good common to good medium sorts, did not exceed 1,500 piculs. Although prices again show a downward tendency, the business done had been too small to affect them to any extent; quotations, therefore, must be considered almost nominal. Arrivals had come forward freely, and stocks were heavy. The quality of late supplies was considered to be somewhat better. The Havilah and Queen of the Age had sailed for New York with 1,258,516 lbs., the Alexandria and Brave were loading for the same port. Quotations:—Common, $19 to 22 per picul; good common, $23 to 24; medium, $25 to 26; good medium, $28 to 30; fine, $30 to 35; finest, $36 to 40; choice, nominal.

SHANGHAI.—Black: An important business in Congous had again been transacted, settlements being 11,620 chests, made chiefly during the early part of the fortnight. Natives, taking advantage of the demand, recovered the decline quoted in our last, and though at the close there was less disposition shown to purchase, they were by no means eager sellers, and the market closed firm, but quiet, at the advance. Settlements for the fortnight, 11,620 chests; reshipments on owners' account, 2,239 chests; stock, 50 chops, or 16,810 chests. The quotations (duty paid at exchange 5s. 10½d., freight £2. 10s.), were as follows:—Hohow, common, 11¾d. to 1s. 0½d.; Oonam, common, 1s. to 1s. 0½d.; Ningchow, common to fair, 1s. 0½d. to 1s. 1¾d.; Oopack, common, 1s. 0½d. Green: In Green Teas, also, transactions had been large, American buyers being still the principal operators. Fine to finest Moyunes had been the most in request, and these, especially the latter, had ruled rather higher. Common to medium grades, on the other hand had been comparatively neglected, and were again easier. Settlements had been irregular, but a fall in them of ½ to 1 tael was quoted. Settlements and reshipments consisted of 30,640 half-chests Tienkai and Moyune, at Tls. 36 to 45½; 4,198 half-chests Fychow, at Tls. 28 to 36; 3,551 half-chests Shanghai-packed, at Tls. 24 to 34; 715 half-chests Pingsuey, at Tls. 33. Settlements for the fortnight, 38,463 half-chests: re-shipments on owners' account, 611 half-chests; stock, 142 chops, or 76,291 half-chests. Quotations (exchange, &c., as above) were as follows:—For Fychow and Moyune Teas: Gunpowder, 1s. 5½d. to 3s. 6d.; Imperial, 1s. 2d. to 2s. 9d.; Young Hyson, 11¼d. to 3s. 1d.; Hyson, 1s. 1¼d. to 3s. 3d.; Twankay, 8¼d. to 1s. 6d.

HANKOW.—Only one chop had been purchased, 261 chests, at Tls. 14¾ per picul, but 2,748 chests had been forwarded to Shanghai. There was no stock remaining. Export of Tea from 1st January to 18th November, 1868, 44,579,200 lbs.; from 1st January to 18th November, 1867, 34,707,142 lbs.

KIUKIANG.—Black Teas: Arrivals from the country were reported as about 3,300 chests, being on a liberal scale for the time of the year, of these only 220 half-chests common Ningohow had been settled at Tls. 14½ per picul, the remainder having been forwarded to Shanghai for sale. Quotations were—Ningchows, common Tls. 14½; Hohows, no settlements. Export from 1st January to 20th November, 1868, 153,668 chests; export from 1st January to 20th November, 1867, 109,837. Stock, 102 chests. Green Teas: No business whatever was reported in Green Teas, and the arrivals were said to be falling off. About 40,000 packages further would, it was estimated, complete the season's yield.

FOOCHOW.—The following is from Messrs. Odell and Co.'s Circular, dated 20th November:—Our last report was dated 6th inst., since when there has been almost a total cessation of business. Congous.—Transactions have been limited to the settlement of a few small parcels of common kinds required to complete the lading of a vessel for Australia, and one for the Continent. On English account there have not been any transactions, buyers waiting much lower prices. The teamen continue very firm holders, and as yet are unwilling to accede to a decline of more than Tl. 1 to 1½ per picul. Arrivals from the country have been but small, though there are about 30,000 chests still to come to hand to complete the season's supply. Souchongs.—About 280 chests have found buyers. Oolongs.—There have not been any transactions, holders still refusing to meet the views of American buyers. Scented Teas are in but little request. Flowery Pekoes.—A few parcels have been taken on Indian account. Settlements for the fortnight have been: Congou, 1,709 chests, at Tls. 9.8 to 19.3 per picul, ship off. Souchong, 289 chests, at Tls. 19 to 25.3, do., do.; Oolong, nil; Scented Teas, 1,020 boxes, at Tls. 22.8 per picul, ship off; Flowery Pekoe, 480 chests. at Tls. 20.8 to 30.8, do., do.

CANTON.—Daring the early part of the fortnight there was some inquiry for scented teas, resulting in quite liberal settlements, considering the lateness of the season, and at prices about equal to last mail's quotations. Holders of Capers were rather firmer in their demands, owing to the scarcity of any desirable parcels of this description. The buying had been confined principally to one or two parties. The stock of country Congou remained as last advised, 2,220 chests. The following were the settlements reported:—Scented Orange Pekoe, 2,000 boxes at Tls. 18 to 31; Scented Caper, 11,000 boxes at Tls. 17 to 23; Gunpowder, 1,600 boxes at Tls. 16 to 20; Canton Congou, 1,200 ½-chests at Tls. 17 to 18.

### SILK.

YOKOHAMA.—The market had been active during the fortnight, but supplies had not been so heavy as before. Prices for all descriptions had been generally fully maintained, and even the extreme price of $1,060 had been paid for an extra good parcel of Hanks. There was no improvement to be noticed in the quality of the Silk that had reached this market. Silkworms' Eggs: The season may now be considered closed, the total export was estimated at about 2,000,000 cards, against 800,000 last year. The current quotations for Silk (laid down in London at exchange 4s. 5½d.) were as follows:—Hanks—Mybash, Sinchu, &c., extra, 37s. 8d. to 40s. 7d.; best, 35s. 0d. to 36s. 11d.; medium, 32s. 0d. to 33s. 11d.; inferior, 29s. 8d. to 31s. 3d.; Oshu, extra, nominal, 37s. 8d.; best, 33s. 11d. to 35s. 9d.; medium, 28s. 7d. to 30s. 6d.; inferior, 24s. 10d. to 27s. 1d.; Coshu, best, 32s. 5d. to 33s. 11d.; medium, 28s. 3d. to 30s. 2d.; inferior, 26s. 4d. to 27s. 6d.; Sodai, best, nominal, 30s. 2d.; medium, 27s. 6d. to 29s. 0d.; Etchesen, best, 26s. 4d. to 27s. 6d.; 2, 22s. 7d. to 24s. 6d.; inferior, 18s. 9d. to 20s. 8d.; Mashta, best, 23s. 9d. to 25s. 3d.; inferior, 18s. 9d. to 20s. 8d.

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SHANGHAI.—Under date 24th November Messrs. Skeggs and Co.'s Circular contains the following:—Business was quiet during the early part of the fortnight, but there has since been a good deal of brisk buying, and settlements now amount to about 1,600 bales, at prices still on the advance. Exchange is again lower, but, as usual, has been more than discounted by the prices paid, and it almost seems as if the Native dealers had the entire command of the market, and had only to name their own terms and still find purchasers. The advance on Tsatlees averages about 10 taels on the good and best grades, whilst for fours, fives and commoner kinds, 15 taels will hardly cover the rise. Tls. 590 has been offered for Chooping's chop, but he still holds out for more; "Dragons" and "Yakees" have been taken at Tls. 575 to 580, and a few bales of "Donkeys" and "King Johns" have been settled at Tls. 577½ for thirds alone; "Red Peacocks" have been sold at Tls. 500. Hainins are 10 to 20 taels up. Kaihings show a similar rise for ordinary chops, and Chincums, though very irregular, are also dearer. The finest Re-reeled Hainings have been taken at previous rates, but dealers being anxious to sell the commoner descriptions, submit to a slight decline, and the same may be said of Re-reeled Tsatlees. Trams and Organzines are very scarce, and firmly held for long prices. Our export has now reached over 38,000 bales, but the dealers still very decidedly affirm that the total will not exceed 48,000 to 49,000 bales.

## EXPORT OF TEA AND SILK, SEASON 1868-69.

### TO GREAT BRITAIN.

| Date. | From Kanagawa & Nagasaki. | From Shanghai and Hankow | From Foochow. | From Amoy. | From Canton, Macao, &c. | Total lbs. | SILK. Total Bales & Cses |
|---|---|---|---|---|---|---|---|
| From June 1 to Oct. 31, 1868 | 605753 | 58863294 | 46929751 | ... | 10523967 | 116922765 | 47491 |
| Corresponding period last season | 794506 | 42319808 | 33187599 | ... | 8601744 | 85203657 | 28625 |

*Shipments Since;*

| | | | | | |
|---|---|---|---|---|---|
| Nov. | 2 per Ethiopian | From Shanghai | ... | 1,062,983 | |
| — | — ... Nestor (str.) | ... Do. | ... | 53,847 | |
| — | 3 ... Ornate | ... Do. | ... | 905,923 | |
| — | — ... Veronica | ... Foochow | ... | 395,544 | |
| — | 7 ... Ironside | ... Do. | ... | 1,173,480 | |
| — | 8 ... Nestor (str.) | ... Canton | ... | 28,890 | |
| — | 16 ... Polmaise | ... Shanghai | ... | 990,386 | |
| — | 1 ... Orissa (ml. str.) | ... Do. | ... | — | 3,058 |
| — | 26 ... John Lidgett | ... Canton | ... | 909,695 | |
| — | — ... Hoogly (ml. str.) | ... Shanghai | ... | — | 1,057 |
| — | 27 ... Shunlee | ... Canton | ... | 666,785 | |
| Dec. | 1 ... China (ml. str.) | ... Shanghai | ... | — | 1,810 |

### TO UNITED STATES.

| | | Pcls. |
|---|---|---|
| From June 1 to Oct. 31, 1868 | 11110487 | 746 |
| Corresponding period last season | 1291186 | 426 |

*Shipments Since;*

| | | | | | |
|---|---|---|---|---|---|
| Nov. | 2 per William Turner | From Shanghai | ... | 480,846 | |
| — | — ... Masonic | ... Do. | ... | 546,881 | |
| — | 9 ... Havilah | ... Yokohama | ... | 606,247 | |
| — | 11 ... Queen of the Age | ... Do. | ... | 752,269 | |
| — | 13 .. Charger | ... Shanghai | ... | 1,573,119 | |
| — | 14 ... Costa Rica | ... Do. | ... | 151,984 | |
| — | 16 ... Great Republic | ... Do., &c. | ... | — | 148 |
| — | 18 ... Banian | ... Do. | ... | 887,264 | 11 |
| — | — ... Princess of Wales | ... Do. | ... | — | 29 |
| — | — ... Costa Rica | ... Do. | ... | — | 81 |

### TO THE CONTINENT.

| | | Bales. |
|---|---|---|
| From June 1 to Oct. 31, 1868 | 2830610 | — |
| Corresponding period last season | 760300 | — |

*Shipments Since;*

| | | | | |
|---|---|---|---|---|
| Nov. | 1 per Skjold | From Shanghai | ... | 65,571 |
| — | 7 ... Alexander | ... Foochow | ... | 91,238 |
| — | 16 ... Do. | ... Shanghai | ... | 255,020 |

### TO AUSTRALIA.

From June 1 to Oct. 31, 1868 ... ... ... ... ... 14,068,680 lbs.
Corresponding period last year ... ... ... ... ... 7,668,975

*Shipments Since;*

| | | | | |
|---|---|---|---|---|
| Nov. | 13 per San Francisco | From Foochow | ... | 220,968 |
| — | 17 ... Maud Helen | ... Hong Kong | ... | 58,940 |
| — | 18 ... Francis Henry | ... Foochow | ... | 452,273 |

## EXCHANGES, &c.

[*For dates, see first page.*]

### ON LONDON.

| At | Bank Bills. | Credits. | Documentary. |
|---|---|---|---|
| Yokohama, 6 m. s. ... | 4s. 4¼d. | 4s. 5⅛d. | 4s. 5⅜d. |
| Shanghai ,, ,, ... | 5s. 9⅛d | 5s. 10d. | 5s. 10⅛d. |
| Canton ,, ,, | 4s. 4½d. | 4s. 5d. | 4s. 5⅛d. |
| Hong Kong ,, ,, | | | |
| Macao ,, ,, | | | |
| Singapore ,, ,, ... | 4s. 4⅞d. | 4s. 5⅛d. | 4s. 5⅛d. |
| Manila ,, ,, ... | 4s. 3d. | — | — |

### MISCELLANEOUS.

| — | At Shanghai. | At Hong Kong. |
|---|---|---|
| Bills on India ... ... ... | 220⅛ to 300 | 222½ to 223 |
| ,, Hong Kong ... ... ... | 25⅛ to 25½ dis. | — |
| Bar silver ... ... ... ... | 111·5·0 | 8½ prem. |
| Mexican dollars ... ... ... | 76·6·5 | ⅛ to 1 prem. |

Bous, at Yokohama, 311 to 313 per 100 dols. At Nagasaki, — to — per 100 dols.

### SHARES.

Hong Kong and Shanghai Bank, New, 3½; Old, 21 per cent. premium
Hong Kong Gas Company, 42 dols. per share.
Hong Kong and Whampoa Dock, New 6; Old, 25 per cent. disco unt.
Union Dock Company, 20 per cent. discount.
China Traders' Insurance, 400 dols. premium.
Hotel shares, 55 per cent. discount.
Hong Kong and Macao Steamboat Company, 6 per cent. discount.

The following is from Messrs. Sharp and Co.'s Circular:—

EXCHANGE.—Since the departure of last mail sterling rates have declined 1 to 1½ per cent. On the opening of business Bank paper was placed at 4s. 4⅝d. and 4s. 5d. six months' sight, but the demand at these rates was considerable, and they could only be obtained for a short time. Some demand for credit bills at 4s. 5d. six months' sight has existed, the supply of paper, however, has not been large, and 4s. 4⅝d. has in some instances been obtained. The Calcutta steamers left on the 20th inst., and there has been but little demand since for rupee paper. Tenders for H.M. Treasury Bills at thirty days' sight have been invited as usual, and offers of 4s. 4d. and 4s. 4⅛d. were accepted, but only a limited demand was found to exist. The estimated amount of business by the present opportunity is about £320,000, say £130,000 Bank Bills, and £190,000 private paper, and seven lahks rupees. The greater portion of this latter amount was sold prior to the departure of the Calcutta steamers, but subsequent to that of the last English mail.

*Bullion.*—No business has been done in Bar Silver, and the price is nominally 8½ per cent. premium. Large shipments of Sycee have taken place from Shanghai, but the demand for remittance to India is very limited, and only a small quantity has changed hands. The present quotation may be given at 6¾ per cent. premium.

*Shares.*—The Share Market has been exceedingly quiet during the past fortnight, and quotations remain much the same as those given for last mail. A few Old Bank have changed hands at 21 premium, and a small parcel of New was placed at 3½; but there are few, if any, more sellers at this rate; the stock is very firm, and any future business will no doubt be done at an advance on these rates. Several parcels of New Whampoa Dock have been placed at 25 discount, but there are no further sellers at this rate. A few Steamboat fetched 6 discount, but there are no more to be had at this price. In other kinds of stock there has been nothing doing, and rates must be taken as more or loss nominal.

# Shipping Intelligence.

## ARRIVALS.

At YOKOHAMA.—From New York, Nov. 17, Alcoyne.

At SHANGHAI.—From Cardiff, Nov. 19, Albatross.

At HONG KONG and CANTON.—From London, Nov. 20, Roslin Castle; 22, Whitehall; from Liverpool, 21, Malvina Vidal; from Sunderland, 23, Stanley; from Cardiff, 25, Garibaldi; from Newcastle, 20, Carmelita and Ida; from Havre, 28, Taffarette; from Hamburg, 22, Esmeralda; from New York, 23, Rocket.

At MANILA.—From Liverpool, 21, Ercilla.

At SINGAPORE.—From London, Dec. 3, United Service, Petchelee; from Liverpool, 7, Malacca; from England, 3, H.M.S. Himalaya; from Cardiff, Nov. 27, Blanche; Dec. 7, Sadowa; from Glasgow, 4, Kinfauns Castle.

At PENANG.—None.

## DEPARTURES.

From YOKOHAMA.—For New York, Nov. 9, Havilah; 11, Queen of the Age.

From SHANGHAI.—For London, 14, Polmaise; for New York, 20, Banian.

From FOOCHOW.—For London, Nov. 10, Ironside; for Falmouth, 6, Alexander.

From HONG KONG and CANTON.—For Falmouth, Nov. 16, Ta-lee; for New York 16, Princess of Wales.

From MANILA.—For London, 16, Jamaica (via Cebu), 16, Palm Tree; for Liverpool, 21, Clytie; for Falmouth, 19, Havfruen; for Cadiz, 20, Florida Blanca; for Boston, 19, Competitor; for New York, 20, W. Wilson.

From SINGAPORE.—For Liverpool, Nov. 25, Khimjee Oodowjee; for Hamburg, 24, Varuna.

From PENANG.—For Bordeaux, Dec. 1, Aurelie.

## VESSELS LOADING.

At YOKOHAMA.—For London, Johanna Marrie; for New York, Alexandra, Brave, N. B. Palmer, Glendoveer.

At SHANGHAI.—For London, J. M. Joshua, Zeminda; for New York, Dartmouth, Falcon, Golden State, Etha Rickmers, Laurel, Sir William Wallace.

At FOOCHOW.—For London, Ocean Chief.

At HONG KONG and CANTON.—For New York, Sterling, Louisa.

At MANILA.—For Cork, Lord of the Isles, Serafin; for Falmouth, M. Lopez; for New York, Frederick.

At SINGAPORE.—For Bordeaux, Deux Freres; for Boston, Elizabeth.

## FREIGHTS AND CHARTERS.

At YOKOHAMA.—To New York, £3 10s. to £3 15s. per ton, and $45 per P.M. strs.

At SHANGHAI.—To London the rate is £2 10s. per ton of 50 cubic feet; the steamer Ajax is loading at £3 per 40 feet. To New York vessels on the berth are loading slowly at £3.

At FOOCHOW.—To London: £2 10s. per ton.

At HONG KONG and CANTON.—There is less inquiry for vessels to load homewards, and in local business the only demand is for Yokohama at low rates. The Excelsior (388) has been fixed to load at Canton, for United Kingdom or Continent, at £2 15s. per ton; Trinculo (310), Singapore to United Kingdom or Continent, £3; if to United States, £3 5s.; Bertha (232), Singapore to New York, £3 5s. per ton.

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At MANILA.—No settlements have been made.

At SINGAPORE.—The Petchelee is laid on for Liverpool at £2 15s. per ton for dead weight and light freight, and the Kinfauns Castle will also load for Liverpool at the same rate, and for Glasgow at £2 17s. 6d. per ton; the steamer Ajax, expected from Shanghai, has engaged cargo for London and Liverpool, taking sago flour at £3, coffee at £3 7s. 6d., measurement goods at £3 10s. per ton.

At PENANG.—There are no settlements to report, but suitable vessels are wanted to load for Europe.

At BATAVIA.—Large arrivals have taken place during the month both of free and chartered vessels, and rates have declined. The bulk of this season's crop has now been shipped, and we look for a gradual decline in rates. Our present quotation for sugar to Holland is 75f. per last, gross weight delivered, equal to about £3 10s. per ton net weight.

## VESSELS PASSED STRAITS OF SUNDA.

| Date. | Ship. | From | To. |
|---|---|---|---|
| Nov. 13 | Confucius | Macao | Havana |
| ,, — | Pacific | Hong Kong | Valparaiso |
| ,, 14 | Sodore | Bangkok | Falmouth |
| ,, — | Tamerlane | Shanghai | London |
| ,, — | Galilei | Batavia | Holland |
| ,, 15 | Estafette | Tagal | Amsterdam |
| ,, 16 | Dilpussund | Shanghai | London |
| ,, 17 | Sooloo | Foochow | London |
| ,, 18 | Harrington | Singapore | Boston |
| ,, 19 | Brothers German | Point de Galle | Batavia |
| ,, — | Jan Peter | Monte Video | Batavia |
| ,, — | Madge Wildfire | Singapore | Liverpool |
| ,, 20 | Dolores Ugarte | Macao | Havana |
| ,, — | Catharina | Rotterdam | Singapore |
| ,, — | Cosmopolite | Saigon | Bourbon |
| ,, 21 | J. W. A. Lorenzen | Bangkok | Falmouth |
| ,, 23 | Game Cock | Whampoa | New York |
| ,, — | Condor | Foochow | Adelaide |
| ,, — | Aria and Betsy | Amsterdam | Batavia |
| ,, 24 | W. G. Russell | New York | Shanghai |
| ,, — | Ensign | Singapore | London |
| ,, — | Kinderdyk | Batavia | Rotterdam |
| ,, — | Europa | Batavia | Rotterdam |
| ,, — | Elizabeth | Batavia | Rotterdam |
| ,, 25 | Napoleon III. | Shanghai | London |
| ,, 26 | Louise | Batavia | Amsterdam |
| ,, — | Agarthe Johanne | Macao | Hamburg |
| ,, 27 | Cervantes | Manila | Cadiz |

## SHIPPING POSTSCRIPT.

—o—

ARRIVALS NOT IN THE TABLES.—Jan. 10, at Falmouth, from Batavia, Lotus; from Akyab, Athena; at Liverpool, from Manila, Elena; at Queenstown, from Rangoon, Mathilde; Dec. 23, at Boston, from Manila, Wild Rover; Dec. 28, at New York, from China and Japan, Alaska.

DEPARTURES.—Dec. 7, from Liverpool, for Shanghai, Conqueror; from Margate Roads, for Singapore, Assecuradeur; 11, from San Francisco, for Hong Kong, Windward; 26, from Boston, for Hong Kong, Formosa.

LAID ON.—At Liverpool, for Shanghai, M. E. Nelson.

SPOKEN.—Northumberland, from Batavia, Nov. 26, 2 N., 23 W.; a small barque, of Bremen, Cardiff to Batavia, 6 N., 27 W.; James Shepherd, London to Shanghai, Sept. 24, off the North-west Cape.

## THE NEW STEAMSHIP "DECCAN."

This fine vessel, the latest addition to the Peninsular and Oriental Company's fleet, built and engined by Messrs. William Denny Brothers, of Dumbarton, was taken to Stokes Bay for an official trial on Thursday, the 7th inst. The *Deccan*, which closely approximates in size and burden to the celebrated *Himalaya*, is one of the large class of steamships provided by the Peninsular and Oriental Company to meet the requirements of their new postal contracts in the East, and will leave Southampton for India in the course of a few days. Her principal dimensions are as follows:—Length between perpendiculars, 345 feet; breadth of beam, 42 feet; depth of hold, 30½ feet; builders' measurement, 3,001; gross tonnage, 3,128. She is fitted with engines of 600 nominal horse power (indicating 2,730 during Thursday's trial), diameter of cylinders 76 inches, and length of stroke 4 feet; and has a four-bladed propeller of 18 feet 10 inches diameter, with a pitch of 27½ to 30½, weighing 12½ tons. Two runs at the measured mile showed a mean speed of 13·733 knots per hour. On leaving Stokes Bay the *Deccan's* head was put to sea, and she ran round the Isle of Wight, steaming from the Warner Light (a stiff westerly breeze which was found to be blowing outside the Wight compelling her to run several miles out to sea) to the Needles in two hours thirty-five minutes. After rounding the Island a visit was made to the company's sailing ship *Indus*, bound to India with a cargo of machinery, which has been detained by adverse winds for over a fortnight at the Mother-bank, where a large fleet of fine windbound vessels is lying waiting for a favourable change of wind. Among the gentlemen on board the *Deccan*, which is commanded by Captain J. R. Kellock, were Messrs. Hadow (chairman), Engledue, L'Estrange, Thornton, C.B., and the Hon. R. Melville, directors; Messrs. Allan and Bailey, managing directors; Messrs. Edmund Yates, Rea, and Bidwell, of the General Post-office; Sir William Anderson Rose, Captain T. Black, Mr. Andrew Lamb, Mr. R. Stirling Begbie, Dr. J. Weblin, F.R.C.S., Mr. T. Summers, Captains Weeks, Methven, Christian, Jamieson, and Kirton, Mr. A. Gray, Mr. Pinsent, and other officials of the company. During the trip a sumptuous *dejeuner* was served in the *Deccan's* noble saloon, presided over by Mr. Hadow, who, after the usual loyal toasts had been duly honoured, proposed, "Success to the *Deccan*, and the Health of her Builders." In the course of his remarks the chairman said that the directors were determined, by building ships of large [size and tonnage, to carry out the arrangements of the Government in a liberal way, and he hoped and believed that the new contracts would prove equally advantageous to the Government and the public, and be highly benefical to the great and increasing traffic with India and the East. He expressed the perfect satisfaction of the directors with the manner in which the Messrs. Denny had completed the *Deccan* in every department. Mr. Denny responded to the toast in a humorous speech, and proposed "Success to the Peninsular and Oriental Company," which was acknowledged by Mr. Hadow. A sister ship to the *Deccan*, to be named the *Hindostan*, of 3,000 tons and 600-horse power, is building at Messrs. Day and Co.'s ironworks at Southampton, and will be ready for sea in August.

## TELEGRAPHIC COMMUNICATION WITH CHINA.

The *Daily Telegraph* last week had the following short article on the need for direct telegraphic communication with China, and the letter appended below appeared in the columns of the same paper:—

"The new understanding announced with respect to the relations of England and China does not really involve anything very new. The result of the conversations to which the report alludes is simply that the existing regulations shall in future be more stringently enforced on both sides. At the same time, it must be admitted, circumstances do lend additional importance to the greater freedom of intercourse between the two countries, while they tend to banish the risk of war. Were China opened up by railways and spanned by telegraph wires, it would through force of habit begin to lose its present dread of foreigners, and the danger of attacks on our countrymen would disappear. But many even of those who know China will scout such an idea as absurd. China, the most stubbornly antiquated of countries, echoing with the sound of the railway whistle! The notion might seem as preposterous as the plan of making a railway to the moon. Nevertheless, with all their hatred of foreigners, the Chinese have a keen eye to the main chance. Let them see that a thing is profitable, and, after hesitating for a time, they will use it. Show them that railways and telegraphs will pay, and in the course of a generation the Stephensons and the Wheatstones of the West will have effected a vast change in the Celestial land. Already, indeed, the appliances of modern civilisation have done much to shorten the distance between the West and the East. Take one striking example of the fact. Kiakhta is a town on the border line between China and Asiatic Russia. A telegram sent from that town at half-past ten on Saturday morning last arrived at our Foreign Office on Sunday morning. Some time ago it was a boast that, by means of pony mails, letters could be sent from Peking to Kiakhta in three weeks. But let a telegraph be constructed between that capital and the frontier town, and London might communicate with Peking in a single day. Thus our diplomatic agents in China could at once receive instructions direct from head-quarters, and the risk of war between the two countries would be proportionately lessened. The great fact, however, is, that the telegraphic agency has at last made its way even into the remote, untravelled wilds of Central Asia, and that the most distant and most thinly peopled countries are obtaining the means of instantaneously communicating with the centres of civilisation."

TO THE EDITOR OF THE "DAILY TELEGRAPH."

SIR,—The importance of the remarks made in your leader of this day on the above subject can hardly at the present time be overrated. It is surprising that, with so many of our fellow-countrymen engaged in the China trade—so enormous and important in its amount and character—no really solid efforts have been made to reach that country by the electric wire. Sooner than incur the risk of warfare through want of ready communication, it is not too much to say that the entire expense of construction of such a line would be a proper undertaking for the British Government, and at the same time would be the truest economy. I have bestowed some thought on the means of establishing such communication, and firmly believe that no great difficulty exists. There may certainly be at first some objections by the Chinese to suspended wires and railway cuttings, but the landing of submarine cables at the several ports can meet with no objection, and the valuable nature of the productions of China shows that, when established, whether as a national undertaking or through private enterprise, such a scheme would be very remunerative; while the known strong spirit of commerce in the Chinese character will materially enhance that result. It is only surprising that British energy has not yet solved this comparatively easy problem, and given us cheap and certain telegrams to and from China.—Yours, &c., KIAKHTA.

## BIRTHS, MARRIAGES, AND DEATHS.

### BIRTHS.

BERGER—On the 10th Nov., at Yokohama, the wife of Capt. Ernest A. Berger, 10th Regiment, of a daughter.

BILLOWS—On the 28th Nov., at Singapore, Mrs. E. C. Billows, of a son.

GREEN—On the 26th Nov., at Hong Kong, Mrs. Tho. Green, of a son.

SHELFORD—On the 1st Dec., at Tanglin, the wife of Thomas Shelford, Esq., of a son.

### MARRIAGES.

MASINS—ELLIOTT.—On the 5th Dec., at the Presbyterian Chapel, Singapore, by the Rev. W. Jeffreys, William Masins, of Bangkok, to Jane, daughter of Robert Elliot, of Cheltenham.

MORRIS—OLEA.—On the 8th Nov., at the Cathedral, Manila, Samuel J. Morris, Esq., late of Tientsin, to Senorita Dona Soccorro, youngest daughter of Don Joaquin de Olea, Commandante Visitador de los Carabineres. No cards.

SITWELL—WILSON.—On the 7th Nov., at the British Legation, Yokohama, by the Rev. M. B. Bailey, M.A., Isla Ashley Sitwell, to Sidney Mary Beckwith, eldest daughter of the late Colonel John Alexander Wilson, Royal Artillery.

THOMSON—PETRIE.—On the 19th Nov., at Hong Kong, by the Rev. D. B. Morris, John Thomson, Esq., to Isabel, daughter of Capt. P. Petrie, R.N., of Port St. Mary House, Isle of Man.

YULE—ALEXANDER.—At Peterhead, on the 5th Dec., by the Rev. Dr. Kinsow, A. H. Yule, Esq. (formerly of Yokohama, Japan), to Susan, only daughter of William Alexander, Esq., of Springhill, Provost of Peterhead.

### DEATHS.

LITTLE—On the 4th Dec., at Bonnygrass, Sarah Sophia, wife of the Hon R. Little, Esq., M.D.

MEADOWS—On the 14th Nov., at Newchwang, suddenly, Thomas Taylor Meadows, Esq., H.B.M.'s Consul at that port.

SURIN—On the 26th Nov., at Penang, Amalia, relict of the late Henry Surin, aged 53 years.

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NOTICES TO CORRESPONDENTS.

No notice can be taken of Anonymous Correspondence. Whatever is intended for insertion must be authenticated by the name and address of the writer, not necessarily for publication, but as aguarantee of good faith.

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THE LONDON AND CHINA EXPRESS,

PUBLISHED on the departure of the Fortnightly English Mails *via* Marseilles, and Monthly French Mails, contains a Summary of European, American, Continental, and General News, Commercial and Shipping Reports, and Special Notices of Trade with the FAR EAST.

Subscriptions, 54s. per annum, including Postage. Export Supplement, 12s. extra

# The London & China Telegraph.

*LONDON, MONDAY, JAN.* 11, 1869.

## OUR RELATIONS WITH CHINA.

IN our last issue we chronicled the departure of Mr. BURLINGHAME and his associates from London; we now hear that the Chinese Mission is domiciled in Paris, where a handsome residence has been procured in the shape of some splendidly furnished apartments in a house in the Champs Elysées, recently vacated by the Marquise de CAUX (lately Mdlle. ADELINA PATTI). A correspondent says that Mr. BURLINGHAME is bearer of an autograph letter from the Emperor of CHINA to the Emperor NAPOLEON; a most remarkable document, nearly half a yard broad, and more than two yards long, written in two columns, in Chinese to the right, and Mantchou to the left, and surrounded by dragons with five claws, emblems of the Celestial Empire. The Mission is to be received at the Tuileries on an early day.

The paragraph noticed in our last, which may be taken as a sort of semi-official exposition of the manner in which Mr. BURLINGHAME'S Mission is to be dealt with by our new Foreign Secretary, elicited some comments from the leading journals on either side, which (as usual) we reprint, that they may be placed on record. The comments of *The Times* — which are hardly consistent in their tone with the articles not very long since published by that journal on the treaty concluded by Mr. BURLINGHAME at Washington, may be summed up as follows:—Whatever may be the form which our relations with China may take, whatever the rights we insist upon, and whatever the means we may think necessary for securing them, the regulations just agreed to by Lord CLARENDON and Mr. BURLINGHAME will be equally advantageous. All that they will provide is that no act of hostility shall be committed against the Chinese Empire until the Imperial Government has been appealed to for satisfaction, and that satisfaction having been refused, the British Government in London decides that the refusal justifies the use of force. The spirit of our relations with China, too, may be much modified if Her MAJESTY'S agents and the English settlers and traders act on Lord CLARENDON'S instructions, and "pay due respect not "only to the laws of China, but to the usages and feelings "of the Chinese people." How far men have a moral right to enter foreign countries, or how far this liberty should be made an indispensable element in the mutual relations of States, are questions which need not be now discussed; but such a right might form a very legitimate subjectof negotiation with China. Here, however, other considerations enter. The Chinese very reasonably say that they are perfectly ready to admit Englishmen and other foreigners to travel and dwell in the interior of the empire, but that in that case the strangers must be subject to Chinese laws, and a Chinese in England or Australia is subject to the laws of the country. But by treaty all Englishmen are subject and responsible only to their own Consuls, and this privilege they are not willing to give up. Hence, there does not seem any chance of an agreement, for Englishmen do, in fact, deliberately acquiesce in their exceptional position in order to be secure from the jurisdiction of the Chinese authorities, whom they very naturally suspect and fear.

The *Standard*, on the other hand, takes alarm at the untoward consequences that are only too likely to follow any new difficulty that may arise in China, if we were laid under a formal engagement to use no active means of obtaining justice or redress without a reference to the Home Government. According to that arrangement the Chinese Government would be certain of three to four months' impunity, no matter what outrages it might commit. If half the members of the British legation at Peking even were seized by the native authorities and thrown into prison, or put to the torture, the British Minister would have to refer the "difficulty" to London, and wait from Christmas to May before he could lift a finger to compel the liberation of his colleagues. Such a mad promise as that which is talked of would be tantamount to the withdrawal of every British man-of-war from Chinese waters. What would be the use of an admiral and a fleet on the coast of China if they were never, under any circumstances, to act on their own responsibility, but in all cases were to remain torpid till news of any outrage could be sent home to this country, and orders on the subject received from the Home Government?

Possibly both views run a little to extremes; but we confess a leaning to the latter. As may be inferred from our remarks last week, we by no means advocate a system that would allow any act of imprudence committed by a wandering missionary, an over-adventurous merchant, or a Consular officer impressed with too exalted a sense of his own importance, to involve us in another China war; yet it is easy to see that apart from such agencies as these, circumstances may often arise in which the necessity of suspending all action, during a long period, may not only preclude any satisfactory settlement of a "difficulty" but may involve those concerned in it in very serious danger. It must be remembered that these "Chinese laws," to which British subjects are enjoined "to pay due respect," do actually sanction torture and imprisonment at the mere caprice of a local mandarin; in no single case, as far as our recollection goes, have the Chinese laws given adequate redress for wrongs inflicted on foreigners, unless aided by direct pressure from without; how then can foreigners be expected to show "respect" for them in the true sense of the word? We are to respect also the "usages and feelings" of the Chinese people—in other words, their superstitions and prejudices. Now, if this means that we must defer to the overweening assumption of domineering officials, bear with resignation the fanatical hatred of the *Literati*, and meekly accept the designation of "foreign devil" and any other term of contumely and opprobrium the *canaille* may think proper to lavish upon us—why, it is really going a little *too* far. In Mr. BURLINGHAME'S eyes, too, it no doubt means that we must also accept that curious embodiment of the "usages and feelings" of the Chinese—the mythical "Feng-shiu" doctrine—as a perfectly satisfactory reason against the introduction into that country of railways, telegraphs, or any innovation of modern science If such a policy as this is to be the upshot of Mr. BURLINGHAME'S negotiations with Lord CLARENDON, it will be equivalent to giving up all we have struggled and fought for since Lord ELGIN'S first mission to China.

## OUR RELATIONS WITH CHINA.

(THE TIMES.)

An announcement which has just been made promises to be a new era in the relations of this country with those States and nations which are not included in the comity of Christendom. It is said that Lord Clarendon and Mr. Burlinghame have agreed upon the basis of the future policy of Her Majesty's Government in relation to China. The stipulations of existing treaties are again declared binding; all negotiations shall be conducted with the central Government at Peking, and not with provincial authorities; and thirdly, when any differences arise, they shall be referred to the Home Government for consideration. These two latter points are of the highest importance. For years this country has been represented at the Court of Peking, and, as far as diplomatic arrangements can insure the regular and methodical conduct of business, China is in the same position with respect to us as any European State. There is a Minister Plenipotentiary, a Secretary, and a second Secretary; there are *attachés*, a chaplain and doctor, and the whole apparatus of negotiation. Yet the instinct of consuls and merchants and naval officers is to settle mattors in the old high-handed way, just as if we knew nothing of the Empire except one or two ports where we had forced our trade. The first impulse of an offended missionary or an irascible commander is that the British authorities that may happen to be on the station shall take up a dispute and at once demand a settlement from the nearest official. What may be the position of this governor, prefect, or magistrate, what may be his responsibility for the alleged offence, his power to punish for it, or prevent a renewal of it, seems never to be considered. According to the received traditions, every town must be held responsible for the acts of any one who lives in it or near it, and any British officer has the right of applying the available force of England to obtain what, in the opinion of the European community, is a fitting satisfaction. Even the assent of the British Minister at Peking seems to be thought hardly necessary, it being taken for granted that he will see with pleasure the zeal and promptness of his countrymen. If the account of the new agreement be correct, it will not be any longer in the power even of the British Representative to set hostilities in action against the Empire or any part of it. If any difference arise, it shall first be laid by

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the Minister before the Peking Government; and if satisfaction be not obtained, the Minister shall refer it home to Her Majesty's Government. If these stipulations be confirmed and observed, we shall at least get rid of the abuse of local war—the power of any commander to act on his judgment and enter on hostilities which may not only be unjust in themselves, but may involve this country in serious trouble.

We are not of those who, in deference to either theory or sentiment, would lessen the security of our fellow-countrymen abroad in regions where they are pursuing their legitimate business, adding by their industry to the comforts of the English people and the wealth of the English State. Nor do we lose sight of the reasonable argument that our relations with foreign countries must be regulated by the respective civilisation of those countries. It may be allowed that a half-civilised people, unaccustomed to respect the rights of foreigners, or a Government which, regardless of morality with respect to its own subjects, is equally wilful towards strangers, cannot be placed in the same class as France or Prussia. But whatever may be the form which our relations in China may take, whatever the rights we insist upon, and whatever the means we may think necessary for securing them, the regulations we have mentioned will be equally advantageous. All that they will provide is that no act of hostility shall be committed against the Chinese Empire until the Imperial Government has been appealed to for satisfaction, and, that satisfaction having been refused, the British Government in London decides that the refusal justifies the use of force. It will be said, perhaps, that such a regulation is very well in theory, but that China is at the other side of the world, our countrymen there are liable to ill-treatment which only a demonstration of force, or the actual use of force, may be able to avert, and that from the nature of the case full authority ought to be left in the hands of those who represent Her Majesty. This argument has a certain force, but it may be answered that no necessary freedom of action would be taken away. Undoubtedly, under any circumstances, a British officer would have the right to protect British residents from any popular attack or outrage. This would rest on the broad ground of self-defence, and cannot be touched by any agreement respecting procedure. It would hold equally on the coast of France or any other civilised country. The question is whether, a wrong having been already committed, or some cause of quarrel having arisen, war shall be made by the Minister or even by a consul. Now, it is evident that this is a delegation of authority which should only be made under the pressure of the most overwhelming necessity, since it entirely takes the decision out of the hands of Government and Parliament, and gives a distant official the power of controlling and taxing the whole nation. A little reflection will show that the Home Government will soon be able to direct Chinese matters with the greatest ease. Very shortly we may hope to see the telegraph extended to the most distant parts of Asia, and then a few hours will suffice to bring the news of any dispute, and in a day or two the Minister and the officers on the station will receive directions how to act. The telegraph, indeed, seems likely to give a fortunately fatal blow to the system of armed negotiation. The naval officer who is always appearing before somebody's seaport to demand satisfaction about some matter which people at home have never heard of is the representative of a spirited, but not over wise nor always successful, bearing towards foreign nations. His occupation will soon be gone. It will not take four months to communicate with China or the western coast of the New World, and, though a Chinese or a Mexican Governor may be as provoking as heretofore, the Queen's servants, civil, military, or naval, will have to wait for orders instead of chastising the offender on their own account.

It is not only this prudent regulation respecting acts of hostility which gives a character to the agreement; the spirit of our relations with China may be much modified if Her Majesty's agents and the English settlers and traders act on Lord Clarendon's instructions, and "pay due respect not only to the laws of China, but to the usages and feelings of the Chinese people." In this matter a great deal must be left to the judgment, good feeling, and good taste of our countrymen; and though it is most difficult to lay down rules and to define where the rights of foreigners end and their illegal assumptions begin, yet we will venture to say that an able man, with the sense and tact of a gentleman, will hardly ever make a blunder. It is not pleasing to find that the preachers of religion are among the most unfortunate in their relations with the people whose well-being they declare to be their chief object. It was to obtain reparation for something done to the missionaries that Mr. Medhurst was lately instructed to open negotiations at Nanking "with a strong naval squadron at his back." We cannot but think that if due respect be paid, according to the Foreign-office directions, to the laws of China and the usages and feelings of the Chinese people, we shall not have missionaries first getting into trouble by railing at a people's religion and then demanding to be "welcomed back by the prefect," and to have "a stone engraved sketching the circumstances of the riot, condemning it, and recording the results," one of the chief of those results being the punishment of the Literati," whom these too zealous evangelisers seem to look upon as their most deadly enemies. This affair brings us, however, to the question which we must sooner or later face—that of the right of foreigners to travel or settle in China, and there to do and say what they please. It may be that it is our duty to support our countrymen in a certain right even when we do not admire the use they make of it. We must confess to a desire that China should be completely opened to European people, as European countries are to Chinese. How far men have a moral right to enter foreign countries, or how far this liberty should be made an indispensable element in the mutual relations of States, are questions which we need not discuss; but such a right might form a very legitimate subject of negotiation with China. Here, however, other considerations enter. The Chinese very reasonably say that they are perfectly ready to admit Englishmen and other foreigners to travel and dwell in the interior of the Empire, but that in that case the strangers must be subject to Chinese laws, and a Chinese in England or Australia is subject to the laws of the country. But by treaty all Englishmen are subject and responsible only to their own Consuls, and this privilege they are not willing to give up. Hence, there does not seem any chance of an agreement, for Englishmen do, in fact, deliberately acquiesce in their exceptional position in order to be secure from the jurisdiction of the Chinese authorities, whom they very naturally suspect and fear. We may hope that in a few years, as the Empire is permeated by European commerce and ideas, its institutions may be so much trusted that Englishmen will not be afraid to commit themselves to the interior, in reliance on native police and native law. When this time arrives, the admission of foreigners to full rights of residence will not be long delayed.

(STANDARD.)

Lord Clarendon, according to semi-official announcements, has inaugurated his *régime* at the Foreign-office by making a series of promises to the Chinese Embassy. It is impossible to say correctly that these promises form the basis of a new understanding, or of a new treaty to supersede that of 1858, because they simply bind this country, and do not affect the action of the other Government in any way. They are not preliminaries to further negotiation, because they do not even tend to advance a settlement of any pending questions. They are, in fact, simply fetters which the new Foreign Minister has fastened upon his own limbs, in gracious acquiescence with suggestions which would seem to have been made to him by the representative of Peking. They are playfully called bases of a future policy, and in detail are as follows: Treaty stipulations to be observed; all negotiations to be conducted with the central Government of Peking, and not with provincial authorities; all difficulties as they arise, before being made the subject of war, to be referred for consideration to the home Government; finally, British residents in China to pay due respect not only to the laws, but to the "usages and feelings" of the Chinese people. It is only courteous to assume that Lord Clarendon knows what he means by this last basis; but British subjects, eager to regulate their conduct in accordance with the wishes of their Government, will be not a little puzzled with the task before them. The usages and feelings of the Chinese prompt them to shave their heads, amongst other things, to wear dirty clothes, and chin-chin Joss by means of fire-crackers and burnt paper in all crises of their lives. Is the Hong Kong merchant to do the same? To omit an annual pilgrimage to the graves of one's ancestors is a great outrage on propriety in the eyes of a Chinaman who has been well brought up; but how shall Englishmen in China, who are unfortunate enough not to have any ancestors that they are aware of, set about the accomplishment of this duty? If it is only incumbent on British residents to respect without imitating the "usages" of China, is it understood that any Englishman who may be an involuntary witness of a Chinese execution, for instance (recent events at Amoy will furnish a case in point), and who sees a fellow-creature tied to a cross and cut up into mincemeat before his eyes, shall obey Lord Clarendon's maxim, and politely assure the presiding officer that such processes "belong number one good custom?" Before now Chinese in the employment of foreigners have asked for an advance of wages, to enable them to buy girls who have pleased their fancy, and there cannot be any ambiguity in such cases as these. The new "basis" would certainly make it incumbent on British masters to provide the money required, where the "feelings" of their retainers would be so deeply involved. The missionaries may, perhaps, be left to fight their own battles; but it is not quite easy to see how Christianity can be preached by apostles bound to show due respect for any wooden deity with a red face and a brass nose who may be particularly cherished in their neighbourhood. It was an ancient usage with the mothers of Shanghai to throw all female children they could not conveniently maintain into a frightful murder-house, known as the "Baby Tower." The children were thrown alive into this ghastly receptacle, and left to die at their leisure on the heaps of putrid bodies below. Certain French sailors, without that respect for the usages of the Chinese which Lord Clarendon inculcates, took upon themselves to batter the Baby Tower into a heap of ruins, which any visitor may still see during an afternoon walk from the foreign settlement; but if the municipal authorities of the native city, protected by Her Majesty' new Foreign Secretary, should build up the broken walls once more, no British subjects, consistently with the injunctions of their Government, could interfere to prevent the native women from resuming the "old custom."

The last clause in the bases of our future policy is, of course, simply nonsense; but some of the others may, if really imposed as rules of conduct on British diplomatists and consuls, be productive of infinite mischief, and go far to throw our relations with the Chinese Empire into a worse confusion than that from which they were partly extricated by the Treaty of Tientsin. *Apropos* to recent events at Yangchow, we have already dealt with the necessity of leaving our representative at liberty to bring pressure to bear in an emergency on provincial mandarins, instead of leaving every difficulty to be settled by negotiations between the Minister at Peking and the head of the Chinese Foreign Board. The main argument which we used was also put forward by a correspondent at Shanghai, in that same journal, *The Times*, which now placidly announces the new policy as if it were a scheme calculated to put all our relations with the Celestial Empire on a satisfactory footing. The central Government has not practically the power of controlling provincial mandarins in matters of detail. In spite of the fact that centralisation is the leading idea of the Chinese political system, it is combined with a system of local independence which only leaves the head of a department responsible to his next superior for its general tranquillity. The provincial mandarin probably gets his appointment by giving some one in authority a gigantic bribe, and he goes down to his Government resolved to make the speculation pay. In order to do this he must keep the department in order, so that it is not a nursery of insurrections, which might threaten the peace of the supreme Government, and if he is stationed on the coast he must try and manage his relations with foreigners so as to avoid giving rise to a difficulty in which his superiors might be involved. If he gives trouble to Peking by failing in either of these objects it is likely enough that he will be degraded and ruined, but he knows quite well that the means to be employed are within his own discretion. To state the case more accurately, it does not occur

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to him that the supreme Government would think of interfering with his choice of means. To expect that if John Smith is treated with injustice by the authorities at Foochow the central Government would look into the merits of the case and send word to the governor of Fehkien or the Taoutai of the city, that in the case of John Smith such and such reparation was to be accorded, would be to manifest total ignorance of the way in which the Government of China is carried on. To tie the hands of British consuls by imperative restrictions which should prevent them from managing their own grievances with the local mandarins in any case, no matter what might be its exigency, would in effect be giving up our countrymen into the hands of the Chinese. The mere delays involved in transmitting despatches to and from Peking, through a country scarcely raised above barbarism in the matter of internal communications, would render appeals to the central power in many cases altogether valueless; and to expect, even in cases where delay might not be finally fatal to justice, that any good result would ensue from such appeals would be to ignore the lessons taught by our past experience in China.

Great, however, as the evil results of the threatened restriction in reference to provincial negotiations would be, the effect of any formal engagement not to undertake hostile measures in China till the difficulty, whatever it might be, had been referred to the Home Government in England, would be still more disastrous. According to that arrangement the Chinese Government would be certain of three to four months' impunity, no matter what outrages it might commit. If half the members of the British Legation at Peking even were seized by the native authorities and thrown into prison, or put to the torture, the British Minister would have to refer the "difficulty" to London, and wait from Christmas to May before he could lift a finger to compel the liberation of his colleagues. You must put extravagant cases to test principles, and if even that is a difficulty not likely to arise, it must be remembered that in a country like China the risk of personal outrage where less important persons than Secretaries of Legation might be concerned, is by no means remote. Such a mad promise as that which is talked of would be tantamount to the withdrawal of every British man-of-war from Chinese waters. What would be the use of an admiral and a fleet on the coast of China if they were never, under any circumstances, to act on their own responsibility, but in all cases were to remain torpid till news of any outrage could be sent home to this country and orders on the subject received from the Home Government. Where a Minister abroad can telegraph to his Government at any time in five minutes, it is a matter of course that no important question should be dealt with until the Foreign Secretary has been consulted; but with far distant countries we cannot venture to have any relations whatever unless we can trust our own agents to act in the right way without special instructions in an emergency. Under such regulations as those which are foreshadowed by Lord Clarendon's bases residence in China would be as hazardous to British subjects as residence in Abyssinia proved to be for Mr. Cameron, and, what is perhaps a still more serious consideration for the public, relations with China would infallibly bring us into some embarrassment from which we could only extricate ourselves by means of a full-blown China war. If we give up the advantage of negotiating with the Chinese at Peking, and submit to the arrangement which the Chinese Government is now anxious to force upon us, we surrender all the benefits which we have received at so great a cost, and forfeit the advantages of our power and civilisation. The Chinese have not failed to observe that while the Minister at Peking is entrusted with the confidence of his Government and the control of a naval force, foreign questions cannot be treated with contempt. It is impossible to shelter themselves from the consequences of bad faith under cover of prolonged delays, or escape from a difficulty by wearing out the patience of a foreign Power when the foreign Government is always effectively represented by a diplomatist at Peking with a fleet at hand and authority to use it. Pondering over the inconvenience of all this, it was apparently suggested to the Chinese Government that it would be very pleasant to reverse the arrangement, and have all negotiations with European Powers carried on by a Chinese representative in Europe. In fact, Prince Kung must have been supplied with a "happy thought"—hoodwink the European Powers; get them to give up the advantages they obtained by the late war, and permit China to enjoy such advantages instead! The Chinese Embassy is endeavouring, with great ingenuity, to carry out the brilliant idea. Is it within the bounds of possibility that any British Minister can be blind enough to fall into the trap?

(CHRISTIAN SPECTATOR.)

Intelligence has just reached England that full reparation has been awarded the British Government by the Chinese authorities. We are glad to believe it has been without even the threat of bombardment; the employment of terror in a missionaries' quarrel would be a disaster to the cause of missions in China, for which nothing could compensate. The very appearance of the *Rinaldo* on their behalf will prove a more serious obstacle to the mission work than their unavenged wrongs would have been. Mr. Taylor, in his appeal on behalf of China, published during his last residence in England, says that "the dispute between the British and Chinese authorities about the celebrated lorcha *Arrow*, which ended in the bombardment of Canton, greatly intensified the hatred of the Cantonese (many of whom are scattered over the country, more especially in the free ports) towards the foreign residents in China." He himself has suffered from this hatred of foreigners, and has found it the greatest hindrance to his work. He has now unfortunately been the occasion of its increase; he will be associated in the memory of the inhabitants of Yang-chan and the viceregal court at Canton with their humiliation. It was an act of justice to punish the rioters, and Christian missionaries may rightly seek the protection of the law. It is altogether a different thing when appeal is made to a foreign Power, and the securing of justice will be regarded as a token of foreign supremacy. We do not hold Mr. Taylor responsible for the appearance of the gunboat; it may fairly be said that when the consul took the matter up it had passed out of Mr. Taylor's hands; it was an attempt to defend the rights of all foreign residents, and the fact of its concerning missionaries was but an accident in the matter. We are willing to grant all this; and our deepest sympathy is with the sufferers, our indignation against the author of the tumult. But it was an error of judgment to appeal to the consul at all; the fact that the affair would pass out of Mr. Taylor's hands, and that he would be powerless to prevent whatever measures might be deemed necessary to overawe the Chinese, should have prevented his doing so. The British residents seem to have been in this case, as they mostly are, eager to read a sharp and decisive lesson to the natives. It is not an empty utterance of missionaries that they are ready to "take joyfully the spoiling of their goods," and "rejoice that they are counted worthy to suffer for Christ." These missionaries have proved their patience and self-sacrifice. We regret the more that, first an error of judgment, and then the inexorable chain of consequences, should have associated their names with those of military commanders, and their cause with that of British supremacy in a foreign land.

## THE BRINDISI ROUTE.

The Florence correspondent of *The Times* writes as follows:—

A letter from Brindisi, published in the Milan *Perseveranza*, enumerates the obstacles to the much-desired passage of the Indian mail through Italy, and cites as prominent among them the want of through trains between Susa and Brindisi. It says:—

"The traveller who has been so unfortunate as to try this new route is obliged to take a ticket at Bologna, and again to register his luggage, at risk of losing the train. When he gets to Susa he has the pleasure of awaiting at that village for several hours the departure of the Fell Railway which is to convey him beyond the Alps. Are these the inducements held out to travellers to choose the Italian route? Better could hardly be done in the interest of Marseilles."

The writer then proposes various means of attracting travellers to take this route, and especially the establishment of weekly express trains, taking only travellers going through to Brindisi or Susa, all of which has been repeatedly suggested. He is greatly mistaken, however, if he imagines that the several hours' waiting at Susa is the fault of the Fell Railway; or that the Mont Cenis Company would not be too glad to see such delay done away with. It seems the fate of the little mountain railway to be made the scapegoat for the faults of its two big neighbours. It would be most happy to take up its travellers immediately on their arrival at Susa and convey them at once to St. Michel, but then they would have to pass several hours at the latter place instead of the former, waiting for the train to start for Paris. Since the November snow storm, which for three days caused delays, the Mont Cenis trains have run most regularly, performing the journey frequently rather within the stipulated time of five and a quarter hours. It is the opinion of practical men, however, that, to insure regularity in the winter season, six hours should be allowed for the journey, at least until the managers of the line have had the benefit of a full winter's experience. During the thirty days from the 12th of November to the 12th of December the average time of the trains was five hours and twenty-three minutes. In spite of this you will be surprised to hear that the old diligence has appeared again upon the mountain, and, what is more, that it gets a good deal of custom, not merely from nervous old ladies, who think they must inevitably be sent flying over precipices if they risk themselves in Fell's climbing machine, but also from persons who justly consider the Mont Cenis Railway to be, as Captain Tyler declared it, as safe as any railway in existence. This is simply on account of the detention at Susa. Of the pleasantness of that place you may judge from the fact that in the middle of winter people prefer passing their nights in a diligence to enduring the wretched accommodation it affords. The hotel is of the most inferior description, and as for the buffet at the station, although sufficiently roomy it is detestably conducted; the foods and drinks afforded are extremely bad, and at exorbitant prices, and one is usually stifled with the smell of bad petroleum. To avoid all this, some people are glad to get at once into the diligence, and a friend who arrived here two days ago tells me that on Wednesday, at St. Michel, he saw thirty-six persons arrive by those conveyances from Susa. The conductors had *Service du Mont Cenis* on their new caps, and it looked quite like a revival of the old coaching system. It is absurd to suppose that anyone would rather pass eleven hours cramped in a cold diligence than five hours and a half in a comfortable railway carriage. It is the horror of Susa that has set the diligences rolling again. My friend reached Susa at 9 P.M. The examination of the baggage, much less rigorous and annoying than it used to be, was over in less than an hour, and had a fast train been ready he might have been in Florence at noon the next day, or might have been in bed in Turin before midnight. Instead of that he had to stay at Susa until 4.30 A.M., and reached Florence at 8 P.M. This is obviously a faulty state of things, unfair to the travelling public and very unfair to the Mont Cenis Railway. Wherever the fault may lie it is for the Italian Government to see to it if it desires to get the Indian mail to pass through its territory. As matters at present stand no one can advocate its doing so.

THE REPORTED LOSS OF THE GUNBOAT "GNAT."—There is some reason to believe that the telegram received from Hong Kong under date December 15, reporting the loss of H.M.'s gunboat *Gnat*, is incorrect. Mr. Donald Macgregor, of the Oriental Coal Company (Leith), writes as follows:—"I am glad to be in a position to inform you that I have a letter dated Labuan, November 3, in which the colliery manager of the Oriental Coal Company's mines writes that the *Gnat* was to coal next day (the 4th). I am, therefore, induced to believe that the *Gnat* will have escaped the gale encountered by the *Rainbow*, belonging to the Singapore Government, which put back to Labuan on 7th November."

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# Monetary and Commercial.

It is stated that the meetings of creditors and shareholders of the Commercial Bank Corporation of India and the East, directed by the Master of the Rolls to be called to consider the proposed arrangement, will be held on the 18th and 19th inst. The creditors will meet at the Guildhall Coffee House, on the 18th inst., at twelve o'clock at noon, and the shareholders at the same hour and place on the 19th. Notices convening the meeting have been posted, and Mr. Holyland, the official liquidator, has sent to each creditor and shareholder a copy of a report which he has prepared setting forth the present position of the liquidation, and the grounds upon which it is desirable that the proposed arrangement should be confirmed. From this report we extract the concluding passages as follows :—

The salient points of the arrangement are—1. All the litigation is to be stopped, and further litigation is to be prevented. 2. The creditors, including those whose claims have been disputed, are to receive 17s. in the pound, in full satisfaction of their claims, without interest. The official liquidator is of opinion that this arrangement is expedient in the interests both of the creditors and of the shareholders. It is desirable in the interests of the creditors for this reason—the Master of the Rolls has more than once intimated his intention not to allow any further division of the assets until the suit instituted by the Old Bank against the Corporation has been heard and the accounts between the two banks have been taken. The official liquidator is advised that in the ordinary course of procedure the result of the accounts could not be finally ascertained within two years, and if there were an appeal to the House of Lords a much longer period would elapse before the time arrived when the assets could be divided. It is obviously desirable to avoid this delay, and to close the liquidation as early as possible. The creditors are therefore asked to accept the 17s. in the pound, and to release the shareholders from any further call, unless it should prove necessary to make one in order to produce the 17s. in the pound. The uncalled liability of the shareholders is £15 per share, but most of the shareholders are insolvent, and have not paid the first call of £10 per share. The official liquidator is of opinion that if the £15 per share were called up it would produce a sum sufficient to pay a little more than 1s. in the pound to the creditors, but it would be considerably reduced in amount by the costs of the litigation. The short question, therefore, for the creditors is whether they will accept 17s. in the pound now, or wait an indefinite period for a somewhat larger dividend. The advantage of the arrangement to the shareholders is obvious. If the litigation goes on, the official liquidator is advised that the £15 per share must be called up. If the arrangement be carried out, there is a reasonable prospect of avoiding a further call.

The annexed letter (say the *Daily News*) rightly urges the necessity of reforms in our telegraphic communications with the East. This is a matter which will probably excite louder remonstrances every succeeding month from the mercantile community, who will naturally become the more impatient of the existing dilatory and untrustworthy system in proportion as the superiority of the facilities presented by the Atlantic and other submarine cables is pressed upon their attention. The list referred to by our correspondent enumerates the full particulars of thirty-four messages transmitted within the last twelve months from Galle to London, and which took on an average 6·62 days in transit between those two points :—

TO THE EDITOR OF THE "DAILY NEWS."

SIR,—If you can bring your great influence to bear on the Government, and induce them to provide a direct telegraphic line to Galle, you will confer an inestimable benefit on the commercial interests of this country. The losses sustained during the last few years on the single article of tea from China would have paid the cost several times over. This loss for the present season alone I estimate will amount to not less than £2,000,000. You will see from the enclosed list of messages received by one firm last year, from China *viâ* Galle, the vexatious irregularity and delay to which the trade is subjected; and the telegrams, as received, have been as unintelligible as their transmission has been irregular; nor can any improvement be expected until direct submarine cables are substituted for the wretchedly-worked roundabout land lines now in use.—I am, &c., A CHINA MERCHANT.

A portion of the bar silver by the West India packet, together with a supply from other quarters, was sold at 5s. 0⅝d. per ounce, showing no change.

The remittances made to Japan for the purchase of silkworms' eggs for France and Italy have been on a very large scale.

We are informed that the business of Messrs. Benyon, Harding, and Co., tea brokers, of Mincing-lane, will henceforth be carried on as that of tea and colonial brokers, under the style of Benyon, Harding, and Templer, by reason of Mr. J. L. B. Templer having become a partner in the firm.

At an extraordinary meeting of the Credit Foncier Company, held at the City Terminus Hotel, a series of resolutions were carried reducing the number of the board to a maximum of five and a minimum of three, giving power to the general meetings to remove any or all of the directors on a previous notice of twenty days, increasing the number of shares necessary to qualify a member of the board, and reducing the remuneration of the directors from £6,400 to £2,000 per annum. The titles of governor and deputy governor of the company are to be abolished, and the more ordinary distinctions of chairman and deputy chairman are to be substituted in their stead.

At the meeting of the Union Marine Insurance Company (Limited) of Liverpool and London, the directors will recommend a dividend of 12½ per cent. The favourable results of the company's operations will, moreover, enable the directors to place £50,000 to the credit of a reserve fund, independently of which a considerable sum will be carried forward as unappropriated reserve.

The directors of the Ocean Marine Insurance Company will, at the annual meeting of shareholders on the 1st of February, recommend the payment of £1 per share bonus, and 5s. per share for interest, in addition to the 5s. per share paid in July, both free of income-tax.

The directors of the London and Provincial Marine Insurance Company have agreed to recommend to the shareholders at the ordinary general meeting, to be held on the 4th of February next, the payment of interest for the half-year ending 31st of December, 1868, at the rate of 10 per cent. per annum, free of income-tax.

At the meeting of the Colonial Bank the report showed an available total of £38,606, exclusive of a previous balance of £3,783, and recommended an ordinary dividend of 6 per cent. and an extra distribution of 1 per cent., being at the rate of 14 per cent. per annum for the half-year ended the 30th of June last, leaving a balance of £7,390, of which £4,000 is to be carried to reserve, thus raising that fund to £140,000.

Messrs. Townend Brothers, of 9, Mincing-lane, intimate that Mr. Charles Bovet has been admitted a partner in their firm, which from this date will be conducted under the style of Townend Brothers and Bovet.

Messrs. R. F. Duus and Edward Harley Brown announce that they have established themselves as ship insurance and general agents, under the firm of Duus, Brown, and Co., at No. 9, Fenchurch-street.

The business hitherto carried on under the name of Mr. W. W. Ker will be continued under the style of Messrs. W. W. Ker and Co., in conjunction with Mr. William Paterson and Mr. Henry Minchin Simons.

The amount of bullion by the P. and O. Company's steamer Pera, from Southampton, on the 9th inst., was, in gold, to Bombay, £5,085; to Madras, £823; in silver, to Bombay, £68,000; to Hong Kong, H.M. Government, £24,688; to Foochow, £1,500; total in gold, £5,908; in silver, £94,188.

## BOARD OF TRADE RETURNS.

The returns of the Board of Trade for the month and eleven months ended 30th November last, an abstract of which appeared in our last issue, were published on the 31st ultimo. The following shows the total declared value of British and Irish produce and manufactures exported during November in the last three years :—November, 1866, £15,080,430; November, 1867, £14,879,739; November, 1868, £14,143,493. It is thus shown that the export trade diminished during the month, by comparison with the corresponding month of the two previous years. The reduction is almost entirely owing to a diminution of £638,632 in the total amount of our cotton shipments, those of cotton yarn showing a decrease of 22 per cent. in value and 23 per cent. in quantity, and those of cotton manufactures 7 per cent. in value, and 9½ per cent. in quantity. The woollen trade has been in a better condition, and the shipments show an increased value of 2½ per cent. in yarns and 5 per cent. in finished goods. Silk manufactures also figure for an improvement of 6 per cent., linen manufactures 5 per cent., and haberdashery 12 per cent.—the latter furnishing an indication of reviving activity in our colonial business. It is evident now that the total exports for the present year will not reach the figures of the last two years. The official statement for the eleven months stands as under :—Eleven months, 1866, £173,913,222; eleven months, 1867, £167,931,378; eleven months, 1868, £164,824,654.

The next point of interest in these returns is the fact that in the month of October the imports of foreign and colonial articles exceeded considerably in value those of the same month in the two previous years, as will be seen by the following :—October, 1866, £20,671,693; October, 1867, £20,577,923; October, 1868, £21,492,619. In the month of November, for which *quantities* only are given, there was a large increase in the imports of cotton (chiefly from British India), the month's receipts being 962,528 cwts., against 469,373 cwts. in November, 1867, and 645,227 cwts. in November, 1866.

We annex a summary of those figures which relate to our Import and Export trade with China and other countries in the Far East :—

IMPORTS.

TEA.

| | 1866. | 1867. | 1868. |
|---|---|---|---|
| Quantity for the month ended 30th November... lbs. | 21,064,963 | 7,225,345 | 16,561,667 |
| Quantity for the eleven months ending 30th November lbs. | 124,122,171 | 105,545,759 | 121,074,598 |
| Value for the month ended 31st October ... ... | £1,870,245 | £1,602,401 | £1,284,707 |

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RAW SILK.

| From | | For the Month ended 30th November. 1866. | 1867. | 1868. |
|---|---|---|---|---|
| China ... ... ... | lbs. | 22,984 ... | — ... | — |
| British India ... ... | ,, | 15,156 ... | 1,969 ... | 6,728 |
| Egypt* ... ... | ,, | 465,128 ... | 234,950 ... | 671,079 |
| Other Countries ... | ,, | 248,367 ... | 219,290 ... | 160,919 |
| Total ... ... ... | ,, | 751,635 ... | 456,209 ... | 838,726 |
| | | For the Eleven Months ended 30th November. | | |
| China ... ... ... | lbs. | 106,679 ... | 40,016 ... | 50,024 |
| British India ... ... | ,, | 86,371 ... | 2,469 ... | 32,103 |
| Egypt* ... ... | ,, | 2,992,178 ... | 3,423,695 ... | 4,824,455 |
| Other Countries ... | ,, | 1,669,491 ... | 1,789,613 ... | 1,551,195 |
| Total ... ... ... | ,, | 4,854,719 ... | 5,255,793 ... | 6,457,777 |

*In transit from India, China, and Japan.

COFFEE.

| From | | For the Month ended 30th November. 1866. | 1867. | 1868. |
|---|---|---|---|---|
| Ceylon ... ... | lbs. | 8,227,908 ... | 5,040,905 ... | 6,469,415 |
| Other British Possessions | ,, | 1,260,086 ... | 3,514,162 ... | 5,061,828 |
| Total from all parts ... | ,, | 12,339,426 ... | 9,836,849 ... | 14,089,778 |
| | | For the Eleven Months ended 30th November. | | |
| Ceylon ... ... | lbs. | 71,701,302 ... | 77,277,374 ... | 95,218,086 |
| Other British Possessions | ,, | 16,879,205 ... | 18,784,612 ... | 32,746,671 |
| Total from all parts ... | ,, | 112,196,202 ... | 128,369,238 ... | 162,325,696 |

RAW SUGAR.

| From | | For the Month ended 30th November. 1866. | 1867. | 1868. |
|---|---|---|---|---|
| Java & Philippine Islnds. | cwts.,... | 37,010 ... | 24,618 ... | 10,784 |
| Total from all parts | ,, | 525,044 ... | 375,724 ... | 683,408 |
| | | For the Eleven Months ended 30th November. | | |
| Java & Philippine Islnds. | cwts. | 414,947 ... | 324,335 ... | 769,042 |
| Total from all parts | ,, | 9,923,578 ... | 9,934,541 ... | 10,991,682 |

HEMP.

| From | | For the Month ended 30th November. 1866. | 1867. | 1868. |
|---|---|---|---|---|
| Philippine Islands ... | cwts. | 6,257 ... | 3,175 ... | — |
| Total from all parts ... | ,, | 42,641 ... | 107,736 ... | 68,820 |
| | | For the Eleven Months ended 30th November. | | |
| Philippine Islands ... | cwts. | 48,297 ... | 77,727 ... | 127,362 |
| Total from all parts ... | ,, | 885,532 ... | 743,373 ... | 839,609 |

RAW COTTON.

| From | | For the Month ended 30th November. 1866. | 1867. | 1868. |
|---|---|---|---|---|
| China ... ... ... | cwts. | 10,017 ... | — ... | — |
| British India ... ... | ,, | 425,743 ... | 300,568 ... | 765,592 |
| Egypt ... ... ... | ,, | 29,249 ... | 37,838 ... | 50,831 |
| United States ... | ,, | 126,001 ... | 85,362 ... | 71,749 |
| Total from all parts ... | ,, | 645,227 ... | 469,373 ... | 962,528 |
| | | For the Eleven Months ended 30th November. | | |
| China ... ... ... | cwts. | 44,784 ... | 4,707 ... | — |
| British India ... ... | ,, | 5,229,977 ... | 4,008,407 ... | 3,827,924 |
| Egypt ... ... | ,, | 814,885 ... | 940,077 ... | 910,998 |
| United States ... | ,, | 4,235,961 ... | 4,306,297 ... | 4,493,241 |
| Total from all parts ... | ,, | 11,255,498 ... | 10,152,919 ... | 10,273,411 |

CLEARANCES FOR HOME CONSUMPTION.

| | | For the Month ended 30th November. 1866. | 1867. | 1868. |
|---|---|---|---|---|
| Tea from all parts ... | lbs. | 8,985,211 ... | 14,757,591 ... | 8,742,156 |
| Coffee from Ceylon ... | ,, | 1,674,499 ... | 1,425,178 ... | 1,330,205 |
| Do. from all parts... | ,, | 2,657,387 ... | 2,589,597 ... | 2,492,995 |
| Raw Sugar from Java & the Philippines ... | cwts. | 25,657 ... | 78,929 ... | 76,064 |
| Raw Sugar from all parts | ,, | 1,027,225 ... | 1,010,776 ... | 899,318 |
| | | For the Eleven Months ended 30th November. | | |
| Tea from all parts ... | lbs. | 94,815,813 ... | 104,825,715 ... | 98,776,173 |
| Coffee from Ceylon ... | ,, | 20,104,791 ... | 18,330,311 ... | 17,683,398 |
| Do from all parts... | ,, | 28,753,060 ... | 29,341,107 ... | 28,550,092 |
| Raw Sugar from Java & the Philippines ... | cwts. | 187,083 ... | 508,796 ... | 680,381 |
| Raw Sugar from all parts | ,, | 9,755,171 ... | 10,627,840 ... | 10,316,032 |

The following were the quantities of the undermentioned articles remaining in the bonded warehouses of the United Kingdom on the 30th Nov., 1868, compared with the two previous years :—

| | | 1866. | 1867. | 1868. |
|---|---|---|---|---|
| Coffee ... ... ... | lbs. | 32,204,685 ... | 43,688,730 ... | 50,919,853 |
| Tea ... ... ... | ,, | 95,602,672 ... | 70,411,984 ... | 73,199,712 |
| Unrefined Sugar ... | cwts. | 3,406,397 ... | 2,341,417 ... | 2,788,421 |

## EXPORTS.

COTTON YARN.

| To | | For the Month ended 30th November. 1866. | 1867. | 1868. |
|---|---|---|---|---|
| China and Hong Kong | lbs. | 237,000 ... | 510,708 ... | 130,000 |
| Singapore ... ... | ,, | 211,980 ... | 344,040 ... | 207,150 |
| Ceylon ... ... | ,, | 37,900 ... | 32,070 ... | 15,000 |
| Total to all parts ... | ,, | 12,880,732 ... | 18,511,088 ... | 14,113,925 |
| | | For the Eleven Months ended 30th November. | | |
| China and Hong Kong | lbs. | 4,481,196 ... | 7,446,982 ... | 6,369,621 |
| Singapore ... ... | ,, | 1,591,124 ... | 2,889,830 ... | 1,504,900 |
| Ceylon ... ... | ,, | 773,876 ... | 355,751 ... | 397,710 |
| Total to all parts ... | ,, | 126,180,449 ... | 158,982,419 ... | 160,534,272 |

COTTON MANUFACTURES.

| To | | For the Month ended 30th November. 1866. | 1867. | 1868. |
|---|---|---|---|---|
| China and Hong Kong | yds. | 21,930,754 ... | 27,383,780 .. | 23,323,522 |
| Philippine Islands ... | ,, | 3,678,900 ... | 924,185 ... | 1,720,200 |
| Java ... ... ... | ,, | 7,315,594 ... | 3,010,950 ... | 3,414,100 |
| Singapore ... ... | ,, | 6,762,694 ... | 6,042,330 ... | 3,162,334 |
| Ceylon ... ... | ,, | 3,380,128 ... | 1,811,086 ... | 1,588,605 |
| Total to all parts ... | ,, | 214,344,897 ... | 277,488,052 ... | 251,464,157 |
| | | For the Eleven Months ended 30th November. | | |
| China and Hong Kong | yds. | 174,442,731 ... | 188,543,711 ... | 303,491,955 |
| Philippine Islands ... | ,, | 26,932,646 ... | 32,355,117 ... | 33,555,519 |
| Java ... ... ... | ,, | 55,068,462 ... | 36,743,898 ... | 26,530,767 |
| Singapore ... ... | ,, | 51,886,570 ... | 68,344,679 ... | 50,434,937 |
| Ceylon ... ... | ,, | 24,291,343 ... | 19,052,118 ... | 23,372,507 |
| Total to all parts ... | | 2,341,747,713 | 2,567,804,445 | 2,727,963,496 |

WORSTED STUFFS.

| To | | For the Month ended 30th November. 1866. | 1867. | 1868. |
|---|---|---|---|---|
| China and Hong Kong | yds. | 2,346,305 ... | 1,288,620 ... | 724,396 |
| Total to all parts ... | ,, | 14,161,639 ... | 11,877,281 ... | 14,164,482 |
| | | For the Eleven Months ended 30th November. | | |
| China and Hong Kong | yds. | 19,226,547 .. | 20,986,101 ... | 17,608,935 |
| Total to all parts ... | ,, | 208,999,860 ... | 189,082,973 ... | 208,903,832 |

WOOLLEN AND WORSTED CLOTHS.

| To | | For the Month ended 30th November. 1866. | 1867. | 1868. |
|---|---|---|---|---|
| China and Hong Kong | yds. | 134,947 ... | 34,824 ... | 31,873 |
| Total to all parts ... | ,, | 2,317,342 ... | 2,141,723 ... | 1,964,724 |
| | | For the Eleven Months ended 30th November. | | |
| China and Hong Kong | yds. | 1,731,586 ... | 1,330,691 ... | 1,617,176 |
| Total to all parts ... | ,, | 32,319,462 ... | 29,473,244 ... | 22,583,479 |

LEAD.

| To | | For the Month ended 30th November. 1866. | 1867. | 1868. |
|---|---|---|---|---|
| China and Hong Kong | tons | 183 ... | 618 ... | 833 |
| Total to all parts ... | ,, | 2,208 ... | 8,021 ... | 2,950 |
| | | For the Eleven Months ended 30th November. | | |
| China and Hong Kong | tons | 4,779 ... | 3,826 ... | 9,415 |
| Total to all parts ... | ,, | 28,946 ... | 27,072 ... | 41,176 |

The value of the Exports from the United Kingdom to the several ports and countries of the Far East for the month and ten months ended 31st October, 1868, compared with the corresponding periods of the two preceding years, is returned as follows :—

| To | For the Month ended 31st October. 1866. | 1867. | 1868. |
|---|---|---|---|
| China (exclusive of H. Kong) | £526,412 ... | £498,273 ... | £662,453 |
| Hong Kong ... ... ... | 238,091 ... | 285,542 ... | 279,923 |
| Japan ... ... ... ... | 174,340 ... | 103,037 ... | 75,289 |
| Singap. & Straits Settlements | 73,580 ... | 210,768 ... | 116,366 |
| Ceylon ... ... . | 76,652 ... | 73,613 ... | 69,193 |
| Philippine Islands ... ... | 129,137 ... | 106,948 ... | 88,594 |
| Java ... ... ... ... | 142,373 ... | 159,369 ... | 71,635 |
| Siam ... ... ... | — ... | — ... | — |
| Cochin China, &c. ... ... | — ... | — ... | 128 |
| | For the Ten Months ended 31st October. | | |
| China (exclusive of H. Kong) | £4,240,441 ... | £3,893,505 ... | £5,352,449 |
| Hong Kong ... ... ... | 2,054,887 ... | 1,959,321 ... | 1,949,247 |
| Japan ... ... ... ... | 1,275,431 ... | 1,196,231 ... | 843,460 |
| Singap. & Straits Settlements | 1,567,142 ... | 1,763,499 ... | 1,246,330 |
| Ceylon ... ... ... | 850,761 ... | 632,214 ... | 693,219 |
| Philippine Islands ... ... | 797,188 ... | 942,889 ... | 855,061 |
| Java ... ... ... ... | 1,349,966 ... | 1,103,401 ... | 650,629 |
| Sumatra ... ... ... | 578 ... | 445 ... | 2,517 |
| Siam ... ... ... ... | 4,088 ... | 4,085 ... | 422 |
| Cochin China, &c. ... ... | 940 ... | 612 .. | 128 |

## BANK AND MISCELLANEOUS SHARES.

| Shares. | Joint Stock Banks. | Paid. | Prices Jan. 9. |
|---|---|---|---|
| £10 | Agra Bank, A shares ... ... ... | All | 11⅝ to 12½ |
| 10 | Do. B do. ... ... ... | — | 4½ to 5½ |
| 25 | Bank of Egypt ... ... ... ... | All | 38 to 40 |
| 20 | Chartered Bank Ind., Aust., and China | All | 20½ to 21¼ |
| 25 | Chartered Merc. of India and China ... | All | 29½ to 30½ x.d. |
| 20 | City Bank ... ... ... ... ... | 10 | 11½ to 12½ |
| 28½ | Hong Kong and Shanghai Bank, new... | 5⅝ | ¼ to ⅜ pm. |
| 50 | London and County ... ... ... | 20 | 49½ to 50½ |
| 50 | London Joint Stock ... ... ... | 15 | 34½ to 35½ |
| 100 | London and Westminster ... ... | 20 | 65 to '66 |
| 25 | Oriental Bank Corporation ... ... | All | 42½ to 43½ |
| 50 | Union of London ... ... ... ... | 15 | 37½ to 38½ |
| | **MISCELLANEOUS.** | | |
| — | Ceylon Deb., 6 per cent., Nov. 1878 ... | 100 | 108 to 110 |
| — | Do. Do. 1872 ... | 100 | 103 to 105 |
| — | Do. Do. 1882-3 ... | 100 | 110 to 112 |
| 20 | Ceylon Company ... ... ... ... | 10 | 3½ to 3 dis. x.d. |
| 20 | Do. A shares ... ... ... | 5 | 3 to 2½ dis. x.d. |
| 10 | Credit Foncier and Mobilier of England | All | 2⅝ to 2⅝ |
| 20 | Egyptian Com. and Trading Company | 6 | — to — dis. |
| 10 | General Credit and Discount Company | 7½ | 2 to 1⅝ dis. |
| 10 | North Assam Tea (Limited) ... ... | 5 | 7 to 5 dis. |
| 10 | Do. do. B shares ... ... | All | 9 to 8½ dis. |
| 20 | International Finance Society ... ... | 5 | 1½ to 1¼ dis. |
| 50 | P. and O. Steam Company ... ... | All | 49 to 51 |
| 50 | Do. Do. 1867 ... ... | 10 | 1 dis to par x.d. |
| 10 | Upper Assam Tea ... ... ... ... | All | 2½ to 3½ |
| 100 | West India Steam Company ... ... | 60 | 43 to 45 |

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# LONDON PRICES CURRENT.

**Articles in the following list subject to duty are quoted with the duties paid as annexed, unless marked "in bond." Those articles against which no rate of duty is placed are admitted free.**

**NOTE.—Besides the duties of Customs payable on certain articles as mentioned below, an addition of ½ per cent. in the said rates is also payable on entry for consumption, except Tobacco, on which the extra duty is five per cent. and ⅛ per cent.**

| | s. | d. | s. | d. |
|---|---|---|---|---|
| ARROWROOT. | | | | |
| (*Duty* 4½*d. per cwt.*) | | | | |
| East India ... ... | — | | — | |
| CANES, Bamboo—each | 0 | 0½ | 0 | 2½ |
| Malacca ... ... | 0 | 1 | 0 | 9 |
| Partridge ... ... | 0 | 0½ | 0 | 3½ |
| Tonkin & Carolina ... | 0 | 0½ | 0 | 1½ |
| Rattans, com., per 100 | 2 | 6 | 4 | 6 |
| Good and fine ,, | 5 | 0 | 7 | 6 |
| CHEMICALS. | | | | |
| Alum ... ...per ton | 150 | 0 | 155 | 0 |
| Antimony, ore ... | 280 | 0 | 300 | 0 |
| crude ...per cwt. | 22 | 0 | 24 | 0 |
| regulus, bowl ... | 48 | 0 | — | |
| star ... ... ... | 48 | 0 | — | |
| Brimstone, roll ... | 12 | 0 | — | |
| Calomel ...per lb. | 2 | 5 | — | |
| Corros. Sublim. ... | 1 | 11 | — | |
| Iodine, dry per oz. | 0 | 9¾ | 0 | 10 |
| Ivory Blk. dry, p. cwt. | — | | — | |
| Lime, Acet. wh. ... | 12 | 6 | 22 | 0 |
| Magnes. Carb. ... | 42 | 6 | — | |
| Prussian Blue, per lb. | 1 | 0 | 1 | 10 |
| Quinine Sulph , per oz. | — | | — | |
| British, in bottle ... | 4 | 11 | — | |
| French ... ... | 4 | 6 | — | |
| Vermilion, Eng., pr. lb. | 2 | 6 | 3 | 0 |
| China ... | 2 | 7 | 2 | 8 |
| COALS, best per ton | — | | 18 | 0 |
| other sorts ... ... | 14 | 6 | 17 | 0 |
| COCHINEAL per lb. | | | | |
| Honduras, black ... | 3 | 2 | 4 | 5 |
| silver ... | 2 | 10 | 3 | 7 |
| pasty ... | 1 | 5 | 2 | 8 |
| Teneriffe, black ... | 3 | 1 | 4 | 8 |
| silver ... | 2 | 10 | 3 | 3 |
| COFFEE, in bond per ct. | | | | |
| (*Duty 3d. per lb.*) | | | | |
| Ceylon | | | | |
| Native, fine bold ... | 55 | 0 | 59 | 0 |
| gd. and fine ord. | 48 | 0 | 51 | 0 |
| small and ordinary... | 41 | 0 | 47 | 0 |
| Plantation, fine ... | 90 | 0 | 95 | 0 |
| fine middling ... | 86 | 0 | 89 | 0 |
| good middling ... | 77 | 0 | 85 | 0 |
| middling ... ... | 70 | 6 | 76 | 6 |
| fin. ord. to low mid. | 62 | 0 | 70 | 0 |
| mixed and triage ... | 25 | 0 | 54 | 0 |
| Other British E. I. | | | | |
| fine and superior ... | 87 | 0 | 97 | 0 |
| good and fine ... | 82 | 0 | 86 | 0 |
| mid. to good mid.... | 71 | 0 | 81 | 0 |
| fine ord. to low mid. | 59 | 0 | 70 | 0 |
| good ord. Native ... | 38 | 0 | 55 | 0 |
| ordinary ... ... | 48 | 6 | 49 | 6 |
| Batavia, yellow ... | 68 | 0 | 80 | 0 |
| pale and mixed ... | 47 | 0 | 65 | 0 |
| Manila... ... ... | 44 | 0 | 57 | 0 |
| Singapore ... ... | 38 | 0 | 67 | 0 |
| Sumatra ... ... | 36 | 0 | 44 | 0 |
| COTTON ...per lb. | | | | |
| Surat ... ... ... | 0 | 6¾ | 0 | 10 |
| Sawginned Dharw ... | 0 | 9 | 0 | 9¾ |
| Madras, Tinnevelly ... | 0 | 7⅞ | 0 | 8⅜ |
| North, and Westrn. | 0 | 7⅜ | 0 | 8¼ |
| Cocanada ... ... | 0 | 7⅜ | 0 | 7⅞ |
| Bengal and Rangoon | 0 | 7 | 0 | 8⅛ |
| Scinde ... ... ... | 0 | 7⅛ | 0 | 7⅝ |
| China ... ... ... | — | | — | |
| Egyptian ... .. | 0 | 9 | 1 | 5½ |
| Smyrna ... ... | 0 | 8¼ | 0 | 10½ |
| Sea Island ... ... | 1 | 10 | 5 | 0 |
| Upland... ... ... | 0 | 10 | 0 | 11½ |
| Mobile... ... ... | 0 | 10 | 0 | 11⅜ |
| New Orleans ... ... | 0 | 10 | 0 | 11¾ |
| CUTCH. | | | | |
| See Terra Japonica ... | | | | |
| DRUGS. | | | | |
| Aloes, Hepatic, per ct. | 90 | 0 | 200 | 0 |
| Socotrine ... .. | 140 | 0 | 295 | 0 |
| Aniseed, Chi. Star ... | 95 | 0 | 100 | 0 |
| Beans, Tonquin, per lb. | 1 | 2 | 1 | 6 |
| Camphor, per cwt. ... | — | | — | |
| Japan ... ... | 132 | 6 | — | |
| China ... ... | 130 | 0 | 132 | 6 |
| Cardamoms, per lb. ... | | | | |
| Malabar, good ... | 10 | 0 | 10 | 6 |
| inferior ... ... | 6 | 6 | 9 | 0 |
| Ceylon ... ... | 2 | 10 | 3 | 0 |
| Corosos Nuts, per cwt | 12 | 0 | 16 | 0 |
| Cassia Fistula ... | 15 | 0 | 28 | 0 |
| China Root ... ... | 30 | 0 | 40 | 0 |
| Cubebs... ... ... | 41 | 0 | 42 | 0 |
| Dragon's Blood, reed | 100 | 0 | 220 | 0 |
| lump ... ... | — | | — | |
| Galangal Root ... | 17 | 0 | 19 | 0 |
| Gentian Root... ... | 16 | 0 | — | |
| Ginger, prsd. (*Duty* | | | | |
| 1*d. per lb.*), per lb.... | 0 | 6 | 0 | 10 |
| Ipecacuanha ... ... | 6 | 0 | 6 | 3 |
| Isinglass, Brazil ... | 3 | 3 | 4 | 4 |
| Tongue sort ... | 3 | 11 | 5 | 5 |
| East India ... ... | 2 | 3 | 4 | 2 |
| Myrabolanes, per cwt. | 11 | 0 | 17 | 0 |
| OILS. | | | | |
| Aniseed ...per lb. | 9 | 9 | 10 | 0 |
| Cassia ... ... | 5 | 9 | — | |
| Cinnamon ...per oz | 1 | 0 | 4 | 0 |
| Citronel ... ... | 0 | 2⅜ | 0 | 2⅞ |
| fine ... ... ... | 0 | 3½ | — | |
| Clove ... ...per lb | 2 | 6 | — | |
| Lemon... ... ... | 3 | 6 | 6 | 0 |
| Lemongrass ...per oz. | 0 | 4½ | 0 | 4¾ |
| Mace, expressed ... | 0 | 9¾ | 0 | 2½ |
| Nutmeg ... ... | 0 | 4 | 0 | 7½ |
| Orange ... per lb | 5 | 0 | 7 | 0 |
| Orris Root ... per ct. | 38 | 0 | 42 | 0 |

| | s. | d. | s. | d. |
|---|---|---|---|---|
| DRUGS | | | | |
| Rhubarb ... per lb. | | | | |
| China, good and fine | 5 | 3 | 9 | 0 |
| gd mid. to ord.... | 1 | 3 | 4 | 9 |
| Dutch trimd. ... | 10 | 0 | 12 | 0 |
| Saffron, Spanish ... | 28 | 0 | 34 | 6 |
| Squills... ... ... | 0 | 1 | 0 | 2½ |
| Tamarinds ... per ct. | | | | |
| East India ... ... | 30 | 0 | 32 | 0 |
| Vanilla, large...per lb. | 10 | 0 | 16 | 0 |
| DYE STUFFS. | | | | |
| Galls, Buss. bl. per ct. | 90 | 0 | 105 | 0 |
| in sorts ... ... | 80 | 0 | 85 | 0 |
| white ... ... | 50 | 0 | 55 | 0 |
| China ... ... | 48 | 0 | 49 | 0 |
| Turkey, blue ... | — | | — | |
| Japan ... ... ... | 48 | 0 | 49 | 0 |
| Madder Root ... ... | — | | — | |
| Bombay ... ... | 40 | 0 | 45 | 0 |
| Orchella, Angola ... | 30 | 0 | 37 | 0 |
| Bombay ... ... | — | | — | |
| Turmeric per cwt. | — | | — | |
| Bengal ... ... | 20 | 6 | 21 | 6 |
| Madras ... ... | 19 | 0 | 28 | 0 |
| Malabar ... ... | — | | — | |
| Java... ... ... | — | | — | |
| China, &c. ... ... | 28 | 0 | 32 | 0 |
| GAMBIER. | | | | |
| See Terra Japonica | | | | |
| GUMS ... ...per cwt. | £ | s. | £ | s. |
| Arabic ... ... | — | | — | |
| E. I. fine pale ... | 4 | 0 | 4 | 3 |
| sorts, mid. to fine | 3 | 0 | 3 | 17 |
| garblings ... | 2 | 5 | 2 | 15 |
| Assafœtida, com. to gd. | 3 | 0 | 5 | 0 |
| Benjamin, Siam, 1st | | | | |
| and 2nd ... ... | 18 | 0 | 34 | 0 |
| Sumatra, 1st and 2nd | 7 | 0 | 12 | 0 |
| Copal, Angola red ... | 3 | 10 | 4 | 10 |
| Manila ... ... | 1 | 10 | 2 | 5 |
| Dammar, Batavia, pale | 4 | 10 | 4 | 15 |
| Singapore ... ... | 3 | 14½ | 4 | 5 |
| Gamboge, pkd. pipe... | 16 | 0 | 19 | 0 |
| Guaiacum ...per lb. | 0s | 8d | 1s | 4d |
| Kino ... per cwt. | 60 | 0 | 120 | 0 |
| GUTTA PERCHA. | | | | |
| per lb. genuine ... | 1 | 10 | 3 | 4 |
| HEMP. per ton | £. | s. | £. | s. |
| Sisal ... ... ... | 38 | 0 | 42 | 0 |
| Bombay & Kurrachee | — | | — | |
| Manila... ... ... | 42 | 0 | 51 | 0 |
| do., good & fine white | 70 | 0 | 90 | 0 |
| China grass ... ... | — | | — | |
| COIR ... per ton | | | | |
| Rope... ... ... | 19 | 10 | 34 | 0 |
| Yarn, good & fine... | 40 | 0 | 60 | 0 |
| ord. to fair ... | 26 | 0 | 38 | 0 |
| Bombay, cm. to fn. | — | | — | |
| Junk ... ... | — | | — | |
| Fibre ... ... | 20 | 0 | 34 | 0 |
| HIDES. | | | | |
| Sourabaya & Batavia | | | | |
| Ox and cow hides, | | | | |
| dry, best, 61b. to | s | d | s | d |
| 101b. ... ... | 0 | 8 | 0 | 10 |
| Seconds ... ... | 0 | 6 | 0 | 7 |
| Thirds ... ... | 0 | 4 | 0 | 5 |
| Buffalo hides, yel- | | | | |
| low, best, 171b. | | | | |
| to 221b. ... | 0 | 6½ | 0 | 7¼ |
| Seconds ... ... | 0 | 5 | 0 | 6 |
| Thirds ... ... | 0 | 3 | 0 | 4½ |
| Dark, best, 201b. to | | | | |
| 281b. ... ... | 0 | 5 | 0 | 6½ |
| Seconds ... ... | 0 | 3 | 0 | 4¾ |
| Singapore, | | | | |
| Ox and cow hides, | | | | |
| dry, best, 61b. to | | | | |
| 101b. ... ... | 0 | 8½ | 0 | 10 |
| Seconds & Thirds | 0 | 5 | 0 | 8 |
| Buffalo hides, best, | | | | |
| 171b. to 201b. ... | 0 | 5 | 0 | 6½ |
| Seconds ... ... | 0 | 4¼ | 0 | 5¼ |
| Manila, | | | | |
| Buffalo hides, best, | | | | |
| 181b. to 271b. ... | 0 | 4 | 0 | 5 |
| Seconds ... ... | 0 | 3 | 0 | 3¾ |
| HORNS, BUFFALO, | | | | |
| Calcutta, Madras and | | | | |
| Bombay, 11b. to 21b., | | | | |
| per cwt. | 25 | 0 | 41 | 0 |
| Singapore, 2½lb. to 4lb. | 35 | 0 | 47 | 0 |
| INDIA RUBBER, pr lb. | | | | |
| East India ... ... | — | | — | |
| Assam and Pegu ... | 0 | 11 | 1 | 2 |
| Penang, &c. ... ... | 1 | 5 | 1 | 8 |
| LAC. | | | | |
| STICLAC ... .. | 50 | 0 | 65 | 0 |
| METALS. | | | | |
| IRON ... ...per ton | £ | s. | £ | s. |
| Welsh Rails in Wales | 6 | 5 | — | |
| Welsh Bars in Wales | — | | 6 | 0 |
| Welsh Bars in London | 6 | 10 | 6 | 15 |
| Staffordshire Bst. Bars | | | | |
| in London ... ... | 7 | 10 | 7 | 15 |
| Staffordshire B. Nail | | | | |
| Rods... ... ... | — | | 7 | 15 |
| Staffordshire B. Hoops | 8 | 5 | 9 | 0 |
| Staffordshire B. Sheets | 9 | 0 | 9 | 10 |
| Scotch Pig No. 1 in | | | | |
| the Clyde ... ... | 2 | 14½ | 2 | 19½ |
| Swedes Bars in Lon- | | | | |
| don ... ... ... | 10 | 0 | 10 | 15 |
| Swedes Steel in kegs, | | | | |
| ½ in. and ⅝ in. ... | 15 | 10 | 15 | 15 |
| COPPER ... ... .. | | | | |
| Ore ... per unit | 0 | 14½ | 0 | 15 |
| Chili Slabs per ton | 73 | 0 | 73 | 10 |

| | £. | s. | £. | s. |
|---|---|---|---|---|
| METALS. | | | | |
| Spanish Cake... ... | 72 | 0 | 73 | 0 |
| Australian Burra ... | — | | 84 | 10 |
| Australian Wallaroo... | — | | 84 | 10 |
| English tough quality | 79 | 0 | 79 | 10 |
| English best selected | 81 | 0 | — | |
| English Sheets,— | | | | |
| Sheathing, &c. ... | 83 | 0 | 84 | 0 |
| English Bottoms ... | | | | |
| rolled ... ... | — | | 88 | 0 |
| English Bottoms ... | | | | |
| hammered ... ... | — | | 93 | 0 |
| | s. | d. | s. | d. |
| Yellow Metal Sheets, | | | | |
| 4 by 4 ft. ...per lb. | 0 | 7 | — | |
| Yellow Metal Sheath- | | | | |
| ings and Rods ... | 0 | 7 | 0 | 7½ |
| LEAD. ... ...per ton | £. | s. | £ | s. |
| Pig, W.B. ... ... | 21 | 0 | — | |
| Pig, other brands ... | 19 | 0 | 19 | 5 |
| Spanish soft, ex ship | 18 | 10 | — | |
| Sheet ... ... ... | 20 | 0 | — | |
| Shot (kegs extra) ... | 22 | 0 | 22 | 5 |
| White (kegs extra) ... | 27 | 0 | 30 | 0 |
| Red (kegs extra) ... | 20 | 10 | 21 | 0 |
| SPELTER.... ... ... | | | | |
| Silesian ... ... | 20 | 0 | 20 | 5 |
| English (smelted | | | | |
| from ores)... ... | 20 | 0 | — | |
| ZINC. | | | | |
| English Sheet .. | 25 | 10 | 26 | 0 |
| MOLASSES (*duty 3s. 6d.*) | | | | |
| East India ... ... | — | | — | |
| OILS | £ | s. | £ | s. |
| Cocoa-nut, Coch. p.tn. | 50 | 0 | — | |
| Ceylon ... ... | 47 | 0 | — | |
| Sydney ... ... | 43 | 0 | 47 | 0 |
| Rapeseed—Eng. pale | 33 | 0 | — | |
| ,, brown | 31 | 0 | — | |
| PLUMBAGO. | s. | d. | s. | d. |
| Ceylon, Lump ... | 20 | 0 | 35 | 0 |
| Dust ... ... | 12 | 0 | 18 | 0 |
| German ... ... | — | | — | |
| PROVISIONS, per cwt. | | | | |
| Butter— | £ | s | £ | s |
| Cork, 3rd to 1st ... | 5 | 18 | 6 | 18 |
| Beef ... per tierce | | | | |
| Foreign, India ... | 7 | 10 | 8 | 7½ |
| mess, and Ind. mess | 5 | 0 | 6 | 15 |
| Pork— | | | | |
| Pickled middles ... | 3 | 4 | 3 | 8 |
| Irish, prime In. new | | | | |
| mess. prime p. brl. | 5 | 5 | 5 | 10 |
| Foreign Ind. per trc. | | | | |
| mess per barrel | 5 | 0 | 5 | 10 |
| Hams, Irish ... ... | 4 | 6 | 5 | 12 |
| American ... | — | | — | |
| Lard, Irish bladder ... | 4 | 0 | 4 | 10 |
| keg and firkin ... | 3 | 12 | 4 | 0 |
| RICE ... per cwt. | s. | d. | s. | d. |
| Bengal, white ... | 9 | 0 | 15 | 6 |
| Ballam and Moonghy | 8 | 9 | 9 | 6 |
| brkn. and ord. white | — | | — | |
| mid. to good white | — | | — | |
| red cargo ... ... | 8 | 6 | 9 | 0 |
| Madras ... ... | 8 | 9 | 9 | 9 |
| Arracan ... ... | 9 | 6 | 10 | 9 |
| Moulmein ... ... | 11 | 0 | 11 | 3 |
| Rangoon and Bassein | 10 | 0 | 10 | 9 |
| Saigon... ... ... | 9 | 0 | 10 | 0 |
| Java ... ... ... | — | | — | |
| Patna-cleaned ... | 16 | 0 | 23 | 0 |
| Ballam do. ... | 11 | 0 | 12 | 0 |
| Rangoon do. ... | 12 | 0 | 20 | 0 |
| Java do ... | 20 | 0 | 35 | 0 |
| Do. London cleaned... | 22 | 0 | 36 | 0 |
| SAGO (*duty 4½d. per cwt.*) | | | | |
| Pearl, small (in bond) | 18 | 0 | 19 | 6 |
| large and medium | 17 | 0 | 19 | 6 |
| SALT (at the works in | | | | |
| Cheshire, exclusive of | | | | |
| 3s. lighterage) per ton | | | | |
| common ... ... | 5 | 6 | — | |
| butter ... ... | 8 | 0 | — | |
| stoved, common ... | 9 | 0 | 10 | 6 |
| handed ... ... | 12 | 0 | — | |
| bagged ... ... | — | | — | |
| Rock, large lumps ... | 6 | 6 | — | |
| SALTPETRE. per cwt. | | | | |
| Bengal, 6 p. c. or und | 24 | 3 | 24 | 6 |
| over 6 per cent. ... | 24 | 3 | 24 | 6 |
| Calcutta, 5 to 2 pr. ct. | — | | — | |
| 12 to 6 per cent. ... | — | | — | |
| Scinde, refined ... | — | | — | |
| Madras ... ... | — | | — | |
| Bombay & Kurrachee | — | | — | |
| low to fine ... ... | — | | — | |
| SEED. | | | | |
| Rape per qr. 416lbs. | | | | |
| Calcutta ... ... | 49 | 0 | — | |
| Madras ... ... | — | | 51 | 0 |
| Bombay ... ... | 52 | 0 | 53 | 0 |
| Japan ... ... | — | | — | |
| Teel per 384 lbs. | | | | |
| Sesame or Gngly ... | 62 | 0 | 64 | 0 |
| SHELLS per cwt. | | | | |
| Mother o'Pearl ... | — | | — | |
| China and Manila . | 120 | 0 | 180 | 0 |
| Singapore ... ... | — | | — | |
| Buffalo ... ... | — | | — | |
| West Coast, Black | | | | |
| edge ... ... | — | | — | |
| Tortoise per lb. | — | | — | |
| Manila ... ... | 13 | 0 | 21 | 0 |
| Other East India ... | 7 | 0 | 18 | 0 |
| West India... ... | 9 | 0 | 15 | 0 |
| SOY per gall. | | | | |
| China ... ... ... | 2 | 8 | — | |

| | s. | d. | s. | d. |
|---|---|---|---|---|
| SOY. | | | | |
| Japan ... ... ... | — | — | — | — |
| SPICES | | | | |
| Cassia Lignea, per cwt. | — | | — | |
| Vera... ... ... | 60 | 0 | 84 | 0 |
| Buds ... ... | 140 | 0 | 150 | 0 |
| Cinnamon per lb. | | | | |
| Ceylon, 1st quality. | 2 | 4 | 3 | 4 |
| 2nd ,, | 1 | 11 | 2 | 11 |
| 3rd ,, | 1 | 8 | 2 | 6 |
| Tellicherry ... ... | — | | — | |
| Cloves, Penang ... | 0 | 10½ | 0 | 11½ |
| Amboyna ... ... | 0 | 5 | 0 | 6 |
| Zanzibar ... ... | 0 | 3½ | 0 | 4½ |
| Ginger per cwt. | | | | |
| Cochin ... ... | 31 | 0 | 120 | 0 |
| Mace, 1st qual. per lb | 2 | 8 | 3 | 4 |
| 2nd and inf. ... | 1 | 7 | 2 | 6 |
| Nutmegs. | | | | |
| 78 to 60 lb. ... | 2 | 3 | 4 | 2 |
| 80 to 90 lb. ... | 1 | 7 | 2 | 2 |
| 95 to 132 lb. ... | 1 | 2 | 1 | 6 |
| Pepper, black per lb. | — | | — | |
| Penang ... ... | 0 | 3⅝ | 0 | 3¾ |
| Singapore ... ... | 0 | 3⅞ | 0 | 4 |
| white ... ... | 0 | 6¾ | 0 | 6½ |
| SUGAR per cwt. | | | | |
| *Duties:*— | | | | |
| *Ref. and Candy*, 12s. | | | | |
| *Raw*, 1*st cl.* 11s. 3*d.* | | | | |
| ,, 2*nd cl.* 10s. 6*d.* | | | | |
| ,, 3*rd cl.* 9s. 7*d.* | | | | |
| ,, 4*th cl.* 8s. | | | | |
| Penang, yell. and gray | 32 | 6 | 38 | 0 |
| brown ... | 27 | 6 | 32 | 0 |
| Manila, clayed ... | 29 | 0 | 30 | 6 |
| superior ... | — | — | — | — |
| unclayed ... | 26 | 0 | 27 | 6 |
| Java, gray and white | 35 | 6 | 40 | 0 |
| brown and yel. | 27 | 6 | 34 | 0 |
| China and Siam, white | 34 | 0 | 39 | 0 |
| brown and yellow... | 26 | 0 | 32 | 6 |
| TALLOW per cwt. | | | | |
| East India ... ... | — | | — | |
| TAPIOCA (*Duty* 4½*d.* | | | | |
| *per cwt.*) per lb. | | | | |
| Penang and Singapre. | 0 | 2 | 0 | 3½ |
| Pearl ... per cwt. | 24 | 0 | 25 | 0 |
| TAPIOCA FLOUR lb. | 0 | 2 | 0 | 2½ |
| TEA (*Duty, 6d. per lb.*) | | | | |
| Congou. | | | | |
| brown leaf, ord. ... | 0 | 11 | 0 | 11½ |
| good ord. to bst md. | 1 | 0 | 1 | 0½ |
| good export kinds . | 1 | 0½ | 1 | 1 |
| Kaisow, 1st & 2nd ... | 1 | 6 | 2 | 10 |
| bk. leaf, com. to gd. | 1 | 0½ | 1 | 2½ |
| medium to finest ... | — | | — | |
| Oopack and Moning . | 1 | 5 | 2 | 4 |
| do., extra fine ... | 2 | 5 | 2 | 6 |
| Ning Yong and Oolg. | 0 | 9 | 2 | 2 |
| Souchong. | — | | — | |
| fair to good ... | 1 | 1½ | 1 | 8 |
| fine to finest ... | 1 | 10 | 2 | 8 |
| Flowery Pekoe. | — | | — | |
| fair to good ... | 0 | 10 | 1 | 6 |
| fine to finest ... | 1 | 10 | 3 | 6 |
| Caper, scented ... | 0 | 9 | 2 | 2 |
| Orange Pekoe, plain . | 1 | 2 | 1 | 6 |
| scented ... ... | 1 | 0 | 2 | 6 |
| Twankay. | — | | — | |
| common to good ... | 0 | 10 | 1 | 0 |
| fine to Hyson kind . | 1 | 0½ | 1 | 1 |
| Hyson Skin. | — | | — | |
| common to fair ... | 0 | 8 | 0 | 9 |
| good to fine ... | 0 | 10 | 0 | 11 |
| Hyson, common ... | 0 | 11 | 1 | 2 |
| fair to fine ... ... | 1 | 3 | 2 | 2 |
| finest ... ... | 2 | 4 | 3 | 8 |
| Yg. Hyson, Can. kind | 0 | 7 | 1 | 4 |
| country kinds ... | 1 | 0 | 2 | 10 |
| Imperial ... ... | 0 | 9 | 2 | 10 |
| Gunpowder ... ... | 0 | 9½ | 3 | 7 |
| Japan, uncoloured ... | 1 | 0 | 1 | 8 |
| Assam ... ... ... | 1 | 0 | 6 | 0 |
| TERRA JAPONICA. | | | | |
| Gambier per cwt. | 16 | 9 | 17 | 0 |
| free Cubes ... ... | 20 | 0 | 22 | 6 |
| Cutch ... ... ... | 30 | 0 | 32 | 6 |
| TOBACCO. | | | | |
| (*Duty 3s. per lb., and 5 per cent. and ⅛ per cent., equal to about 3s. 1⅛d. per lb.*) pr. lb. | | | | |
| East India leaf ... | 0 | 2 | 0 | 6 |
| Japan ... ... ... | — | | — | |
| Java ... ... ... | 0 | 6 | 1 | 0 |
| Manila cheroots ... | 6 | 0 | 7 | 6 |
| WAX per cwt. | | | | |
| BEES'. | £. | s. | £. | s. |
| English ... ... | 9 | 0 | 9 | 10 |
| German ... ... | — | | — | |
| American ... ... | 8 | 10 | 9 | 0 |
| Bombay & Madras | 8 | 10 | 9 | 5 |
| Bengal ... ... | 8 | 10 | 9 | 0 |
| E. I. white ... ... | 10 | 0 | 12 | 0 |
| VEGETABLE. | | | | |
| Japan ... ... | 4 | 0 | 4 | 17½ |
| WOOD—DYE, per ton. | | | | |
| Red Sanders ... ... | 7 | 7½ | 7 | 12½ |
| Sapan, Bimas, &c. ... | 9 | 0 | 13 | 0 |
| Do., Siam ... ... | 11 | 0 | 14 | 0 |
| Cedar, Cuba .. per ft. | 0 | 5 | 0 | 6 |
| Ebony... ...per ton | | | | |
| Ceylon ... ... | 5 | 12 | 9 | 0 |
| Satinwood ... per ft. | 1s | 0d | 1s | 2d |
| WOOL ... ...per lb. | | | | |
| East India, white ... | 0 | 7½ | 1 | 4 |
| yellow and gray ... | 0 | 2 | 1 | 0 |

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# Shipping Intelligence.

## ARRIVALS.

| Date. | Ships. | Captain. | From. | At. |
|---|---|---|---|---|
| Dec.31 | Hastings | Cobbett | Shanghai | London |
| — | Duke of Wellington.. | -- | Rangoon, for Liverpl. | Off Ballycotton |
| Nov 18 | Amadine | — | Hong Kong | Monte Video |
| Dec 31 | Veronica | Greener | Colombo, &c. | London |
| — 31 | Queen Bee | Stewart | Do. | Do. |
| Jan. 1 | Janet Ferguson | Ritchie | Shanghai | Deal |
| — 1 | Estrella | — | Rangoon | Liverpool |
| Dec 29 | Triton | Bergstrom | Batavia | Cuxhaven |
| Jan. 2 | Mary Whitridge | Cutler | Shanghai | London |
| Dec.30 | Eensgezindpeid | Waal | Batavia, for Amstdm. | Off Dungeness |
| — 28 | Virgen del Carmen | Zabala | Manila | Santander |
| — 31 | Presdt. v Ryckevorsel | Vogelensang | Batavia | Nieuwe Diep |
| — 21 | Argonaut | Gardner | Padang | Off Boston |
| — 22 | Great Republic (str.) | — | Hong Kong & Yoko. | San Francisco. |
| Jan. 3 | Crawshay Bailey | Hausenbey | Shanghai | London |
| — 3 | Stad Assen | Hendrik | Swatow | Do. |
| Dec 30 | Maria Elise | Deursen | Batavia | Texel |
| — 30 | Northumberland | Arville | Do. | Do. |
| Jan 1 | Hellevoetsluis | Rems | Do. | Brouwershaven |
| Dec 23 | Wild Rover | Taylor | Manila | Boston |
| Jan. 7 | John Milton | Boulettier | Foochow | London |
| — 7 | Red Riding Hood | Henderson | Do. | Do. |
| — 4 | Marie Gabrielle | Heleux | Saigon | Havre |
| Dec 31 | Electric | Rawley | Rangoon | Copenhagen |
| Jan. 6 | Iron Queen | Casson | Singapore | Liverpool |
| Dec 17 | Kate Cleather | — | Do. | Shelburne, N.S. |
| Jan. 6 | Iris | — | Do., for Rotterdam | Off Broadstairs |
| — 7 | Aimo | Enberg | Rangoon | Falmouth |
| — 8 | Wilhelmina | Tonjes | Saigon, for Amstdm. | Off do. |
| — 8 | Robt. Fletcher | — | Penang | London |

## DEPARTURES.

| Date. | Ship. | Captain. | For. | From |
|---|---|---|---|---|
| Dec 31 | Lord Macaulay | Care | Cardiff and Shanghai | London |
| — 26 | Petunia | Johnson | Singapore | Shields |
| — 29 | Guinare | Humphrey | Do. | Sunderland |
| Jan. 1 | Challenge | Causebrook | Shanghai | London |
| Dec 30 | Lorton | Bell | Singapore | Liverpool |
| Jan. 2 | Silver Eagle | Case | Shanghai | London |
| Dec 31 | Empress | Hodgson | Yokohama | Liverpool |
| — 31 | Windhover | Nutford | Hong Kong *via* Livpl | Clyde |
| Jan. 2 | White Swallow | Knowles | Do. | San Francisco |
| — 2 | China (s.) | Warsaw | Yokohama | Do. |
| — 2 | Golden Fleece | Wilcomb | Hong Kong | Do. |
| — 2 | City of Aberdeen | Taylor | Shanghai | Cardiff |
| — 2 | Hylton Castle | Watson | Singapore | Sunderland |
| Dec 29 | Ocean Queen (s.s.) | Temperley | China & Japan | Lisbon* |
| Jan. 6 | Istapa | Morrison | Singapore | London |
| — 6 | Rachel | Frail | Cardiff & Singapore. | Do |
| — | Apenrade | Davidson | Singapore | Hamburg |
| Nov29 | Couronnement | Lauriol | Saigon | Rio de Janeiro |
| Jan. 6 | Courage | Schmidt | Singapore | Liverpool |
| — 6 | Perl | — | Do | Shields |
| — 7 | Englia | Sohie | Yokohama | Cardiff |
| — 6 | Eleano | Brown | Hong Kong | Penarth* |
| Dec 22 | Jeannie | — | Shanghai | New York |

* After repairing.

(*See Commercial Postscript and Correspondents' Letters.*)

## LOADING.

At LONDON.—For Tientsin and Chefoo: Eleanor. For Yokohama: Cedric, Aurora Australis, Janet Ferguson, Empress, Phaeton. For Amoy and Chefoo: The Cedars. For Shanghai: Wild Deer, Joseph Sprott, Weymouth, Fusiyama, Dilkhoosh, Maiden Queen. For Hong Kong and Foochow: Kaisow. For Hong Kong: Chusan, Carmarthenshire, Douglas Castle, Dunmail, Fiery Cross, Gresham. For Manila: Angela. For Singapore: Wave Queen, Polly. For Singapore, Shanghai, Nagasaki, and Yokohama: Nile (str.). For Batavia and Sourabaya: Aglae. For Penang: Ceylon. For Colombo: Aboyne, Shooting Star, Sarah Watson, Avon, Ocean Belle, Maid of Glanwern.

At LIVERPOOL.—For Hiogo: Edward Herbert. For Yokohama: Kirkland, Mount Vernon. For Shanghai: Melbrek. For Hong Kong and Foochow: Windhover. For Singapore: Dewa Gungadhur. For Manila: Nicolas, Dos Hermanos, Esperanza. For Batavia and Sourabaya: Mary Spencer, Fanny Kirchner. For Mauritius, Penang, Singapore, Hong Kong, and Shanghai: Agamemnon (str.).

At GLASGOW.—For Shanghai: Whirlwind. For Hong Kong, Columbus. For Manila and Yloilo: Magallanes. For Singapore: Lochleven Castle. For Penang: Jerfalcon. For Batavia and Sourabaya: County of Ayr.

## SPOKEN.

BARBADIAN, London to Shanghai, Dec. 5, 11 S., 33 W.
STAR OF THE EAST (Brit. barque), bound to Shanghai, Oct. 19, 2 N., 108 E.
SERICA, London to Shanghai, Nov. 2, 6 N., 29 W.
LUZON, Hong Kong to London, Nov. 25, 35 S., 20 E., with loss of foretop-mast.
NECKER, Foochow to London, Nov. 15, 30 S., 88 E.
HELEN, Shanghai to London, Dec. 6, 17 S., 3 W.
A. H. WILLE, Bangkok to Queenstown, Dec. 12, off Ascension.
JOHN NICHOLSON, Shanghai to London, Nov. 29, 29 S., 7 E.
ROLLO, Shanghai to London, Nov. 16, 30 S., 34 E.
VIZCAYA, Singapore to London, Nov. 15, 31 S., 31 E.
MELICETH (ship), Liverpool to Ceylon, Oct. 6, lat 28, lon. 25 W.
GEORGES, Shanghai to London, Dec. 6, 21 S., 1 E.
ARIEL, Foochow to London, off Cape Infanta.
VRIESLAND, Batavia to Rotterdam, Nov. 6, 25 S., 62 E.
GLADIATOR, Siam to Falmouth, Nov. 26, 35 S., 23 E.
PARANA, Batavia to Amsterdam, Nov. 7, 25 S., 55 E.
CORNELIA GERTRUIDA, Batavia to Amsterdam, Dec. 7, 18 S., 4 W.
PRINCESS AUGUSTE, Foochow to London, Nov. 22, 36 S., 17 E.
MIN. TRANS. V.D. PUTTE, Batavia to Amsterdam, Nov. 5, 25 S., 61 E.
EVELYN WOOD, Shanghai to London, Nov. 11, 29 S., 45 E.
EARLY DAWN, Shanghai to London, Oct. 30, 25 S., 68 E.
JACOBUS, Batavia to Rotterdam, Nov. 17, 31 S., 41 E.
SAMUEL RUSSELL, Amoy to New York, Nov. 14, 35 S., 22 E.
ILMA, Batavia to Amsterdam, Nov. 29, 22 S., 17 E.
EASTERN CHIEF, Singapore to New York, Nov. 24, 35 S., 22 E.
LUISA, London to Hong Kong, Oct. 2, 4 N., 109 E.
PRUDHOE, Shanghai to London, Oct. 4, 3 N., 108 E.
VANGUARD, Foochow to London, Nov. 28, 28 S., 8 E.
ALINE (Ger. ship), for Singapore, Oct. 21, 8 N. (?), 29 W.
MALABAR, Hamburg to Singapore, Nov. 7, 24 S., 29 W.
RAPHAEL, Portugal to Japan, Nov. 4, off Cape de Verds.
CARL AND AUGUSTE, Liverpool to Singapore, Nov. 20, 14 S., 33 W.

## FREIGHTS AND CHARTERS.

Berth freights to the Eastern Ports have somewhat improved since our last issue. Coal freights from the Northern outports still continue dull; with but a small demand for tonnage.

Current rates of freight for vessels on the berth:—To Yokohama: 40s. weight, 45s. meast. To Nagasaki: 45s. weight, 50s. meast. To Shanghai: 40s. weight, 45s. meast. To Hong Kong: 40s. weight, 30s. meast. To Singapore: 30s. weight or meast. To Penang: 30s. weight or meast. To Ceylon: 20s. to 25s. weight, 35s. meast. At New York to China: $12 to $15 per ton of 40 cubic feet

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—For Yokohama, £43. For Shanghai: £45. For Hong Kong: £33. For Galle: £24. From Newport, Cardiff, or Swansea per ton.—For Yokohama, £2 3s. For Hong Kong: £1 17s. For Manila: £1 15s. For Singapore: £1 5s. For Galle: £1 4s.

The Admiralty have invited tenders for the conveyance of a fire engine, to be shipped from the Thames, for Galle.

## CASUALTIES.

The Benvenue, Brown, from London to Penang, which arrived at Deal, Dec. 23, had lost an anchor and fifteen fathoms of chain.

Advices from Rotterdam, dated Dec. 30, state that during a gale on the night of the 28th Dec. the Mary and Hillegonda, thence to Batavia, got adrift in Brouershaven Roads, and came into collision; after striking several times she was towed to a safe anchorage, but was so much damaged that she would have to return to Brouwershaven for repairs.

Advices from Amsterdam, dated Dec. 29, state that during a gale on the previous night the Sirius, v. Hilten, for Sourabaya; the Alida, Visser, for Padang; and the Nyphon, Vuyk, for Japan, broke their chains and sustained some damage by collision.

A telegram received at Liverpool Dec. 31 announces that the Busturiana, from that port to Manila, had been wrecked at Sorsogon, near Manila.

The Bolton Abbey, Murphy, arrived at Liverpool, reported that on Oct. 11, in lat. 27 S., lon. 50 E., she spoke the Virgen del Carmen, from Manila to Santander, with mainmast head and mizenmast gone, but she required no assistance. (See Arrivals.)

The Indiana, Cooper, from London to Singapore and Bangkok, put back to Deal, Jan. 2. She had been in collision on the night previous during a gale, had foremast and bowsprit carried away, and received other damage. She subsequently returned to the West India Docks.

The Ruffine, Le Bahe, which sailed from Sunderland, Dec. 23, for Shanghai, put into Ostend, Jan. 3, very leaky, having struck heavily on the Goodwin Sands, and would probably have to discharge.

The Sourabaya Packet, Olivier, from Batavia to Amsterdam, was towed into Ramsgate, Jan. 4, with loss of anchors and chains, having struck the ground off Dungeness.

The Kate Cleather, from Singapore, arrived at Shelborne, N.S., Dec. 17; had sustained damage and lost sails.

## MISCELLANEOUS.

The Golden Spur, Ronald, from London to Shanghai, which put back to Deal Dec. 29, sailed again on the 31st.

The Juanita, Bartols, from Havre to Bangkok, put back to Falmouth Jan. 2.

At ASCENSION, Nov. 25, Satellite, from Foochow, and sailed for Falmouth; Dec. 6, Geraint, from Singapore, and sailed 7 for London; 12, Louis, from Manila, and sailed 13 for Marseilles; 13, Aleyone, from Shanghai, and sailed 14 for London; Tewkesbury, from Manila, E. A. Oliver, from Foochow for London.

Off ASCENSION, Dec. 7, Coulnakyle, from Foochow; 9, H. F. G. S., from Singapore; 11, No. 752, 4th d.p., from Foochow, for London; 13, Vertrouwen, from Batavia, for Amsterdam; Ravensbourne, from Colombo; 14, Havelock, from Shanghai, both for London.

At ST. HELENA.—Nov. 28, Pasaroeang Hollanders, from Batavia, and sailed 29 for Amsterdam; 30, Elena, Vaca, from Manila, and sailed for Liverpool; Dec. 1, Antje, Hooy, from Batavia, and sailed for Rotterdam; Marcellus, White, from Shanghai, and sailed 2 for London; 2, George Croshaw, Alexander, from Bangkok, and sailed for Falmouth; 3, Guiding Star, Bishop, from Shanghai, and sailed for London; Osborne, Stamper, from Swatow, and sailed 5 for Falmouth; 4, Ferozepore, Woolterton,, from Bangkok, and sailed for Queenstown; Tientsin, Jarman, from Foochow, and sailed 5 for Boston; Cornelis, Croese, from Batavia, and sailed 6 for Amsterdam; Everhard, Keenche, from Saigon, and sailed for Falmouth; Velocidade, Wyvill, from Shanghai, and sailed for London; 7, Min. Thorbeeke, Kannegieter, from Batavia, and sailed 8 for Amsterdam; Aureliana, Sarachaga, from Manila, and sailed 7 for Santander; Caroline, Boyson, from Hong Kong, and sailed for Falmouth; Anna Digna, Lucas, from Batavia, and sailed 8 for Amsterdam; 8, Havelock, Madden, from Foochow, and sailed for New York; 9, Luzon, Dimelow, from Macao, and sailed for London; 10, Jesus, Arriandiaga, from Manila, and sailed for Corunna; Asphodel, Bayfield, from Shanghai, and sailed for New York; Flora, Minto, from Singapore, and sailed for London; 11, Abdul Medjid, Mowat, from Ceylon; Tony, Petersen, from Yloilo; 12, Cortgene, Wemmerus, from Batavia; Hoek van Holland, Bakkers, from Batavia.

Off ST. HELENA.—Dec. 2, Dr. Petermann, from Foochow; 6, Malta (English barque), from Penang; 9, Helena and Anna, from Batavia; Eastern Chief, from Singapore; 12, Recife, from Japan, for London.

At TABLE BAY.—Nov. 21, Kron Prinz, v. Preussen, Musack, from

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Batavia, and sailed 25 for London; 23, Minden (?), Bell, from London, and sailed 26 for Shanghai; Wild Hunter, Bostance, from Batavia, and sailed 26 for Bremen; 27, Josephine Amedee, Lagarde, from Hong Kong, and sailed 28 for Havre; 24, Java, Rouvier, from Texel, and sailed Dec. 2 for Batavia.

### LAUNCHES.

On the 1st inst. a fine composite screw steamer was launched from the Deptford yard of James Laing, Esq., for the firm of Messrs. Textor and Co, silk merchants, of China and Japan. The vessel is of the following dimensions, &c., viz.:—Length of keel, 190 feet; over all, 209 feet; beam (moulded), 26 feet; depth to main deck, 13 feet 6 inches; spar deck fore and aft, with clear height of 6 feet 6 inches; gross register, 690 tons; and she is rigged as an hermaphrodite brig. Her engines are by Mr. John Key, of Kirkcaldy, horizontal direct-acting, diameter of cylinders 40 inches, length of stroke 24 inches, working by patent surface or jet condensers as required, circular boilers of ¾-inch plate tested to 80 lbs. water pressure, and working pressure 35 lbs. The vessel is planked with American elm up to turn of bilge, thence upwards with East India teak, all fastened with Mr. Laing's improved yellow metal fastening bolts and nuts. Will class at Lloyd's 16 years A 1. Her lines are extremely fine, and it is expected she will be very fast under sail or steam. Her passenger accommodation is also unexceptionable. The ceremony of naming the vessel the C. J. Textor was gracefully performed by Mrs. Carnes, the wife of Captain Geo. Carnes, under whose command she will, when completed, proceed hence to London to take cargo and passengers for Singapore, Chinese ports, and Japan, on which coast she is intended to trade.

THE "CHINA" LIFEBOAT.—I have to report (says Mr. Rowell, of Teignmouth) the following service of the *China* lifeboat of the National Lifeboat Institution, stationed at this port, in rescuing the crew of the trawler *Start*, of Brixham. At 10.20 A.M. on 5th inst. that vessel was observed trying to beat to windward to obtain the shelter of Battitcombe Bay, a gale blowing at the time from the S.W., with a considerable sea. Just then she lost her mast in a squall, and thereupon the lifeboat was launched with the greatest promptitude, and proceeded to her assistance, she being about two miles dead to leeward at the time. Shortly after the boat was launched the men were observed to leave their vessel, and the lifeboat made all speed towards them, and after a long and heavy pull rescued the crew of four men, who where much exhausted. The lifeboat now started for home, but after nearly one hour's hard pulling the crew found they could make no headway against the gale and tide, so bore up for Dawlish, where they landed at 2.40 P.M. amidst the cheers of hundreds of people. The steamer *Ostender*, of this place, had during this time proceeded to the wreck, placed men on board, and got a towline made fast, but hardly had she begun to tow her a head, when the smack went down stern foremost, in consequence of the great damage she had sustained from the fall of her mast. The gale still blowing as strongly as ever, the lifeboat was left at Dawlish until the wind went down. This valuable lifeboat was contributed to the Lifeboat Society some years since by Foreign residents in China, the fund having been chiefly raised through the indefatigable exertions of W. H. Harton, Esq, of London, an active member of the committee of management of the National Lifeboat Institution, who was then staying at Hong Kong, Messrs. Gilman and Co., and other firms at the last-named place.


## PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's establishments at the above port afford every facility for REPAIRING and SPARRING VESSELS, cleaning and painting iron ships, and repair and refit of

STEAM MACHINERY AND BOILERS.

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Amoy, 16th December, 1867.

## WHARVES.

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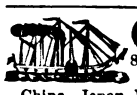

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## SINGAPORE, CHINA, AND JAPAN.

ROBERTSON and CO. will despatch the following first-class clipper VESSELS:—

| Destination. | Ships. | Class. | Dock. | Last Shipping Day. |
|---|---|---|---|---|
| Sing., H. K., Shng., Nag., & Yoko. ... | Nile (s.s.) ... | A1 13 yr. | E.I.D. | Jan. 20 |
| Hong Kong | Chusan ... . | A1 14 yr. | W.I D. | With des. |
| Hong Kong | Carmarthenshire ..... | A1 14 yr. | W.I.D. | To follow |
| Shanghai ... | Pegasus ..... | A1 13 yr. | W.I.D. | With des. |
| Kanagawa... | Phæton ..... | A1 13 yr. | W.I.D. | With des. |
| Kanagawa... | Janet Ferguson ..... | A1 14 yr | W.I.D. | To follow |
| Tientsin and Cheefoo ... | Eleanor ..... | A1 13 yr. | W.I.D | With des. |
| Amy. & Chfo. | The Cedars .. | A1 10 yr. | W.I.D. | With des. |

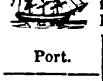
For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

CHINA and JAPAN.—The following splendid first-class SHIPS will be despatched as under:—

| Port. | Ship. | Class. | Dock. | Last Shipping Day. |
|---|---|---|---|---|
| Shanghai ... | Fusiyama ... | A1 16 yr. | E.I.D. | Jan. 16 |
| Shanghai ... | Rollo ..... | A1 13 yr. | W.I D. | To follow |
| Hong Kong & Foochow | Kaisow (n.) | A1 16 yr. | E.I.D. | With des. |
| Hong Kong | Fiery Cross | A1 13 yr. | E.I.D. | With des. |
| Hong Kong | Geraint ..... | A1 14 yr. | E.I.D. | To follow |
| Yokohama (Kanagawa) | Cedric ..... | A1 10 yr. | E.I.D. | With des. |
| Ditto ..... | Aurora Australis ..... | A1 13 yr. | E.I.D. | To follow |

For Freight or Passage apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

## INDIA AND CHINA.



GELLATLY, HANKEY, SEWELL and CO., will despatch the following high-class SHIPS from the East India Docks, as under:—

| Port. | Ship. | Ton. | Class. | To Sail. |
|---|---|---|---|---|
| Calcutta..... | Knight Bachelor..... | 1405 | AA1 | Jan. 20 |
| Bombay..... | Brit. Admi. | 1268 | AA1 | Jan. 20 |
| Bombay..... | Coldinghme. | 1072 | AA1 | Feb. 5 |
| Madras and Masulipatam | Pembrokesh. | 721 | A1 10 yrs. | Jan. 20 |
| Shanghai ... | Dilkhoosh ... | 816 | A1 12 yrs. | Jan. 25 |
| Shanghai ... | Albuera ..... | 774 | A1 15 yrs. | To follow |
| Yokohama and Hiogo... | C. J. Sextor | 690 | A1 16 yrs. | Feb. 15 |

For Freight or Passage apply to GELLATLY, HANKEY, SEWELL, and Co., No. 8, York-street, Manchester; or 27, Leadenhall-street, E.C.

STEAM TO JAPAN.—To leave the East India Docks on the 15th February, with leave to call at St. Vincent, the Cape, and Singapore, to coal for Yokohama and Hiogo, the splendid new composite screw steamer C. J. TEXTOR, A1 16 years at Lloyds, 690 tons register. This fine high-classed vessel has beautiful accommodation for cabin passengers, and presents an unusually good opportunity to shippers, as she will steam the whole way out.

For Freight or Passage, apply to GELLATLY, HANKEY, SEWELL, and Co., 8, York-street, Manchester; or 27, Leadenhall-street, London, E.C.

To sail Jan. 23.

DIRECT for COLOMBO, the beautiful clipper ship, SARAH WATSON, A1 10 years, 457 tons register. W. C. H. HOFFMAN, Commander; West India Docks. This magnificent vessel, just arrived from Tuticorin after a very rapid passage of ninety-six days, offers a most desirable opportunity to shippers of fine goods.

For Freight or Passage apply to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

COLOMBO.—The new clipper SHOOTING STAR, A1 10 years, 900 tons; St. Katharine Docks. This fine vessel presents the best opportunity to passengers and shippers of fine and perishable goods, as she will not carry guano or chymical manures.

ELLIS and SONS, 17, Gracechurch-street, E.C.

Regular line of Packet Ship. To sail on January 15.

FOR HONG KONG, the well-known Workington-built clipper, DUNMAIL, A1 14 years, 771 tons register, PETER THOMPSON, Commander; East India Docks.

For Freight or Passage apply to SHAW, LOWTHER, & MAXTON, 2, Royal Exchange-buildings, London, E.C.

Regular Line of Packet Ship. To follow the "Dunmail."

FOR HONG KONG, the well-known clipper, GRESHAM, A1 10 years, 965 tons register, L. C. BRAYLEY, Commander; East India Docks. This ship is celebrated for her rapid passages and sound delivery of cargo, and has superior accommodation for passengers.

For Freight or Passage, apply to SHAW, LOWTHER and MAXTON, 2, Royal Exchange-buildings, London, E.C.

Last shipping day, 5th February.

FOR SHANGHAI DIRECT, the clipper ship WEYMOUTH, A1 12 years, 829 tons register; S. W. GIBSON, Commander; loads in the East India Docks. This ship has made some of the fastest passages hence to Shanghai on record (vide Lloyd's), and is noted for discharging her cargo without damage.

For Freight or Passage apply to NORRIS & JOYNER, 60, Cornhill, E.C.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## THE LONDON & CHINA TELEGRAPH.

THE ELEVENTH Vol. of this JOURNAL commenced on the 4th of January, 1869. The Subscription for three numbers per month is 30s. per annum, including Postage, and to the Export Supplement 12s. extra. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

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# The London and China 新聞紙 Telegraph.

**JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.**

PUBLISHED ON THE ARRIVAL OF THE FORTNIGHTLY ENGLISH, AND MONTHLY FRENCH MAILS FROM CHINA, JAPAN, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A SUMMARY OF NEWS FOR THE OUTWARD MAILS.

VOL. XI.—No. 304.] LONDON, MONDAY, JAN. 25, 1869. [Price 9d., with Sup., 1s. 3d.—Sub. 30s. per ann. postage, included. Sup. 12s. extra.


## Latest Advices.

| Ports. | From London. | Arrived out. | HOMEWARD. Received this day. |
|---|---|---|---|
| JAPAN — Osaka and Hiogo | — | — | Nov. 26 |
| Yedo | — | — | Dec. 1 |
| Yokohama | Oct. 9 | Dec. 1 | Dec. 2 |
| Nagasaki | — | — | Dec. 3 |
| Hakodadi | | | |
| CHINA — Peking | — | — | Nov. 29 |
| Tien-tsin | — | — | Dec. 2 |
| Chefoo | — | — | Dec. 4 |
| New-chwang | — | — | |
| Hankow | — | — | Dec. 4 |
| Kiu-kiang | — | — | Dec. 5 |
| Chin-kiang | | | |
| Shanghai | Oct. 9 | Nov. 26 | Dec. 9 |
| Ningpo | — | — | Dec. 6 |
| Foochow | — | — | Dec. 6 |
| Formosa—Tamsuy | | | |
| Amoy | — | — | Dec. 7 |
| Swatow | | | |
| Hong Kong | Oct. 23 | Dec. 5 | Dec. 15 |
| Canton | — | — | Dec. 14 |
| Macao | — | — | Dec. 14 |
| PHILIPPINES— | | | |
| Manila | — | — | Dec. 9 |
| COCHIN-CHINA— | | | |
| Saigon | — | — | Dec. 16 |
| SIAM — Bangkok | — | — | Dec. 10 |
| BORNEO—Labuan | — | — | |
| Sarawak | — | — | Dec. 11 |
| JAVA — Batavia | — | — | Dec. 17 |
| MALACCA STRAITS— | | | |
| Singapore | Nov. 18 | Dec. 21 | Dec. 22 |
| Penang | Nov. 6 | Dec. 8 | Dec. 24 |

### THE MAILS, &c.

According to the time tables of the respective companies, the two next inward mails, namely, the French mail leaving Hong Kong Dec. 25, and the English mail of Dec. 29, are due within two days of one another, the former on the 6th and the latter on the 8th proximo. We learn, however, by the present mail's advices, that owing to accidents to two of the Messageries steamers (the *Phase* having broken down, and the *Imperatrice* having got ashore in the Shanghai River), the departure of the French mail was likely to be delayed, and telegrams of a later date show that it did not leave Hong Kong until the 3rd January, or nine days late.

The next inward mail will therefore be that of Dec. 29, due here on February 8.

The latest telegrams from Hong Kong are those dated Jan. 3, in advance of the French mail above alluded to; they were received on the 20th inst.

## List of Passengers.

### PASSENGERS INWARD.

By this mail to Marseilles, per P and O. steamer *Syria*, arrived Jan. 22.—From Shanghai: Mr. McPharlane. From Singapore: Mr. E. Tolson, and two second-class passengers. From Penang: Mr. Maxwell, Lieut. and Mrs. Lawder. From Galle: Mr. Cameron.

To Southampton, per P. and O. steamer *Nyanza*, expected to arrive Jan. 29.—From Yokohama: Mr. Goff. From Hong Kong: Mr. Murray, Mr. John Steele, and one second-class passenger. From Galle: Mr. and Mrs. Wilson, Mrs. Hudson, Miss Archibald, Captain Skottowe.

To Gibraltar: From Hong Kong: Mr. Pais.

By last Bombay mail, per P. and O. steamer *Columbian*.—To Suez, from Singapore: Mr. A. McDonald, Mr. J. Blythe.

### PASSENGERS OUTWARD.

Per P. and O. steamer *Ceylon*, from Southampton, Jan. 23.—To Shanghai: Mrs. Cooper and child. To Hong Kong: Miss Gazalet, Mr. R Pottinger, R.N., Mr. and Mrs. C. Browne and child, Mr. A F. Angus, Mr. J. T. Middleton. To Singapore: Mrs. Burn and child, Miss Stevens, Miss Maxwell. To Ceylon: Miss Green, Mr. J. S. Lawrie.

Per P. and O. steamer *Syria*, from Marseilles, Jan. 31.—To Shanghai: Mr. M. Cassel. To Hong Kong: Mr. A. Corner. To Batavia: Mr. Doornik, Mrs. Van Delden and daughter, Mr. G. Van Delden, Mr. M. Van Delden, Mr. and Mrs. B. Decker, Mr. W. Walker. To Singapore: Captain and Mrs. Shaw. To Ceylon: Mr. L. Liesching.

Per P. and O. steamer from Suez, Feb. 7.—To Singapore: Mr. and Mrs. Stahlknecht.

Per P. and O. steamer *Massilia*, from Southampton, Feb. 6.—To Yokohama: Col. Brasyer, C.B., Mr. J. N. Silver. To Shanghai: Mr. A. Sykes. To Hong Kong: Mr. F. F. Freman. To Ceylon: Mrs. O'Grady. Miss Carey.

Per P. and O. steamer *Pera*, from Marseilles, Feb. 14.—To Hong Kong: Mr. J. H. Roberts, Mr. C. F. Harton. To Batavia: Mr. T. F. C. Borger.

Per P. and O. steamer *Ripon*, from Southampton, Feb. 20.—To Ceylon: Mrs. R. S. Maclagan and child, Mr. H. Walker.

Per P. and O. steamer *Delta*, from Marseilles, Feb. 23.—To Hong Kong: Captain T. S. Roberts.

Per P. and O. steamer from Suez, March 7.—To Shanghai: Mr. and Mrs. Reine.

## Summary of News from the Far East.

### JAPAN.

#### YOKOHAMA.

The present mail brings Yokohama advices to December 2. The Pacific mail steamer which left San Francisco on the 4th Nov., and the P. and O. steamer *Norma*, with the English mail of Oct. 9, arrived on the 1st December. Mr. F. J. Angier, the senior proprietor of this journal, was among the passengers by the former.

The following summary of news is from the *Japan Times*:—

The Mikado has arrived in Yedo. This has been the great event of the fortnight, and we have strong reasons to hope it is pregnant with good for foreign trade, as well as indicative of cessation of civil war, consolidation of the Government, and restoration of tranquillity in Japan. Already a start seems to have been given to some branches of trade in Yedo, and by next opportunity we hope to be able to announce a decided change for the better. The name of that city, we may mention by the way, has been changed, for official purposes, to Tokei, but for the present it will, of course, be commonly called by its old name.

The Mikado passed through Kanagawa, rather slenderly attended, on the 24th ultimo, and a place was prepared for foreigners to witness the procession. All Yokohama turned out to see the show, and we think we are quite right in saying that all came back disappointed. The entry into Yedo on the 26th was a far different, a very impressive, sight. With the exception of the writer and the artist for the *Illustrated News*, no foreigner was present, to our knowledge, except some members of the British Legation, and it is a noteworthy fact that the British flag was the only foreign ensign flown in Yedo in honour of his Imperial Majesty's visit.

Of the political significance of this very important move, and of its probable results, we shall defer discussion for the immediate present; but there is one point to which we must refer, as bearing upon an article in our leading columns, in which we remark upon the way in which journals abroad, and public opinion by them, are led astray by sensational letters and telegrams from this country. One of our contemporaries, to whom allusion was made in our last, still persists, in spite of the most authoritative and reliable assertions to the contrary, that Wakamatz, the capital of Aidzu, still holds out against the Imperial troops. There is not the slightest doubt that it fell on the 6th November, the defeated chief and his son formally surrendering their swords on the 8th. A singular little incident has come to our knowledge which strongly supports, as little incidents often do, the official news. A Japanese noble was entertaining some foreign friends a few days ago, when, in the midst of the feast, arrived an officer with despatches from the North. He was introduced to the company, after performing the duty for which he had come, and gave a most picturesque and touching account of the scene of the surrender. Aidzu's town had been completely surrounded and all supplies cut off, and after enduring as long as possible great privations—when at last all his ammunition had been exhausted, long after his rice and salt—nothing was left him but surrender. Proper arrangements having been made, the garrison marched out of the place, and the fallen chief placed his sword in the hands of the Imperial Commissioner. These, "the living soul of a Samurai," were immediately restored to him—and such, during this trying scene, was the dignity and noble bearing of the man that "even we his enemies," said the Southern officer, "could not refrain from tears at the sight." His memorial to the Emperor is said by Japanese to be a document of a very remarkable character. It will perhaps be officially published, and it is to be hoped that the Mikado will be advised to commemorate the happy event of his attaining his majority by treating with clemency an indubitably brave man, and one whose "rebellion" is perhaps little more than a mistaken idea of duty.

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Shonai has also surrendered, we hear on the best authority, and thus the civil war is virtually over. A few predatory bands of masterless men, with no other means of livelihood than their swords, will doubtless be prowling about the country for some time, but no chief of name is now in arms against the Mikado. The rebellion is crushed.

Some time ago a special committee of the Chamber of Commerce was appointed to draw up a Minute upon the proposal by the Japanese to revise the silk and tea duties on a basis of five per cent. upon the average values of those articles for the last three years. We gave our own views on the subject when the committee was appointed. The report is ready, and will be submitted to the Chamber to-morrow. The same subject has been under consideration of the newly-established Chamber of Commerce at Hiogo.

The committee appointed to relieve us of the municipal deadlock has its report also ready, and will present it to the land renters on the following day. The municipal director has meanwhile been flourishing the auctioneer's hammer. On the 19th ult. Mr. Benson, on behalf of the Japanese Government, sold in this way eight lots of land situated at the back of those lots set aside for public purposes on the ground reclaimed since the fire of 1866. Each lot consisted of 437 tsuboes, and an upset price of 4 dols. per tsubo had been fixed. There was a fair competition, and the result was as follows :—

| Lot. | Price p. tsubo. Dols. | Buyer. | Total. Dols. |
|---|---|---|---|
| 177 | 14.25 | Valmale and Co., | 6,227.25 |
| 178 | 12.07 | Smith, Baker and Co., | 5,274.59 |
| 179 | 14.35 | Hoyt, | 6,270.95 |
| 180 | 12.86 | Grosser and Co., | 5,619.82 |
| 181 | 12.25 | Smith, Baker and Co., | 5,353.25 |
| 182 | 14.40 | „ | 6,292.80 |
| 183 | 13.15 | Neels, Witte and Co., | 5,746.55 |
| 184 | 12.50 | V. Comi, | 5,462.50 |
| | | | 46,247.71 |

These are tremendous prices, and we doubt much their being ultimately remunerative to the purchasers. The propriety of the municipal director selling is a moot point, much discussed by those interested. Either he has taken some hundreds of dollars out of the pockets of hard-working and not over paid professional men, and put them into his own, or he has done the work for nothing for the Japanese Government—work which he certainly never was meant to do when he was elected by this community, and which he has no right to do so long as his legitimate work is so far in arrear as it is. He has been asked pretty plainly on which horn of the dilemma he prefers to sit, but has vouchsafed no reply.

The new Bishop of Victoria is at present in Yokohama. He preached, christened and confirmed on Sunday last, and dedicated the cemetery besides ; by no means a bad day's work ; and did all bishops labour as hard, and we may say without flattery, as conscientiously and diligently as Bishop Alford—the *nolo episcopari* would, very probably, be something more than a *facon de parler*.

NAGASAKI LIGHTHOUSE.—The Japanese authorities have erected a lighthouse on the north end of Iwosima. (It is not known when a light will be exhibited.) The tower is constructed of iron, hexagonal in shape, surmounted by a gallery with iron railings, the whole painted white, with gilt ball on the top. The base of the tower is 189 feet above the sea, and is placed on the end of a narrow ridge 1¼ cable inside the extreme north point.

## CHINA.

—o—

### SHANGHAI.

From this port we have advices to the 9th December. The English mail of Oct. 9 arrived out on the 26th Nov., and the French mail of Oct. 18 was four days overdue when the present homeward steamer left. The latest telegraphic news from London was to Nov. 15, received *via* Kiachta on the 7th December. On looking through the files of local papers we find but few items that are not embraced by our Correspondent's letter.

The *Evening Courier* says :—"It is rumoured that Mr. McLeavy Browne, who holds the appointment of first Secretary to H. E. the Hon. Mr. Burlinghame, has applied to be recalled. Should this be granted it would be a serious loss to the Embassy."

Two heavily-armed gunboats, of 500 tons burthen, will shortly arrive for service against pirates. It is said that their officers receive their commissions direct from Peking. The *Titan*, Chinese surveying vessel, is armed with muzzle loading Armstrong guns.

The *North China Herald* says :—

Our readers have no doubt seen in our advertising columns an offer for sale of the copyright and plant of the *Recorder* newspaper. This step is owing, we believe, to the intended departure from Shanghai of the present editor of that paper, who goes to take charge of the leading journal in Hong Kong at the end of this year. We shall regret to lose from Shanghai a colleague with whom we have always worked in most friendly rivalry, and from whom we have always experienced courtesy.

George Phillips, Mr. T. T. Cooper's (Christian) Chinese Interpreter, has arrived from Hankow, with the purpose of accompanying Mr. Cooper to India, whither that gentleman intends shortly to proceed, with the intention of trying to cross, from the opposite direction, the route between Assam and Szechuen from which he was turned back by the Chinese.

We are informed that Mr. Myburgh, who for several years took the lead of the Bar of the Supreme Court, and attracted considerable respect, both by his personal and professional qualities, has decided not to return to Shanghai, but to stay in England, whither he had gone with the intention of being away only temporarily.

The *Recorder* mentions an amusing illustration of the manner in which the Chinese officials regard military rank. It may be recollected that Mr. Forrest not very long ago visited the Futai of Chekiang at Hangchow, Ma, the official at present appointed to succeed Tseng as Viceroy at Nanking. On that occasion Major Crossman accompanied Mr. Forrest, Mr. Jamieson, of the Consular service, being also of the number. Cards were sent in indicating the rank of the various persons, and in due course chairs were forwarded for the visitors ; a four-bearer chair for Mr. Forrest, ditto for Mr. Jamieson, and a very diminutive tumble down bamboo chair for the military mandarin. This plan, however, did not exactly meet Major Crossman's ideas ; and he was so little regardful of Chinese prejudices as to take one of the four-bearer chairs and leave the little one for Mr. Jamieson.

Sir Rutherford Alcock has notified a new set of Pilot Regulations, which seem likely to meet the requirements of the service. The clause making the employment of pilots compulsory upon vessels, which pressed unfairly upon coast and river steamers, has been abolished. The Regulations are understood to have been approved by the other treaty representatives, but have not yet been notified.

The French policeman who shot a Chinaman in the country has been tried, and sentenced to three months' imprisonment and a fine of 100 francs. A compensation of 200 dollars is to be given to the family of the deceased. The punishment awarded is the smallest laid down in the Code in cases where, through carelessness or other such cause, a loss of life has been occasioned.

We have lately heard of one of the most ingenious instances of Chinese cheating that has perhaps ever been put upon record. One of the river steamers had occasion to purchase a few tons of coal from a native, and it was found, when they were put into the furnace, that they would not burn at all. Upon investigation it proved that they consisted of stones painted black.

A correspondent writes to us from Tientsin, under date Dec. 1 : —"The weather here is still mild, and the river free from ice."

The *North China Herald* says :—"One of the most feasible schemes that has yet been suggested for a railway in China is the construction of a line along the banks of the Grand Canal, from the Yangtze to Ching-cheang-pu, on the old bed of the Yellow River. The district passed through is populous, the traffic along the canal immense, and the line could be constructed at a minimum of a cost. It is well known that the bed of the canal is in some places higher than the surrounding country, which is only saved from inundation by the solid banks which enclose its waters. These banks offer a ready-made road on which to lay the iron rails. Repairs to the embankment are needed in places ; and the promise to make these and to keep them in repair would be a trifling 'consideration' for a company to offer, to obtain the required permission. They could even hold out a prospect of strengthening the bund by widening it ; for it is, at present, hardly broad enough to admit two lines of rail. The boon to the inhabitants, of the embankment being thus entrusted to reliable hands, would be incalculable, and should, even in a Chinese mind, overrule any scruples as to injury to the boating trade likely to result from steam competition. Another point is, that the line in question would interfere with no property or graves. This, it will be remembered, was one objection raised by Prince Kung when H. B. M. Minister addressed him on the subject. A railway running straight across country, as railways would do, would level graves, upset houses, and generally disturb property to an extent which the Chinese mind feared to contemplate. Along the banks of the canal no such danger would exist ; the line would simply run along the top of a public bund, and would meet neither graves, houses, nor other obstruction in its course. It would be difficult to prove that even Feng-shuey would be disturbed."

(FROM OUR OWN CORRESPONDENT.)

SHANGHAI, Dec. 8, 1868.

In my last letter I announced the satisfactory closure of the Yangchow negotiations. My sources of information were then ordinary report, but there has since appeared the following notification from Mr. Medhurst, accompanied by translations of the papers referred to :—

### NOTIFICATION.

YANGCHOW, Nov. 26, 1868.

The undersigned has much satisfaction in announcing for general information that a due measure of redress has been afforded for the outrage committed upon British subjects in this city in August last, and that the Huai-Kuan and Chinkiang difficulties have been satisfactorily adjusted.

In the matter of Yangchow the local authorities who held office at the date of the outrage have been dismissed, and indemnity has been paid on account of the losses and injuries sustained by

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the missionaries, their servants, and their native friends, as follows:—

| | |
|---|---|
| Losses of missionaries and servants, inclusive of repairs to premises ... ... ... ... ... | Tls.1,128.40 |
| Injuries (subject to opinion of H.M.'s Minister as regards increase or decrease of amount) ... ... | 500.00 |
| Chinese landlord and carpenter 270.90 dols. ... | 197.75 |
| | Tls.1,826.15 |

A proclamation by the Viceroys Tseng and Ma and Futai Ting has likewise been extensively promulgated, and another by the Commissioners Li and Ying (translations of which are appended); a large and handsome stone tablet has been erected upon Mr. Taylor's premises, bearing a cautionary inscription (a translation of which is also annexed); the missionary party, including the female members, have been invited back and formally reinstated; two of the ringleaders in the riot (one of them recognised by Mr. Taylor as the individual who robbed the ladies and led the plunderers up-stairs) have been sentenced—one to the cangue for two months and banishment into slavery for life on the frontier, the other to the cangue for two months and banishment for three years; and a sum of taels six thousand has been lodged in the hands of the undersigned as a guarantee that a literary graduate named K'o, who has absconded (the sole member of the gentry against whom any positive evidence has been forthcoming), shall be produced and duly punished by the local authorities within the time specified by law for the discovery of such offenders, failing which the local authorities themselves are to be dismissed from office.

As regards the Huai-Kuan Barrier, compensation has been made on account of losses sustained by the British subjects concerned, as well as on account of the losses and injuries sustained by their servants, as follows:—

| | |
|---|---|
| Compensation to Mr. Canny ... ... ... ... | Tls. 506.20 |
| Compensation to his shroff for losses and expenses... | 303.72 |
| Compensation to Mr. Bean's shroff for losses ... | 43.80 |
| Compensation to Mr. Canny's and Mr. Bean's shroffs for ill-usage ... ... ... ... ... ... | 58.40 |
| Compensation to Mr. Bean for value of goods lost sight of, to be refunded provided said goods are produced within a given time ... ... ... | 896.00 |
| | Tls. 1,808.12 |

The guarantee of six thousand taels (Tls. 6,000) above referred to is likewise to be held liable, during its retention, for any further damages which the Superintendent of the Huai-Kuan Barrier may be proved to have occasioned in contravention of the Treaty.

In connection with Chinkiang, the only difficulty experienced was in the peaceable occupation of certain premises rented by Mr. Taylor within the city walls. These have been duly made over to him, and a lease formally signed and recorded.

This satisfactory solution of difficulties, which at one time assumed very serious proportions, is mainly due to the hearty co-operation of H.M.'s senior naval officer, but for whose energy in taking up the matter in the first instance, and perseverance in carrying it through to the end, a less happy result might have been looked for. W. H. MEDHURST, H.B.M.'s Consul.

TRANSLATION.

MA., Governor General of the two Kiang and Imperial Commissioner for Foreign Trade, etc., etc.

TSENG, lately Acting Imperial Commissioner for foreign trade and Governor General of the two Kiang, etc., etc.

TING, Governor of Kiangsu;

hereby issue a proclamation for general information.

Whereas the preaching of religion is sanctioned by treaty and all persons are at liberty to become proselytes thereto, according as it suits their convenience, without compulsion either for or against.

We, therefore, issue this proclamation to give the population, civil and military, of these districts to know, that it is required of them that they carefully observe the treaty which has been concluded by our most Gracious sovereign the Emperor, and that they must not annoy religious establishments, nor raise pretexts for disturbance; nor must they treat foreign travellers with wanton disrespect. Every wilful offender will certainly be visited with heavy punishment without hope of pardon.

Obey with trembling.

A special proclamation, issued on the 27th day of the 9th month of the 7th year of Tung-chih (11th November, 1868).

TRANSLATION.

Notice to be engraved on stone tablet, and placed within Mr. Taylor's premises at Yangchow.

The Prefect of Yangchow.

Whereas this house has been rented by the British subject Taylor, under the sanction of his Consul, and of the local authorities.

No idle or improper persons are allowed to enter and create a disturbance. Offenders will be arrested and punished.

Obey with trembling.

A special notice. Obey.

TRANSLATION.

LI, Commissioner of the Salt Gabelle, etc., and,

YING, Taoutai of Shanghai, Superintendent or Kiang-nan Maritime Customs, etc., hereby issue a proclamation for general information.

Whereas, we have received the instructions of their Excellencies the High Ministers for Foreign Trade Ma and Tseng, to adjust matters at Yangchow, we find that on the 22nd day of August, 1868, evil disposed persons excited the people of Yangchow to enter the house rented by the British subject Taylor and others, and violently assault and plunder the inmates, so as to lead to their eventual ejection from the premises; some of them in a seriously wounded condition, and whereas the local authorities were clearly guilty of having neglected to avert the evil in the first instance, it therefore became the duty of the high authorities, after clear examination into the circumstances, to order the degradation of the city officials, the condign punishment of the ringleaders, the grant of due compensation to the sufferers, the repair of the house, and the restoration of its former inmates.

All this having been done as a matter of simple justice, it now becomes our further duty to issue a public proclamation, and this proclamation is therefore issued for the purpose of making it clearly understood to all men, high and low, that British subjects possess the liberty to enter the inner land for the pursuit of their lawful purposes, under a treaty granted by his most gracious Majesty the Emperor, and that any one who presumes to insult or annoy such persons, in any way, shall meet with condign punishment. Local authorities everwhere, moreover, are to see that they extend due protection to British subjects who may have occasion to appeal to them for assistance or redress.

Let all tremblingly obey.

A special proclamation issued on the 15th day of the tenth moon of the seventh year of T'ung-chih.

(18th November, 1868.)

On the payment of the six thousand taels mentioned in Mr. Medhurst's notification the steamer *Tung Che* was released. It was found impossible to go up to Hwai-quan in consequence of the rapid decrease of water in the Grand Canal; but the goods last stopped were allowed to pass, and an apology was received from the Hoppo. Mr. Taylor is now in peaceable possession of his house at Yangchow. Mr. Medhurst returned to Shanghai on the 1st inst.; the *Rinaldo* left Chinkiang on the 25th November, while the *Rodney* and *Icarus* are only waiting for spring tides to enable the former to come down in safety. The graduate K'o is believed to be in Yangchow, where the yamen runners are seeking him, under the pretext of being unable to find his whereabouts. But as the Prefect and city magistrate will be deprived of their seals at the end of two months if they do not bring him to justice, this process cannot be continued longer than for that period. He has already been sentenced in anticipation to banishment for life beyond the frontier. During the stay of the troops at Yangchow two parades were held on an extensive ground outside the West gate, to reach which the entire breadth of the city had to be traversed. Thousands of Chinese flocked to each spectacle, and expressed unbounded wonder at the rapidity of Snider firing, and the ease with which the Armstrong guns were manipulated.

On the whole, the expedition has proved a marked success, and will no doubt leave a lasting impression on the native mind. I trust that something similar will take place at Takow, for which port the *Rinaldo* started on the 3rd inst. She took down Mr. Swinhoe, who, under express orders from Peking, is to attempt the diplomatic part of the proceedings. This part will, of course, as in Mr. Medhurst's case, be merely the declaration of an ultimatum, with an appeal to force. The Takow people have committed numerous outrages, which have evidently been inspired by the officials. The last of which I have heard was the burning of Dr. Maxwell's house during his absence from home; but this is merely one out of a long catalogue. Each year proves that the "gunboat round the corner" policy is the only policy likely to succeed in China; we have nothing to expect from the honour and liberality of the nation.

The event of the fortnight has been the annual dinner of the Sons of St. Andrew. But one criticism has been passed upon it—that the speeches were good, but the viands and wines abominable. Many persons actually ate nothing, and one indignant Scot wrote to the papers, complaining that he had on his return home at two o'clock in the morning to ring up his servants in order to get wherewithal to stay his hunger. The match between the Shanghai Rifle Club and the Rifle Association of Hong Kong and Yokohama was completed on the 27th November. The weather was very unfavourable, the first day being intensely cold, and the second blowing in gusts now from the right, now from the left. This will account for the smallness of the score. The eight competitors fired each ten shots at each range, the result being:—

| 200 yds. | 400 yds. | 600 yds. | Grand Total. |
|---|---|---|---|
| 178 | 195 | 108 | 481. |

The scores made by the Shanghai Club and the Hong Kong Association on the two former occasions were as follows:—

| Dec., 1867. | 200 yds. | 400 yds. | 600 yds. | Total. |
|---|---|---|---|---|
| Shanghai. | 192 | 206 | 121 | 519 |
| Hong Kong. | 223 | 209 | 126 | 578 |
| May, 1868. | | | | |
| Shanghai. | 180 | 196 | 118 | 494 |
| Hong Kong. | 189 | 202 | 138 | 529 |

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The North China branch of the Royal Asiatic Society have just concluded the purchase of an admirable and probably unique collection of books on China, the property of Mr. Wylie, whose name, as agent in Shanghai for the British and Foreign Bible Society, is familiar to many of your readers. Mr. Wylie is about to return to England, and thus the Society have had the chance of securing his library, the privilege of access to which will, it is hoped, attract many new members to the Society's ranks. Much uneasiness was felt here about the fate of the *James Shepherd*, which sailed from London on the 9th June, with passengers and cargo, but I am happy to say she arrived safely at Wusung yesterday. The last steamer to the North for the season sailed on the 4th inst., and there is just a chance of her having to winter at Tientsin, as the cold weather is reported to be setting in with great severity.

From Chefoo we still hear flourishing mining reports, but latterly the search for gold seems to be neglected in favour of lead. A lode of sixteen inches thick was struck some weeks ago, and a miner, who is said to have had much experience in Mexico, estimates the silver contained in it at 5 per cent. Another party met with a specimen of ore, which, on analysis, proved to be a rich oxide of antimony associated with sulphurets of lead, iron, and zinc, but with hardly a trace of silver. It would appear, therefore, that the mineral wealth of the Chefoo fields is only now being for the first time learned.

As to general matters it is rumoured that the Chinese Government are about to open several new ports, and that Mr. Swinhoe has been appointed by Sir Rutherford Alcock to visit the places mentioned and report upon their trading facilities. I fear, however, that this indication of native advance is delusive. It is also said that the Imperial Government have decided upon taking active measures to suppress piracy, and that to this end two heavily armed gunboats of 500 tons burthen have been ordered from England. The *Titan*, which is at present employed as a marine surveying vessel, has been armed with Armstrong guns, which formerly belonged to the Customs Artillery Corps. This looks like business, but will probably end in smoke.

### THE LAST COOLIE TRAGEDY.

The following interesting particulars concerning the mysterious coolie ship which recently arrived at Hakodadi, and which proves to be an American vessel called the *Cayalti*, have appeared in the *Shanghai Recorder*, that journal being indebted for them to the courtesy of the captain and officers of the U.S.S. *Iroquois*:—

There were forty-one Chinamen on board, who said that in October last year they were taken on board the *Providenza*, a coolie ship, at Macao, with some 300 others, and were taken to Callao, and there some forty-seven or forty-eight were transferred to the *Cayalti*, the remaining two or three being put on board at Callao. This vessel cleared from that port on the 16th January of this year for Pascamayo and Cherepe, on the coast of Peru, the coolies being intended for the sugar plantations near these ports. They were all put into the main hold and kept there, their food being brought down to them by a Chinese cook. On the morning of the third day out they rose, threw off the hatches and assaulted the men on watch, four in number, with hatchets, spades, and other weapons. The mate was cut on the left shoulder with an axe; he attempted to shoot one of them with a revolver, but it missed fire. He then mortally wounded two of them with a knife, when the crowd rushing on him he was forced to jump overboard. Another European — it is not known what his position was on board—rushed into the cabin below and jumped through a stern port into the water. Just above this port was the mark of a bloody hand, from which it is conjectured that he was wounded. It was stated that the other two men who were on deck also jumped overboard, and that the Chinamen lowered a boat and despatched them with knives while struggling in the water. On return they hoisted the boat, and an anchor was got up and brought to the gangway. The other four men were during this time kept confined in the forecastle, and when the boat returned they were fastened to this anchor and thrown overboard. The Chinese cook interceded for the captain, who was then told that as he was a very good man they would spare his life if he would take them to China, to which he consented. He is stated to have had two revolvers, with which he threatened the coolies, but on their telling him that if he shot any of them he would be killed, he abstained from using them. They stated that one Chinaman fell from aloft and was killed, and that eight others were killed in the fight. They say that the captain went into his cabin and brought out a great number of pieces of money and gave it to the seven or eight ringleaders, who distributed it in different proportions among all the Chinamen on board.

After this, they say, they had very severe weather, and when about four months out they came to an island surrounded by ice, where the people were dressed in furs and rode in sledges drawn by dogs. This is supposed to have been somewhere near the coast of Kamskatcha. There they lost their anchor, during a gale, and were driven before the wind. The men said that they made a stay at that place for some three or four weeks, and that the captain was sent on shore, accompanied by the Chinese cook, who, as above-mentioned, had saved his life, in order to purchase provisions; and they added that neither of the two had returned, the captain having taken this opportunity to effect his escape. The details connected with this part of the subject are not clear, some of the men saying that a note was sent off to the captain from on shore, but two witnesses, whose statement was very distinct, declared that the captain had himself told some of the men from on board, who had gone on shore to induce him to come back, that he would not return. The men were in possession of hoods, fur robes, and other articles, evidently purchased in the icy regions; and some of the copper was off the vessel, but, strange to say, she did not make any water.

After losing their anchor and being driven out to sea, they made their way to Volcano Bay, to the north of Hakodadi, having in the mean time visited some islands, where they purchased provisions. After arriving in Volcano Bay they waited about for some two weeks, when they got two Japanese pilots to take them into Hakodadi. The ship coming into port without any colours, was immediately boarded by the Consular authorities, and as no papers could be found she was handed over to the Japanese, by whom she was taken in charge and moored. The story that the Chinese gave at first was, that after being out for some time they were left below without food, and, after standing hunger for three days, they came on deck and found that everyone was gone. The coolies are at present in prison at Hakodadi, and the matter awaits the action of the United States authorities.

It is worthy of note that the names on the crew-list were all Spanish; and it is presumable that the mutiny probably took place in some degree in consequence of this fact. It was stated by the Captain of the Portuguese ship *Dollares Urgarte*, before the Court at Macao, that when the *Cayalti* left Callao she took with her about 15,000 dols. in specie.

### THE BURLINGHAME MISSION.

The *Supreme Court and Consular Gazette* of Dec. 5 has the following article:—

After the Treaty of Tientsin had been concluded and ratified the various foreign representatives at Peking soon found it desirable to lay out some line of policy which would be effective in forcing the Chinese to act up to the stipulations agreed to in that instrument. At a very early period a disposition to evade the treaty provisions became manifest; and it also became clear that, unless great care and vigilance were used, the privileges which had been granted to foreign nations would soon be rendered of little or no effect. Under such circumstances, it was obvious that combined action on the part of the foreign representatives was not only desirable, but almost essential to the maintenance of our treaty rights. A policy of co-operation thus naturally sprang up, and, until recently, was strictly adhered to in all measures of any importance affecting foreign interests. The attitude adopted by the foreign representatives was, however, always of a conciliatory and friendly nature. They had no desire to appear before the Chinese as a hostile phalanx, against which it was necessary carefully to guard; but were content rather to take the position of a friendly council, willing to discuss all the bearings of the various measures which from time to time it was desirable to adopt; and anxious to obtain the views and to respect the wishes of the Chinese authorities, so far as these were compatible with the reasonable maintenance of the rights which had been conceded by treaty, and which were essential to the simple but important object of being able to conduct our trade without unreasonable restrictions and prohibitions. With the fact before them, that in the course of a few years the whole of the treaty would become a subject for reconsideration and readjustment, it was naturally considered undesirable to stand very firmly upon points of minor importance; and no desire was shown to do otherwise than to give the utmost consideration to all reasonable requests made by the Chinese authorities.

Up to a certain point there appeared every reason to believe that this plan of action would be productive of satisfactory results; that it would give the Chinese time to discover the means of carrying out the obligations which they had contracted towards the Western Powers, and enable the latter to further their trade with the country in such a way as would be conducive to the interests no less of China herself than of foreign nations.

Such, briefly, was the scope and aim of the co-operative policy, which, it will be seen, originated from the nature of the circumstances themselves, and was not exclusively an idea of the Hon. Mr. Burlinghame, although, no doubt, that gentleman was much identified with it, and, in from time to time giving advice to the Chinese, he succeeded, while he was still Minister for the United States, in showing himself capable of taking such comprehensive views of Chinese questions, as to command on their part so much esteem and respect as ultimately resulted in his being appointed their Ambassador to foreign nations.

While matters were thus going on two ideas seem to have occurred to the Chinese officials. First, that they would do well by obtaining advice from foreigners, and secondly, that they would do better by being advised by people in their own employ than, as hitherto, by consulting only with the foreign Ministers. Not content with reasonable and fair concessions, they gradually became desirous to pare down the provisions of the treaty, so that the whole advantage might be upon their side; that, while we afforded them a large Customs' revenue, aided them in the maintenance of order, and were of service in many other ways, they might indefinitely put off taking any steps towards removing the various obstructions to our trade.

The requests made by the Chinese gradually increased in extent and importance, until it became clear to them that they were not likely to obtain the countenance and support of the foreign Ministers in their attempts to stretch every doubtful or difficult

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point in their favour; and it was thus that the aid of Mr. Hart was called in, and that three or four years ago we discovered that his visits to the capital were becoming more frequent, and now find that they have culminated in his taking up his residence permanently at Peking, and there establishing the headquarters of what still goes by the name of the Inspectorate of Customs.

The Hon. Anson Burlinghame, late United States Minister, seems to have aided in no small degree in fostering the line of action which has led to the present state of affairs. That the Chinese should have chosen him as their ambassador for the purposes of carrying out a retrogressive policy shows that they had full confidence that his views and wishes were in accordance with their own. In leaning thus towards the Chinese, it is probable that he was not altogether acting in opposition to the views of his Government, who, for reasons whose policy we find it difficult to understand, appear to be willing to uphold the Chinese Government in measures which are clearly opposed to the interests of progress, but which, it seems to be imagined, will tend to the stability of the present ruling Powers. In the new Treaty between this country and the United States the strange spectacle is presented of a great and advanced nation joining hand in hand with an obstructive and exclusive country, in measures distinctly designed to stay the march of progress and civilisation, the desire seeming to be to keep up the present state of things, however defective, as long as it is possible to do so.

These various circumstances have all combined to make the Chinese authorities disposed to listen to foreign advisers, and to seek such aid in the management of their affairs; and it is impossible not to believe that the inspectorate now rising up at Peking is designed to be something very different to what was intended by the Inspectorship of Maritime Customs.

## HONG KONG.

The present mail left Hong Kong on the 15th December. The outward French mail of Oct. 18 was received on the 30th November, and the succeeding English mail of Oct. 23 (with London telegrams to Nov. 13) on the 5th December. The news received by this opportunity contains more features of interest than for many months past.

The *China Mail* furnishes the following item of news:—The occurrences of the past fortnight have not comprised any incident of startling interest. A rifle match has been fired between the Rifle Clubs of Hong Kong, Shanghai, and Yokohama—7 rounds at 200, 400, and 600 yards. The first scored a total of 533; the second, 481; the third, 589. The Yokohama Club is therefore the winner. The weather in Hong Kong was very unfavourable for practice. A cricket match was played last week between two elevens drawn from the 73rd Regiment and from the Hong Kong Cricket Club; it was won by the former, who scored a total of 193 against their opponents' 164. His Excellency Sir Richard MacDonnell and Lady MacDonnell have returned from their northern trip. While at Shanghai, his Excellency was invited to the St. Andrew's dinner.

In the police court Mr. E. A. Vaucher appeared on a summons, at the instance of Mr. Marty, administrator of the estate of the late Mr. Garretta. Mr. Francis (on Mr. Gaskell's behalf) appeared for Mr. Marty, and asked Mr. May to adjourn the hearing for a week. Mr. May said, all parties agreeing, he would accede to the application. Mr. Vaucher was called upon to enter upon his own recognisance in the sum of 1,000 dols., and the summons was accordingly ordered to stand over till the 15th December.—The proceedings are understood to have relation to the expenditure by Mr. Vaucher of certain trust moneys belonging to Garretta's estate.

The cup subscribed for and prepared by the Chinese residents for presentation to the Hon. W. T. Mercer, lately Acting Governor and Colonial Secretary of Hong Kong, is now on exhibition at the premises of Lee Ching, Queen's-road. It is one of the most massive and handsome pieces of silver plate ever made by the Chinese, and will be a magnificent ornament to the recipient's drawing-room. It is thoroughly Chinese in workmanship and in design, and stands over two feet high, is nearly a foot and a-half broad, and is four feet in circumference round the outer edge. Standing upon three gorgon-like massive claw-feet, the bowl is beautifully traced with carvings of Chinese scenes, executed in characteristic Chinese style, while on one side is neatly cut the following English inscription:—"Presented to W. T. Mercer, Esquire, by Kwok Acheung, Cheung Ashau, Wo Hang, Tso Tak, and other Chinese residents of Hong Kong, 1868—'Long shall we remember you like the genial sun; your ocean-like kindness constantly benefits us.'"

On the opposite side this inscription is as neatly engraved in Chinese, with the addition of a few of the donors' names not given on the English side. The contributors number, we believe, three times seven; and whether or not there be luck in odd numbers, their appreciation of Mr. Mercer's many good qualities has taken a very graceful form. Of the value of this fine piece of silver the metal weighs 310 dollars, while altogether the cup has cost 650 dollars. One of the finest features of this presentation plate is the head-piece which forms the lid; it is composed of three dragons, whose coils (in frosted silver) form the body of the bowl-cover; the three heads give an elegant finish to the upper part, the central and largest dragon head being the centre piece. We understand that the cup will be open to view until the departure of the next mail.

We much regret to learn that the *Gnat*, a composite twin-screw gunvessel similar to the *Dwarf*, was wrecked on the shoals off the S.W. part of the Island of Balabac, in the Palawan group, on the 15th November last. Commander Theobald sent Acting-Lieutenant Kelham (in a ship's boat, we presume) to Iloilo, Island of Parray, one of the South Philippine group, a distance of about 300 miles. Lieutenant Kelham has chartered the Spanish merchant steamer *Sud Ouest*, and has gone to pick up Commander Theobald and the crew. No mention is made of loss of life, or of the possibility of saving the vessel; Lieutenant Kelham hopes to arrive at Manila in the *Sud Ouest* about the 15th December. The *Leven* sailed for Manila last night (Dec. 14).

Leon Boerbon, formerly proprietor of the Argus Hotel, dropped down and died very suddenly on the 1st, about eight o'clock, while on a visit to a friend resident in Queen's Road. Disease of the heart is said to have been the cause of death; and as the evidence of qualified medical attendance was in due form, no inquest was deemed advisable.

We understand that the police have been on the alert lately for the purpose of discovering the whereabouts of a Chinese military officer, of the rank of Major, who was believed to have absconded to this colony after committing a most cold-blooded murder on one of his own subordinates at Canton. The man has not yet been discovered, in so far as we are informed.

A contributor to *Notes and Queries on China and Japan* for November communicates the following paragraph on executions in Hong Kong:—"The somewhat ghastly account which a Hong Kong journal gave of the last execution here induces me to state, as a scientific fact, and not wholly uninteresting to the readers of *Notes and Queries*, that of all the pirates and murderers hung in this colony, at any rate for the last three years, not one has been found to have had the neck broken. The medical man, who gave the information to the journal referred to at the last execution, hardly spoke with usual professional caution, for I may state, on the best authority, that the sufferer, though an unusually tall and heavy man, was found on dissection to have the odontoid process completely in its natural position. I imagine that this is not to be attributed to any anatomical peculiarity attaching to the Chinese, but rather that the common theory of the cause of death in hanging is erroneous."

At the annual meeting of the China Traders Insurance Company, held on the 7th Dec., the report showed 35,000 dols. to be carried to reserve fund; 35,000 dols. to be divided pro rata amongst contributing shareholders, and a general dividend of 350 dols. per share.

At a meeting of the Hong Kong Fire Insurance Company it was resolved to pay a dividend of 300 dols. per share from existing funds; to wind up the present company on the 31st December, 1868; and to reconstitute the company on Jan. 1, 1868, and register it under the Limited Liability Act.

An important meeting of the Hong Kong Chamber of Commerce took place on the 14th Dec., an account of which will be found below.

The *China Overland Trade Report* says:—It is rumoured that some changes have taken place in the gambling farm, the old company having thrown up the speculation with the hope of inducing the governor to lower the monthly fee, but the *ruse*, for such it was, proved unsuccessful, and a new bid was immediately accepted from Wo-hang, a native merchant of position among the Chinese, of reputed wealth, and well-known to the foreign community. The farmer comes into possession to-day, the 15th Dec., and it is understood that he pays slightly under 18,000 dols. a month for the monopoly.

### CHAMBER OF COMMERCE.

The half-yearly general meeting of the Hong Kong General Chamber of Commerce was held on Dec. 15th. Present, Messrs. Helland (vice-chairman, presiding), S. D. Sassoon, E. R. Belilios, V. Kresser, J. F. Buxey, W. J. Bryans, J. P. Duncanson, C. M. Bosman, A. Zimmern, E. Delbanco, J. Arnhold, W. N. Olmsted, and W. Kaye.

The Chairman said it was with pleasure he saw so many members present on this occasion, and he supposed that the able remarks of the *Daily Press* of that morning had stirred up their consciences. This was the second time that the meeting was called for, the first notice not being sufficient. The business was very limited, the passing of the report drawn up by the committee being all which was before them; and he would be happy to hear anything which members might wish to add to or diminish from the said document. The chairman then read the report, which was exceedingly short.

Mr. Belilios here rose, and addressed the Chamber regarding a paragraph in the report in reference to opium revenue levied by the Chinese Government. He said he was disappointed to find that the Chamber's Committee had not looked upon themselves as identified with those members more nearly connected with the opium trade. Many gentlemen closely connected with that trade were members of the Chamber, and, in justice to them, the Committee ought to have taken up the matter of the opium squeezes with more energy than had been done. He would therefore propose that one of the opium merchants should be requested to take counsel with the Committee, in order that something should be

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done in the matter. They ought to contend for the freedom of the port; the subject of whether or not the levy was increased or decreased was a secondary consideration. And they ought not to allow Chinese cruisers to annoy the trade, and the Chinese Government to place Custom-houses where the junks of this port were bound to pass. If they gave the Chinese an inch, they would soon have a yard; and without a European inspectorate, who could tell what the mandarins would not do? They thus gave the Chinese unlimited authority to do what they liked, and the natives would levy duties upon shirtings as well as opium, if they chose.

The Chairman replied that the subject of the alleged opium squeezes had been fully considered by the committee; and on reference to the treaty it was found that the Chinese had reserved to themselves the right, the distinct right, of increasing or diminishing the duty on opium. (Here the chairman read the 1st clause of rule 5th of rules respecting trade and dues, by which transit dues are regulated.)

Mr. Belilios: But we must defend the freedom of the port.

The Chairman continued to say that they had done so. An attempt had been made to establish a sort of custom-house in this colony, which had been met by the strongest measures on the part of the authorities. The man who was to have acted disappeared, else he would have most certainly been flogged publicly through the streets of Hong Kong.

Mr. Belilios said that such audacity as had been shown by the Chinese was unprecedented, and had never been found in any nation before. Hong Kong was not a free port at present. We did not allow our own Government to levy duties on anything it chose; but the Chinese cruisers were allowed to do so at our very doors. The article read by the chairman applied only to goods after landing in Chinese territory; and the Chinese, the speaker said, were blockading our port.

The Chairman: Not now, so far as I believe. The whole thing has been exploded.

Mr. Belilios insisted that the levies were in existence at the present moment.

The Chairman remarked that if they only applied to opium the Chamber had no right to interfere.

Mr. Belilios was certain that the spirit of the treaty was never intended to convey an allowance of such acts. They ought now to try to defend the freedom of the port.

The Chairman again said that the attempted fixture of a house at this port had been frustrated.

Mr. Belilios again observed that levying without European inspectors was an unparallelled piece of audacity.

The Chairman admitted that so far, and said that the audacity had been treated as such by the authorities. Had Mr. Belilios anything to put to the meeting?

Mr. Belilios then proposed that the subject be considered by the Chamber, and that one of those more intimately connected with the opium trade should assist the committee.

Mr. Buxey seconded the proposition.

Mr. Bosman said that the rule read by the Chairman applied to transit dues only, and not to other dues. A junk going from this port to Cambodia had to pass the Chinese Custom-house outside and pay dues there levied; and that surely interfered with the trade of the colony. There was nothing in the treaty to justify this, and as a Chamber of Commerce, they ought to deal with the question. He would suggest that the paragraph in the draft of report be struck out, and the question be reconsidered.

Mr. Sassoon said it would be much better to strike it out altogether, as it would do injury to the opium trade to pass over such a question lightly. They should say to the Chinese that they would fight them if unjust dues were levied.

It was then unanimously carried to delete the paragraph referring to the establishment of Custom-houses, and the report of the committee was thereupon passed. It is as follows:—

"The committee have but little to bring before the meeting on the present occasion. The following subjects are those which have come under their consideration:—

"*Correspondence between Mr. Hart, Inspector-General of Customs at Peking, and this Chamber.*

"In the appendix will be found copies of a letter received from Mr. Hart, Inspector-General of Customs, and the reply of this Chamber. Hong Kong being a British colony and a free port, the working of the Chinese Customs Department does not much interfere with business here; still Mr. Hart's letter expressed his willingness at all times to meet the views of the representatives of mercantile bodies with regard to the just administration of the Revenue Departments all over the Empire; and it is hoped this friendly relationship between the head of the Foreign Inspectors of Customs and the different mercantile communities in China will lead to results conducive to the public good.

"*Changes in the Dates and Hours of Departure of Mails.*

"The Chamber, as mentioned in last report, addressed the Acting Colonial Secretary on this subject, and in the Appendix will be found the reply from the Colonial Secretary's office, with copy of a letter from the Postmaster-General's department in London.

"*Revision of the Treaty.*

"The letters in the Appendix from Consul Robertson, in Canton, and the reply from the Chamber, contain all the information required upon this subject.

"*Funds of the Chamber.*

"The accounts of the Chamber for the past half-year have been audited by Messrs. Riddell and Nelson, and are annexed hereto. It will be seen that there is a balance against the Chamber of 478 dols. 93c, against which, however, subscriptions to the Chamber circulars up to date have yet to be collected, amounting to 350 dols. The other funds of the Chamber, 10,000 dols., remain on deposit in the Hong Kong and Shanghai Banking Corporation, and Chartered Mercantile Bank of India, London, and China."

On the Chairman remarking that this was the business of the meeting, it was observed by some members that the resolution of Mr. Belilios had to be disposed of.

The Chairman said that this meeting was called for the adoption of the report only.

Mr. Delbanco remarked that he did not see that any strictly legal interpretation should be given as to what was to be decided; and if an important question was raised, such as the present, something should be done.

The Chairman replied that it was very easy for those to talk so who had not the trouble attached to such matters, but there had been very little desire shown to do anything upon any matter touching the trade of the colony; and two meetings had to be called before anything could be done. The position of member of committee was a most thankless and ungrateful one. Perhaps Mr. Delbanco would join the committee, and then something might be done.

Mr. Delbanco: No, no; I beg your pardon. You might then speak of winding up the Chamber altogether. But when a subject of importance arises it ought to be dealt with; and the members, he was sure, had the greatest confidence in the committee.

Mr. Bryans said that the meeting was one at which anything could be discussed. The Chamber at Shanghai had discussed the measurements and Chinese clothing; and it was an argument in favour of doing so that a large meeting, so difficult to get up, was now gathered together.

Mr. Bosman had no doubt that the duties of the Committee were very arduous, judging from the report. (Laughter.) He had one suggestion to make, viz., that something should be done in obtaining the privilege of posting letters on board the French packets up to the time of departure, the same as they did on board the P. and O. steamers. He understood that it was only a little matter of delicacy between the French mail-agent and the Postmaster (which no doubt could be arranged), which prevented it at present.

The Chairman said that was a very good suggestion.

Mr. Belilios' motion as to the opium was then put to the meeting. It is as follows:—"That the Chamber should take cognisance of the extra squeezes that are now being levied by the Chinese Government under the guise of tax they are entitled to according to the treaty; and that, in doing so, the committee be requested to ask the assistance of one or two members who are connected with the opium trade, who may point out means to remedy the evil."

The Chairman thought that a special committee ought to be appointed to consider the question; but he was afraid that the resolution did not meet the case, because the Chamber had already taken cognisance of the opium question.

Mr. Sassoon said that no steps had been taken by the Chamber; the Governor had been memorialised by the community, but the Chamber had done nothing.

Mr. Kresser spoke favourably of the motion.

Mr. Bryans rather considered that the Chamber was assuming that there was an evil to remedy before they had proof that the evil existed. If the duties alluded to were not levied in violation of the treaty, then there was no evil to remedy; nor was there any evil if the levying of those duties had ceased. They could only remonstrate.

Mr. Bosman assured the Chamber that the levy had not ceased, for he saw it yesterday, when seven or eight war junks and one or two cruisers were overhauling outgoing junks a few miles outside.

The motion having been put by the Chairman, was duly carried.

Mr. Sassoon next proposed that, as the former Parsee member of committee had gone away, another Parsee gentleman ought to be placed upon the committee to represent Parsee interests. He would propose Mr. Buxey.

Mr. Bryans seconded the proposition, and it was duly carried.

Mr. Bosman then proposed:—"That the committee take into consideration the advisability of the necessary arrangements being made for posting letters on board the French packets up till the time of departure of the steamers, as is now done on board the P. and O. steamers, and address the authorities on the subject.

The resolution, having been seconded by Mr. Bryans, was unanimously carried; and the Chamber adjourned, after passing a vote of thanks to its vice-chairman for presiding.

## CHINA TRADERS' INSURANCE COMPANY.

The third ordinary meeting of shareholders in this company was held at the office of the general agents, Hong Kong:—

Present:—Messrs. Helland (in the chair), G. Heard, A. Heard, Viscount de Cercal, Messrs. (Hon.) Taylor, Kaye, Delbanco, Mellish, Olmsted, Captain Sands, Duncanson, Da Costa, Chaindler, and Shung.

The following is the printed report of the committee:—

"The committee have now the pleasure of waiting upon the

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shareholders with a report of the working of the company during the past twelve months.

"The amount of premium collected in Hong Kong and China, between the 1st of November, 1867, and the 31st October, 1868, and the amount collected at the foreign agencies within that period, of which the general agents have received advice, after deducting all sums paid as bonus and commissions and adding interest, amounts to 320,010 dols. 22c. The outstanding averages and claims not yet settled amount to 39,689 dols. 53c. (it is expected that this item may be somewhat reduced). The annexed accounts have been audited by Mr. J. B. Taylor and Mr. E. Delbanco, the last-named gentleman having been appointed to take the vacancy caused by Mr. William Kaye having joined the committee. In accordance with the articles of association, the meeting will have to elect auditors for the coming year; Mr. Taylor has resigned, and Mr. M. P. Jukes has offered himself for election.

"It will be seen from these accounts that after carrying forward to the next year's accounts 20,000 dols. for premia received in respect of risks taken before October 31st, but not yet terminated, and after carrying forward dols. 39,689.53 to suspense account, to meet unsettled claims put forward, and writing off dols. 1,856.04 from preliminary expenses, there remains a balance to the credit of profit and loss account, in respect of transactions already closed, of 140,000 dols., and the committee recommend that this sum be declared available for distribution as profits of the company for the year.

"The apportionment of this sum, if appropriated as being so distributable, will under the 132nd clause of the articles of association be as follows:—the sum of 35,000 dols. to be carried to the reserve fund and invested by the committee; the sum of 35,000 dols. to be divided pro rata among contributing shareholders, and the sum of 70,000 dols. or 350 dols. per share to be paid to shareholders as general dividend.

"In accordance with the 86th clause of the articles of association, two members of the present committee (Mr. Helland and Mr. Kaye) retire from office at this meeting, but being eligible, offer themselves for re-election.

"Hong Kong, December 3rd, 1868."

The Chairman having proposed, and Mr. Mellish having seconded the adoption of the report, the same was unanimously carried by the meeting.

Mr. Kaye proposed that Mr. Delbanco be re-elected, and Mr. Jukes elected, as auditors for next year; which, being seconded by the Hon. J. B. Taylor was unanimously approved.

It was then proposed by Viscount de Cercal, and seconded by Mr. G. Heard, that the retiring directors should be re-elected.

The Chairman then congratulated the members on the satisfactory termination of the business of the year, and expressed a hope that the future years would be similarly successful.

The meeting then terminated.

## STRAITS SETTLEMENTS.

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### SINGAPORE.

Dates from this port are to the 22nd Dec. The English mail of Nov. 6 arrived out on the 10th Dec., and the French mail of the 18th Nov. on the 21st Dec. The latest telegraphic news received from London was dated Dec. 8. The following is the *Straits Times* summary of news:—

H. M.'s troop steamship *Himalaya* sailed for Hong Kong on the 8th Dec. with the 75th Regiment on board.

The Ocean Steam Company's steamer *Ajax* arrived here from Hong Kong on the 14th Dec., and after taking in a considerable amount of Singapore produce, about 2,000 tons, sailed for home at noon on the 19th instant. She looks none the worse for her involuntary dive into the Shanghai river.

H.M.S. *Salamis*, with Vice-Admiral the Hon. Sir Harry Keppel and Lady Keppel on board, sailed for China on the morning of the 15th Dec.

During the past fortnight very little has occurred which calls for particular notice, or which possesses any interest to any one unacquainted with local questions or events.

The Municipal Commissioners have published an estimate of the municipal revenue and expenditure for the next year, from which it appears that a deficit of some 22,000 dols. is anticipated. This is somewhat ominous when we consider the questions of the waterworks and drainage.

Some Hoey disturbances of the peace have marked the fortnight, but they have been of no consequence and have been easily quited by the police.

The area of the colony, according to the Penang papers, has been recently increased by the rediscovery (mark the word) of several islands, yclept Dindings, off the Perak coast, which are now to be forthwith colonised, being found suitable for sugar canes and other produce.

The Governor continues at Penang, and no political news is stirring, except rumours as to official changes, which would appear to be the following up of the first blow at the old Indian officials in Mr. Maxwell's case. Another Indian official of long service and considerable ability is to be pitchforked a step or two down the ladder in order to make room for *un homme nouveau*. Such i the rumour, and the manner of doing it—by replacing one Indian official by another who vacates his place for the new man—must be confessed to be a master-stroke of ingenuity, if it were not so glaring as to look almost stupid.

At the last moment, while going to press, we learn that the Legislative Council was closed on the 19th inst. in Penang, and we have been favoured with a copy of the Governor's speech. It recounts the legislative labours of the session, and with regard to finance, says ominously that "the Auditor-General's flourishing surplus will possibly be reduced on the settlement of certain outstanding accounts with the late Government." We omitted to mention that the abstract of revenue and expenditure for the quarter ending 30th Sept. has been published. We find that the surplus of revenue from 1st April, 1867, to 30th September, 1868, is some 80,000 dols. odd, while the loans amount to some 97,000 dols. odd. This is supposing the Indian Government pays up all debited to it, and includes only partially Government House, and does not include the new steamer. Where will the colony be if the Indian Government insists upon repudiation?

Advices from Penang inform us that the good people there are getting up two addresses, European and native, to their late registrar, Mr. Maxwell, sympathising with him on the injustice done him by the Duke of Buckingham and Chandos. The *Gazette* will have it that his Grace in his action in the matter has gone clean against the sacred rules and regulations of the Colonial service; that his summary dismissal is contrary to all precedent—is not only unnecessarily harsh and unjust, but quite illegal and *ultra vires*.

# Commercial Report.

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## CHINA AND JAPAN IMPORTS.

YOKOHAMA.—A slight show of activity in the beginning of the fortnight soon died out, and the arrival of the J. C. Munro and Star of the East from London, with general cargoes, had reduced the market to complete stagnation. Cessation of native business on account of the Mikado's visit to Yedo is also thought to have assisted this effect. The current quotations were as follows:—Cotton Yarn, Nos. 16 to 24, $47 to 48 per picul; 28 to 32, $50 to 51; Grey Shirtings: 7 lbs., $2.45 to 2.50 per piece; 8.4 to 8.8 lbs., $3 to 3.10. T-Cloths, $1.90 to 2.40; Camlets, S., $16 to 17 per piece; SS., $14.50 to 15; Cloth, Broad, $1.50 to 2 per yard; Medium, $1 to 1.75; Blankets $0.80 to $0.90 per lb.; Iron, Nail Rod, $3.10 to 3.40 per picul; Hoop, $4.25 to 4.50; Lead, $7.50 to 8.

TIENTSIN.—The market for Piece Goods was firm. Grey Shirtings were quoted—8¼ lbs., Tls. 2.2.8; White Shirtings, 64 reed, Tls. 2.3.5. T-Cloths were quiet.

SHANGHAI.—Cottons: A very small business had been transacted throughout the fortnight, partly owing to the closing of the Northern trade for the season and to the limited stocks of Plain Cottons. Grey Shirtings had met with purchasers at Tls. 2.1.5 to 2.1.9 for 8¼ lbs., and Tls. 2.0.2 to 2.0.5 for 7 lbs., which latter were scarce. White Shirtings had been dealt in to a small extent, as also T-Cloths and Drills. Fancy Cottons continued dull of sale, at low prices. Woollens and Worsteds, although very cheap, attracted no attention. Coals: No arrivals of importance had added to the stocks during the fortnight, and the market had been quiet, with prices not materially changed. The arrivals had been:—From Great Britain, 1,160 tons; from America, 369 tons; from Australia, 2,150 tons; from Japan, 350 tons—in all, 4,029 tons, of which 1,460 tons were to order. Quotations:—G. E. Grey Shirtings, 7 lbs., Tls. 2.0.3 to 2.0.7; 8¼ lbs. to 8½ lbs., Tls. 2.1.5 to 2.1.9; G. E. White Shirtings, Tls. 1.9.5 to 3; T-Cloths, Tls. 1.4.0 to 2.4.5; Iron, Nail Rod, Tls. 1.9.5 to 2; Fair to Good Assorted, Tls. 2.1.5 to 2.5.0; Hoop, Tls. 1.8.0 to 2; Flat and Round, Tls. 2.4.5 to 2.5.0; Lead, Tls. 5.5.7 to 6; Tin Plates, Tls. 4.3.0 to 4.8.0.

HANKOW.—The market for piece goods had been dull, and prices for many descriptions had declined. Grey Shirtings had been sold at Tls. 2.1.4 to 2.2.0 for 8¼ lbs., and Tls. 2 to 2.0.5 for 7 lbs. White Shirtings, 64 to 66 reed, and drills had been in moderate request. T-Cloths were lower five candareens to one mace, and at this decline sales to some extent had been effected. Fancy cottons had been little inquired for. Woollens and Worsteds: The demand for these goods had been small, and in most instances quotations were lower. Lead: Purchases had been made at Tls. 6.4.0 to Tls. 6.5.5 per picul.

FOOCHOW.—The business done during the interval had comprised 1,100 pieces 8¼ lbs. Grey Shirtings at $2.95 per piece, 250 pieces Turkey Red Shirtings at $3.20 per piece, and 350 piculs Lead at $8 per picul (against tea).

HONG KONG.—The following is from Messrs. Olyphant and Co.'s Circular, dated Dec. 14:—Trade generally is very dull and dragging, and the prospects for any improvement are still very remote. Cotton Yarn: There is a rather better feeling in the market, and holders are demanding slightly higher rates for Nos. 16 to 24, but dealers, though holding only limited stocks, are very unwilling to respond, and but a very small business has been done. The higher numbers are unchanged in value. Piece Goods: The business done has been very unsatisfactory, being limited in extent, and at prices in favour of buyers, some importers showing themselves desirous to sell, but the generality of holders are asking prices much over quotations, knowing that dealers are carrying very light stocks, and anticipating an improvement in the market after the China New year. During the early part of the fortnight no sales were reported, but latterly small parcels of Grey Shirtings and T-Cloths have been quitted, and within a few days past one lot of 24,000 pieces 8.4 lb. Grey Shirtings has been placed at $2.65, 10 weeks prompt. As evidencing the present condition of the market, and the native views as to its future, we would remark that only a few thousand pieces of this parcel were taken by a dealer, the balance being divided amongst several compradores in the employ of foreigners. The northern trade being over for the season, there are no buyers of American Cottons or English and Dutch imitations, and quotations are entirely nominal. The sale of Dutch Drills reported was

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made of goods to arrive two months hence. Woollens: All descriptions share in the general depression, excepting Blankets and Lastings, which maintain their former values, stocks being comparatively light. Sales of the latter cannot be effected at the moment, dealers being occupied in working off their former large purchases. Metals: Iron of all kinds is very firm. The recent advance in Lead has been partially lost, additions having been made to stocks, and further supplies being shortly expected. Tin is steady. Tin Plates easier. Quicksilver is quite neglected and very weak. Coal: Receipts aggregate 1,770 tons Welsh, and 5,155 tons Australian (about half to consumers). Sales have been 460 tons Welsh at $11.25 and 500 do. Australian at $7.25, both parcels ex ship. Ginseng: There is no change to note. The demand is still slack, but holders continue fairly firm. Sales have been 33 casks fine Crude at $141, and 17 do. at $120 to 130 per picul. The current quotations were as follows:—Cotton Yarn, Nos. 16-24, per picul, $115 to 122.50; Nos. 28-32, $130 to 145; Nos. 38-42, $147.50 to 155. Grey Shirtings, 7 to 7¾ lbs., per piece, $2.40 to 2.37; 8 to 8¾ lbs., $2.65 to 2.80. White Shirtings, $2.35 to 4. Spanish Stripes, per yard, $1.02 to 1; Long Ells, MM Scarlet, per piece, $8.45 to 8.70; Camlets, SSS, $13.50 to 21; Iron, Nail Rod, Nos. 1 to 6, per picul, $2.50 to 2.70; Hoop, $2.90 to 2.80; Bar, $1.85 to 2.25; Lead, large, $6.40 to 6.95. Steel, English, per tub, $4.30 to 4.25. Coals, afloat, per ton, English steam, $11 to 10.05; American anthracite, $12.50 to 12.

## CHINA AND JAPAN EXPORTS.

### TEA.

YOKOHAMA.—There had been a fairly active demand for tea during the fortnight, and settlements were computed to be about 3,000 piculs, principally for America, and consisting of most grades. Prices generally were easier, and late purchases had been made at slightly reduced rates; supplies had not been in excess of the demand, stocks therefore remained with little change. Quotations:—Common, $18 to 21 per picul; good common, $22 to 23; medium, $24 to 26; good medium, $27 to 29; fine, $30 to 34; finest, $35 to 40; choice, nominal.

SHANGHAI.—Black: This market had remained firm during the fortnight, and a fair business had been done for the period of the season. Settlements were 5,188 chests, nearly all of very inferior quality. The stock left was firmly held for current rates. Settlements for the fortnight, 5,188 chests; reshipments on owners' account, 1,488 chests; stock, 42 chops, or 13,011 chests. Quotations (duty paid, exchange for credits, at 5s. 10½d. per tael, and freight at £2 10s. per ton) were as follows:—Shanghai-packed, common, 10d.; Ooonam, common, 11¾d.; Ningchow, common to fair, 1s. 0¾d. to 1s. 1¼d. Green: There is little or no change to report in Green Teas. Finest kinds were still wanted at full rates, while medium and common grades being in very full supply were easily dealt in. The business done had again been chiefly for the American market, but over 6,000 half-chests Pingsuey, and a few parcels of common Fychow and Shanghai-packed descriptions had been taken for England. Settlements and reshipments consisted of 26,727 half-chests Tienkai and Moyune, at Tls. 35 to 46.4; 1,721 half-chests Fychow, at Tls. 29½ to 37; 6,112 half-chests Pingsuey, at Tls. 28¾ to 39; and 4,165 half-chests Shanghai-packed, at Tls. 25½ to 30½. Settlements for the fortnight, 35,242 half-chests; re-shipments on owners' account, 3,483 half-chests; stock, 126 chops, or 70,587 half-chests. Quotations (duty paid, exchange, &c., as above) for Fychow and Moyune teas were as follows:—Gunpowder, 1s. 5½d. to 3s. 6d.; Imperial, 1s. 2d. to 2s. 9d.; Young Hyson, 11¼d. to 3s. 1d.; Hyson, 1s. 1¼d. to 3s. 3d.; Twankay, 8¼d. to 1s. 6d.

HANKOW.—Business since last mail consisted of the settlement of one small chop for Russia, at Tls. 14.7.5 per picul, and the shipment of about 1,500 chests to this. The season is said to be closed. Quotations were:—Oonam, common, Tls. 14.7-5; export of tea from Jan. 1, 1868, to Dec. 3, 1868, 44,860,250 lbs.; export of tea from Jan. 1, 1867, to Dec. 3, 1867, 34,932,381 lbs.

KIUKIANG.—Black Teas: Teamen had continued to send forward to Shanghai, immediately on arrival, the few parcels coming to hand, and no settlements are advised. Export from Jan. 1 to Dec. 4, 1868, 154,342 chests; June 1 to Dec. 4, 1868, 151,242 chests.

FOOCHOW.—The following is Messrs. John Odell and Co.'s report, dated December 4:—Our last report was dated 20th ult., since when a fair amount of business has been transacted. Congous.—Business on English account has continued on the most limited scale, holders still refusing to make any important concession in price, though occasionally a chop has been settled on slightly easier terms during the past day or two; about 3,000 chests have been taken by Continental and American buyers, at the decline noticed in our last. Souchongs.—A few settlements are reported at full rates. Oolongs.—American buyers have shown considerable anxiety to effect purchases, and nearly the whole of the supply on offer has been taken at prices showing a reduction of 2 to 3 Taels per picul on last season's rates. Many of the settlements are not yet reported, but the unsold stock does not exceed 12,000 ½-chests, and it is unlikely that there will be any further arrivals from the country. Scented Teas have been in limited request at previous quotations. Flowery Pekoes.—A further small quantity has been taken for India. About 1,000 packages (broken and damaged) Tea, ex *Sovereign of India*, have been sold by auction, and realised full prices. Settlements for the fortnight have been:—Congou, 5,496 chests, at Tls. 8.3 to 18.8 per picul. Souchong, 733 chests, at Tls. 17.8 to 32.8; Oolong, 77,650 half-chests, at Tls. 18.8 to 30.3; Scented Teas, 4,240 boxes, at Tls. 9.3 to 24.8. Our quotations are:—Congou: Dust to broken leaf, Tls. 8.3 to 12.8 per picul; low ordinary to common kinds, Tls. 13.8 to 16.8; good common to common flavoury, Tls. 17.0 to 18.8. Oolong: Common cargo, Tls. 17.0 to 18.5; fair to good, Tls. 21.0 to 23.0; superior to fine, Tls. 26.0 to 31.0; choicest, Tls. 36.0 to 40.0.

CANTON.—The demand for scented tea had continued during the interval, but had been confided almost exclusively to two parties. Little if any change had taken place in prices. The few finer parcels of Caper on offer were held for full prices, and the settlements reported were chiefly of lower grade tea. Stocks of all kinds were very much reduced. The holders of the 2,220 chests country Congou were still very much too high in their ideas to meet the views of buyers. The following were the settlements reported:—Scented Orange Pekoe, 6,500 boxes at Tls. 16.50 to 28; Scented Caper, 12,000 boxes at Tls. 16 to 22.50; Canton Young Hyson, 1,300 boxes at Tls. 17.

### SILK.

YOKOHAMA.—Purchasers had kept steadily in the market through the fortnight, and since the receipt of home telegrams to October 27 some large transactions had ensued, good hanks had become very scarce, and prices for these and also for medium qualities had advanced fully $30 to $50. One noticeable feature had been considerable arrivals of silks from the northern districts, due, it is understood, to the partial termination of hostilities there. Large parcels of Oshu and Etchesen in particular had come down; the best of the former had obtained $930, and of the latter $680, and it is said even $730. Settlements were estimated at 1,400 bales, and stocks were reduced to 700 bales. The current quotations (charges paid to London at exchange 4s. 5d.) were as follows:— Hanks—Mybash, Sinchu, &c., extra, 39s. 3d. to 40s. 5d.; best, 36s. 2d. to 38s. 1d.; medium, 33s. 7d. to 35s. 5d.; inferior, 29s. 10d. to 32s. 5d.; Oshu, extra, nominal, 36s. 7d. to 37s. 4d.; best, 33s. 7d. to 35s. 5d.; medium, 29s. 1d. to 31s. 8d.; inferior, 24s. 3d. to 28s. 0d.; Coshu, best, 32s. 1d. to 34s. 3d.; medium, 28s. 9d. to 30s. 11d.; inferior, 24s. 3d. to 28s. 0d.; Sodai, best, nominal, 29s. 10d.; medium, 26s. 1d. to 28s. 9d.; Etchesen, best, 27s. 3d. to 29s. 1d.; 2, 24s. 3d. to 26s. 6d.; inferior, 20s. 5d. to 23s. 5d.; Mashta, best, 24s. 3d. to 26s. 1d.; inferior, 20s. 5d. to 23s. 5d.; Hatchogee Tussah, 23s. 5d. to 25s. 0d.

SHANGHAI.—The following is from Messrs. Skegg's and Co.'s report, dated 8th December:—A much quieter feeling has prevailed throughout the fortnight, and settlements only amount to about 700 or 800 bales. Purchases consist mostly of medium and common Tsatlees, at from Tls. 450 to 500, and though, perhaps, slightly easier in some instances, have been too irregular to admit of any alteration in quotations from those of last mail. A few bales of Chooping's Chop have been settled at Tls. 592½, with a proportion of 3½ and 4½'s; and Blue Peacocks have fetched Tls. 542½. Kahings and Chincums are firm at previous rates, and for a small lot of Long Reels Tls. 410 to 415 proportion price for Nos. 1 and 2 is wanted. Re-reeled Hainings and Tsatlees of best quality are held for last mail's prices, but inferior sorts are very irregular, and rather lower. The few Trams and Organzines on the market still maintain their high value. Equally high prices are still paid in the country, so that the dealers are very firm in their demands, and it would require almost a total cessation from buying to force any material decline on them, now that the estimated quantity left available for shipment appears so much in favour of holders. Settlements to date are about 40,000 bales, which, with 3,000 bales on this market, and 4,000 to 5,000 bales still to arrive, will keep the total well within 50,000 bales for the season, 48,000, in fact, being the general estimate.

CANTON.—There was but little inquiry during the early part of the fortnight, and prices, except for the finer kinds, were rather weaker, without being quotably lower, but since the arrival of the English mail a much greater desire to buy had been manifested. The demand ran very much on finer descriptions of silk, and had caused them to be more firmly held. A considerable business was being steadily done in Cocoons by one buyer, who had been purchasing them as fast as they were offered. Re-reeled Cumchook of good quality continued in request, and prices had advanced about $10. From the country reports stated the amount of silk to come forward as quite small and prices higher. We give the following as settlements and quotations:—Tsatlee, 160 bales, at $510 to 550; Loong Kong, 80 bales, at $515 to 540; Kow Kong, No. 3, 140 piculs, at $478 to 492; Re-reeled Cumchook, 250 boxes, at $555 to 570; Cocoons, 300 bales, at $577.

## EXPORT OF TEA AND SILK, SEASON 1868-69.

### TO GREAT BRITAIN.

| Date. | From Kanagawa & Nagasaki. | From Shanghai and Hankow | From Foochow. | From Amoy. | From Canton, Macao, &c. | Total lbs. | SILK. Total Bales & Cses |
|---|---|---|---|---|---|---|---|
| From June 1 to Nov. 30, 1868 | 605753 | 63378693 | 49533375 | ... | 12129197 | 125647018 | 53835 |
| Corresponding period last season | 794506 | 45309700 | 36955699 | ... | 10576643 | 93636548 | 34794 |

*Shipments Since;*

| | | | | |
|---|---|---|---|---|
| Nov. 28 per Ocean Chief | From Foochow | ... | 1,034,600* | |
| — 28 ... Zemindar | ... Shanghai | ... | 1,502,260* | |
| Dec. 1 ... China (ml. str.) | ... Do., &c. | ... | — | 1,810 |
| — 1 ... Ajax (str.) | ... Do. | ... | — | 64 |

* Included in above total.

### TO UNITED STATES.

| | | | | | | | Pcls. |
|---|---|---|---|---|---|---|---|
| From June 1 to Nov. 30, 1868 | ... | ... | ... | ... | ... | 17093031 | 1061 |
| Corresponding period last season | ... | ... | ... | ... | ... | 21825118 | 596 |

*Shipments Since;*

| | | | |
|---|---|---|---|
| Nov. 26 per Golden State | From Shanghai | ... | 1,683,954* |
| Dec. 7 ... Kjobenhavn | ... Do. | ... | 219,004 |

* Included in above total.

### TO THE CONTINENT.

| | | | | | | | Bales* |
|---|---|---|---|---|---|---|---|
| From June 1 to Nov. 30, 1868 | ... | ... | ... | ... | ... | 3232439 | — |
| Corresponding period last season | ... | ... | ... | ... | ... | 985036 | — |

*Shipments Since;* None.

### TO AUSTRALIA.

| | |
|---|---|
| From June 1 to Nov. 30, 1868 ... ... ... ... ... | 15,172,661 lbs. |
| Corresponding period last year ... ... ... ... ... | 9,756,055 |

*Shipments Since;*

| | | |
|---|---|---|
| Dec. 1 per Doon | From Foochow ... | 333,200 |

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# Shipping Intelligence.

## ARRIVALS.

At YOKOHAMA.—From London, Nov. 24, John C. Munroe; 27, Star of the East.

At SHANGHAI.—From Liverpool, Dec. 7, Cleta; from Cardiff, Nov. 28, Onward; Dec. 6, Abbotsford; 7, Gabalva; from Hamburg. Nov. 29, Hong Kong; from New York, Dec. 7, Virgilia.

At HONG KONG and CANTON.—From London, Jan. 7, Red Deer; 13, Dunkeld; from Cardiff, Dec. 3, Cutwater; from Liverpool, 13, Sirene; from Hamburgh, Nov. 30, Uranus.

At MANILA.—From Liverpool, Nov. 26, Amigos; 28, Ardanza.

At SINGAPORE.—From Newcastle, Dec. 10, Maury; 19, Coleroon; from Newport, 12, Kvernbitr; from Rotterdam, 13, Catharina.

At PENANG.—From London, Dec. 18, Alice.

## DEPARTURES.

From SHANGHAI.—For London, Nov. 28, Zemindar; for Boston, Dec. 7, Kjbenhavn.

From FOOCHOW.—For London, Ocean Chief; for Continent, Skjold.

From HONG KONG and CANTON.—For London, Dec. 8, Ajax (s.), for Channel; Dec. 2, Excelsior; for Havana, 8, Lucie.

From MANILA.—For Falmouth, Dec. 4, Signe; for Cork. Nov. 26, Serafin; 30, Lord of the Isles; for Channel, Nov. 16, San Fernando; Dec 2, Exonian; for New York, Dec. 2, Frederick.

From SINGAPORE.—For Liverpool, via Mauritius, Ajax (str.); for Boston, Dec. 19, Elizabeth; for New York, via Penang, Bertha and Pauline.

From PENANG.—For London, Dec. 22, Ajax.

## VESSELS LOADING.

At YOKOHAMA.—For London, Johanna Marrie; for New York, Alexandra, N. B. Palmer.

At SHANGHAI.—For London, Elmston, J. M. Joshua; for New York, Burnside, Falcon, Laurel, Dartmouth, E. Rickmers, Sir W. Wallace.

At FOOCHOW.—For London, Kelso, Roslin Castle; for New York, Elizabeth Nicholson, Surprise.

At PENANG.—For London, Alice; for Boston, Simon.

## FREIGHTS AND CHARTERS.

At YOKOHAMA.—To London: £4 per ton of 50 cubic feet. To New York, £3 10s. per ton of 40 feet.

At SHANGHAI.—To London and United States the rate remains unchanged.

At FOOCHOW.—To London: £2 10s. to £3 per ton. To United States: £3.

At HONG KONG and CANTON.—Homewards the principal inquiry has been via Saigon at from £3 5s to £3 10s. per ton, and via Bangkok at from £3 to £3 5s. per ton. For London direct the Kelso and Roslin Castle have taken the berth in Whampoa at £2 15s. and £2 10s. per ton, respectively.

At MANILA.—For the U. K. there are no settlements to report. The Norwegian barque Anna, has been taken up for New York, at $12 gold for 4 bales hemp.

At SINGAPORE.—To United Kingdom, £3; to New York, £3 5s. to £3 15s.

At PENANG.—To United States, The Simon, chartered at Singapore, fills up at £3 15s.

## VESSELS PASSED STRAITS OF SUNDA.

| Date. | Ship. | From | To. |
|---|---|---|---|
| Nov. 25 | Smyrna | Foochow | London |
| ,, — | Jane Blyth | Singapore | Liverpool |
| ,, 27 | Jason | Batavia | Rotterdam |
| ,, — | Hindostan | Shanghai | London |
| ,, 28 | Antrim | Manila | London |
| ,, — | Corea | Macao | London |
| ,, — | Orion | Bangkok | Cuxhaven |
| ,, — | Helensbank | Cardiff | Singapore |
| ,, — | Dudbrook | Manila | London |
| ,, — | H. Gerardina Susanna | Batavia | Rotterdam |
| ,, — | Krimpen a d Lek | Batavia | Rotterdam |
| ,, 29 | Wilhelmina & Clara | Batavia | Amsterdam |
| ,, 30 | Bremen | Batavia | England |
| Dec. 3 | Nederland | Batavia | Holland |
| ,, — | John Masterman | Batavia | London |
| ,, — | George Green | Singapore | Boston |
| ,, — | City of Quebec | Foochow | London |
| ,, 4 | Antares | Macao | Havana |
| ,, 5 | Engel | Amsterdam | Japan |
| ,, — | Veronica | Foochow | Liverpool |
| ,, — | Savoir Faire | Hong Kong | Falmouth |
| ,, 7 | Invincible | Bangkok | Falmouth |
| ,, — | Cymbeline | Hong Kong | Falmouth |
| ,, — | Tyburnia | Shanghai | London |
| ,, — | Competitor | Manila | Boston |
| ,, — | Palm Tree | Manila | London |
| ,, — | Polmaise | Shanghai | London |
| ,, — | H.B.M.'s Basliisk | Batavia | Cape of G.H. |
| ,, — | Pactole | Macao | Havana |
| ,, — | River Eden | Manila | London |
| ,, — | Juliana | Manila | Liverpool |
| ,, — | Haojalune | Manila | Falmouth |
| ,, — | Wm. Wilson | Manila | New York |
| ,, — | Noach Arden | Cardiff | Shanghai |
| ,, 8 | Glaneur | Saigon | Bordeaux |
| ,, — | Florida Blanca | Manila | Cadiz |
| ,, 10 | Timour | Bangkok | Falmouth |
| ,, — | Matia Marton | Macao | Havana |

# COMMERCIAL POSTSCRIPT.

The amount of bullion by the P. and O. Company's steamer *Delta*, from Southampton on the 23rd inst., was in gold to Galle, £5,000; to Madras, £993; to Bombay, £14,500; in silver to Bombay, £80,200; to Calcutta, £15,400; to Hong Kong, £24,635; to Shanghai, £7,500; total in gold, £20,493; in silver, £127,735.

## SHIPPING.

ARRIVALS NOT IN THE TABLES.—Off South Foreland, from Rangoon Matilda; Jan. 21, at London, from Singapore, Annie Florence; 24, at Queenstown, from Rangoon, Advance; at London, from China, Alcyone Maitland.

DEPARTURES.—Jan. 23, from London, for Hong Kong and Foochow, Kaisow; for Cardiff and Hong Kong, Thetis; — from Cuxhaven, for Shanghai, Taikua; 22, from Falmouth, for Shanghai, Willy Rickmers, after repairing; from Liverpool, for Manila, Nicholrs.

LAID ON.—At London, for Shanghai, Rollo.

SPOKEN.—Alecono (?) (barque), Shanghai to London, 86 days out, Dec. 2, 24 S., 3 E., Vier Gezusters (Dutch barque), Padang to Rotterdam, 5, 35 N., 33 W.; Sparkling Foam, Shanghai to London, 115 days out, Jan. 7, 36 N., 32 W.; Sarah Nicholson, Shanghai to London (?). Nov. 16, 30 (?) S., 36 E.; Malta, Penang to London, Dec. 7, 15 S., 7 E.; Arabella, Newport to Colombo. Nov. 5, 3 N., 24 W.; Constance, Rotterdam to Hong Kong, Dec. 4, 3 N., 27 W.

# LATEST TELEGRAMS

## RECEIVED VIA GALLE, JANUARY 14.

### JAPAN.

YOKOHAMA, DEC. 16.—Hakodadi has been besieged and taken by a rebel fleet of seven vessels. The assault was headed by foreigners. Her Majesty's ships *Satellite* and *Argus* and the French war vessel *Venus* have proceeded to Hakodadi. The foreign community are in safety, and have not been molested.

### CHINA.

HONG KONG, DEC. 29.—Grey shirtings and water twist dull and unchanged. Cotton, Bengal, fair medium, $17; Tea quiet, but unchanged. Total exports (China and Japan), 125,000,000 lb. Exchange on London.—Bank bills, six months, 4s. 4¾d.

SHANGHAI, DEC. 23.—Grey shirtings, 6½ catties, 8¼ lb., 2·10 to 2·15 taels. Cotton, Shanghai, 15 taels; Tea, firm; Silk, heavy and declining; No. 3 Tsatlee, 600 taels. Settlements since the departure of last English mail, 1700 bales. Export to date (China and Japan) from commencement of season, 55,000 bales. Exchange on London—Bank bills, six months, 5s. 10¼d. Freight.—Tea, £2.

## RECEIVED JANUARY 20.

HONG KONG, JAN. 3.—The markets here and at Shanghai are quiet and unchanged since the departure of the last mail. The China Tea report to date amounts to 130,000,000 lb. Stock in all China, 30,000 chests. Only five ships loading, the season being virtually over.

# BIRTHS, MARRIAGES, AND DEATHS.

## BIRTHS.

BOWMAN—On the 11th Jan., at 22, Burnley-road, Clapham-road, S.W., the wife of J. D. Bowman, Esq., of a son.

CRAWFORD—On the 4th Dec., at Hong Kong, Mrs. D. R. Crawford, of a daughter.

ELLES—On the 11th Jan., at Wimbledon-common, the wife of Jamieson Elles, Esq., of a daughter.

LEWES—On the 3rd Dec., at Shanghai, Mrs. W. F. Lewes, of a son.

PRYCE—On the 9th Jan., at Llwyn-y-groes Hall, the wife of John Pryce, Esq., late of Batavia, of a son, stillborn.

SOLBE—At Chefoo, the wife of Edward Solbe, Esq., H.B.M.'s Consular Service, of a son.

ULLETT—On the 15th Jan., at Wascotes-hill, Bassedon, the wife of R. B. Ullett, Esq. a son.

WRIGHT—On the 18th Jan., at 22, Kildare-terrace, Westbourne-park, London, the wife of James Hanson Wright, Esq., of Shanghai, China, of a son.

## MARRIAGES.

ADAMS—ARMSTRONG.—On the 3rd Dec., at Shanghai, M. C. Adams, Esq., of Japan, to Mary L., relict of the late Capt. P. B. Armstrong, and third daughter of J. W. Phillips, Esq., Monmouth, England. No cards.

ALLEN—SKINNER.—On the 14th Dec., at St. John's Cathedral, Hong Kong, by the Rev. William Robert Beach, M.A., Isaac Winter Allen, son of the Rev. James Allen, Islington, London, to Lucy Lee White, daughter of the late Mr. James Skinner, Dawlish, Devon.

BOIS—WHITE—On the 15th Dec., 1868, at Colombo, Ceylon, by the Right Rev. the Lord Bishop of Ceylon, assisted by the Rev. Mr. Rowlands, Frederick William Bois, Esq., to Mary Elizabeth, daughter of James Thomas White, Esq., all of Ceylon.

MACINTOSH—CAMPBELL.—On the 10th Dec., at St. John's Cathedral, Hong Kong, by the Rev. William Robert Beach, M.A., Lachlan MacIntosh, Esq., of Shanghai, to Flora Anne, third daughter of the late William Campbell, Esq., of Ederline, Argyleshire.

MASINS—ELLIOTT.—On the 5th Dec., at Singapore, by the Rev. W. Jeffreys, William Masins, of Bangkok, to Jane, daughter of Robert Elliott, of Cheltenham.

RATHBONE—HERVEY.—On the 9th Jan., at the Oaks, Londonderry, by the Rev. G. Galbraith, rector of Lower Comber, S. G. Rathbone, Esq., of Allerton, near Liverpool, to Eleanor Augusta, widow of Felton F. W. Hervey, Esq., and second daughter of Acheson Lyle, Esq., of the Oaks, Londonderry.

ROSE—BOWMAN.—On the 12th Dec., at St John's Cathedral, Victoria, Hong Kong, by the Rev. W. R. Beach, Colonial Chaplain, John Falconer Rose, of Nairn, N.B., to Hannah Bowman, of Walthamstow, Essex.

YULE—ALEXANDER.—On the 5th Jan., at Peterhead, by the Rev. Dr. Rinson, A. H. Yule, Esq. (formerly of Yokohama, Japan), to Susan, only daughter of William Alexander, Esq., of Springhill, Provost of Peterhead.

## DEATHS.

AHRON—On the 8th Dec., at the residence of Dr. Krause, Mr. Moritz Ahron, of Hamburg, aged 24 years.

BROOKE—On the 23rd Nov., at Yokohama, Anne Constance Brooke, aged one year.

CAUTHERLEY—On the 22nd Sept., drowned, at sea, from the ship *Mikado*, off the Crozet Isles, South Indian Ocean, William Samuel, second son of Charles Samuel Cautherley, of Baldock, and grandson of the late Rev. Samuel Cautherley, vicar of Royston, Herts aged 18.

LAVERS—On the 31st Dec., at Hill, near Southampton, William Bertham, only son of M. G. Lavers, Esq., of Croydon, Surrey, aged 12 years.

RAWLING—On the 13th Jan., at his residence, 4, Home-park-villas, Stoke, Devonport, Mr. Matthew Rawling, aged 69 years.

ROBINSON—On the 10th Jan., Nea Eva Emily, eldest daughter of Sir Hercules and the Hon. Lady Robinson.

SCHEBACH—On the 10th Nov., at Chefoo, Mr. J. H. C. Schebach, aged 32 years.

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## THE SUEZ CANAL.

The following letter relating to the opening of the Suez Canal has appeared in *The Times*. Whatever may be the weight to be attached to its calculations, its tone indicates that it proceeds from one who fails to share the hopes with which the possible success of this great work should be regarded by all the friends not only of commercial progress, but of the peaceful enterprise of France:—

"Sir,—The shippers and shipowners from whom the director and English representative of the Suez Canal Company has received 'numerous inquiries concerning the precise time when the canal will be opened to the general navigation, in order that they may make timely preparations for the coming event,' will feel grateful to that gentleman for a little further information in addition to that communicated by his letter of the 8th inst., published in the City Article of *The Times*.

"It is the more gratifying to all practical men who take interest in the coming event to receive this authentic and positive assurance from the fact that the telegraphic announcement that a French man-of-war had actually passed through the canal was somewhat denuded of its importance by a letter which appeared in *The Times* on the 29th of December. The directors would hardly have taken the step of calling public attention to so important an event if they had regarded it in the same light as did the English party which happened to pay a visit to the canal at the same time. 'Some little way on,' that is to say, in the basin of Lake Menzaleh, says the reporter, 'we met a small French sloop, the *Levrette*, endeavouring to make her way from Port Said to Suez, supported on barrels and caissons.' . . . . . 'It can hardly be considered a fair trial, proceeding as she will be obliged to do from Ismaila to Suez by the Fresh Water Canal.' The great expense of telegraphic communication was no doubt the cause that these details were omitted in the despatch, published by the directors of the canal, which informed the public of the transit of this man of war.

"The point on which it is now desirable that the English representative of the Suez Canal Company should throw further light has become known in England for the first time in consequence of the letter just referred to. It is the circumstance that one of the most critical operations on which the completion of the canal depends is the filling of a dry basin thirty-five miles long, once a portion of the Red Sea, and known as the Bitter Lakes. The canal authorities hope that this will fill, we are told, in seven or eight months. The coating of from two and a-half to three yards of salt, which covers this large area, bears witness to the energy of the evaporative power of the climate.

"Within less than a hundred miles of this evaporated lake is another and very famous basin, at a level so far depressed below that of the Red Sea as to be exposed to nearly an inch and a-half of additional barometrical pressure. Into this basin, which is longer, although narrower, than that of the Bitter Lakes, the river Jordan, the river Arnon, and one or two smaller streams have poured their entire volumes for the last 4,000 years, without having yet succeeded in raising the surface of the lake to the level of the sea. This well-known fact heightens the interest of the question which is now submitted to the directors of the Suez Canal.

"What is the actual hydrographic area of the Bitter Lake Basin? What is its actual depression below the level of Lake Menzaleh? What is the evaporation of the locality in inches per annum?

"If the two dimensions of thirty-five miles by twenty-four miles, which are given by the English travellers as those of the area of the basin are correct, and if the level be such as to require no excavation for the canal, it is a simple calculation that gives the result, that a body of water equal to that contained by sixty miles length of the Suez Canal must be poured into the basin continuously every twenty-four hours, for twelve months, to fill the basin.

"This supply would require a current at the rate of 2½ miles per hour through the canal. How far the sandbanks, at a slope of 5 to 1, would resist abrasion by this current, may, perhaps, be explained.

"An ordinary formula (hydraulic formulæ are far from being in a satisfactory state) gives the head required for producing a current of this velocity at somewhere about 6in. per mile. To keep up the flow, therefore, from Lake Menzaleh, at this rate, the surface of the Bitter Lakes must be at a depressed level of some 17ft. 6in. below the surface of the Mediterranean. How much has been allowed for this hydraulic requisite? For every foot that the surface of the Bitter Lakes rises above this level the current will be proportionately slackened.

"It is true that when the 12½ miles cutting east of the Bitter Lakes is completed, the waters of the Red Sea may be admitted, and the double supply will have the effect of expediting the filling of the basin. But a fall of 6in. per mile over the 35 miles to Lake Menzaleh is equivalent to a fall of 14in. per mile from the Bitter Lakes to the Red Sea. What will be the effect of the current thus caused on that part of the canal?

"If we add that observations as to evaporation made by the Bombay Geographical Society are such as to raise the question whether the exhalation from the area of the Bitter Lakes may not amount to 12ft. per annum, in which case the above figures would have to be increased by nearly 50 per cent., it is obvious that we have reason for waiting with some anxiety for the reply of M. Lange.

"I am, Sir, your obedient servant,

"Jan. 14." "F. R. C.

## LABUAN COAL.

(MITCHELL'S STEAM-SHIPPING JOURNAL.)

If good steaming coal could be procured at a moderate price in the Eastern seas, it would have an important effect on the navigation of those seas by steamships. The heavy cost for fuel at present is, and has been, the chief cause of the slow progress made in the extension of our steam trade with the East. From reports issued at intervals we have been led to expect considerable assistance from the mines at Labuan. We have kept our readers cognisant of the progress made in the development of mining industry in that island, and have published several communications on the yield of the coal and its burning properties; but as the statements put forward at different times have been so very contradictory, we think it will be of interest to steamship owners and the shippers of coal to give an epitome of the latest official information furnished to the Colonial Office, with the opinions of the officers of several of Her Majesty's ships, and engineers' reports to the Admiralty.

As a rule, the deeper the coal from the surface the better it is found, and this may account in some measure for the condemnatory reports which have been so extensively circulated. In June, 1863, Labuan coal was tried on board the *Scout*, and was said to burn too quickly, and to give off too much smoke and flame to be fit for the Royal Navy. The chief engineer of the *Rifleman* reported—"not fit for the service." The *Vigilant* said—"makes large quantity of soot and clinkers. Steams very indifferently." In 1864 the *Pelorus* reported that this coal could be used economically at reduced speed, requiring slow consumption; the ashes were repeatedly mixed with the coal and reburnt, the amount of clinker being 7·2 per cent.; smoke black and dense; steam generated very quickly, but the increase of consumption was greater in ratio to increase of speed. On board the *Scylla* it was found to generate steam quickly while the fires and tubes were clean; but owing to the fires requiring to be clinkered every four hours, and cleaned out every forty-eight hours, the steam fluctuated very much when working at high speed. Tubes needed cleaning out every twenty-four hours. Clinker 3·3 per cent., and ash 14 per cent. Ship expended in twenty-four hours 37½ tons, instead of 27 tons. The *Adventure*, also, found it burn very well for about four hours, after which the flues became dirty, and full speed could not be maintained. We might quote from thirteen other reports made by engineers of Her Majesty's ships in 1865 and 1866, but it may suffice to say that the whole of those officers found that Labuan coal, burnt by itself and without mixture, consumed rapidly, and gave considerable trouble in attending to the furnaces and cleaning out the tubes. In August, 1868, Mr. Loxdall, chief engineer to the *Rifleman*, in compliance with order, certified that he found it very good for steaming purposes, giving out great heat, burning fast, forming a great quantity of clinker and soot, but leaving a small amount of ash. He considered it inferior to Welsh by 25 per cent. To this Commander J. W. Reed, of that ship, appends a few remarks. He says his engineer's report is more favourable than those of former years relating to the same description of coal on board the vessel. But the fact is, that Labuan coal, fresh raised from the pit's mouth, is very good, but that, owing to its light character, it deteriorates rapidly, especially when exposed under unfavourable circumstances. Some of the coal received from the mine was so bad that steam could scarcely be kept up with it, and sometimes it failed entirely. "Stuff," he says, would, moreover, come out of the funnel in large flakes of burning soot, which set fire to the awnings and endangered the safety of the ship. The general average of loss or difference in consumption between Labuan and Welsh coal in former years was estimated at 33 per cent., but the reduction to 25 per cent. he attributes to the fact that the present engineer of the ship is a careful, scrupulous officer, and for the period over which the working extended, and the result of which was embraced in the report, the best quality of Labuan coal was supplied. During the long employment of Captain Reed in charge of the survey of the China Sea he has taken in coal for his ship at several of the ports, and his experience leads him to the conclusion that Labuan coal is inferior to Welsh, but equal or superior to many other descriptions of coal sent into the Eastern markets, and that it will obtain a good character, if the people at the mines supply it of first-class quality and in proper order. On Sept. 12 last Mr. Guyer, chief engineer of the *Dwarf*, reported that the coal supplied at Labuan was of a very good quality, higly inflammable, producing little ash and clinker, and consumption about the same as Welsh coal at 100 revolutions of the engines. His only objection to its use was its being 15 per cent. lighter than the average of Welsh coal. This is the latest and, we may add, the most favourable report yet received, by the Lords of the Admiralty, on the use of Labuan coal for the generation of steam; we presume, therefore, that the *Dwarf*, when at Labuan, was fortunate in procuring this fuel before it had degenerated by exposure to the elements, or that the miners have reached a seam of harder substance. The lower the strata, the greater must be the pressure; and, consequently, the coal being denser, would be heavier, not consume so rapidly, and take up comparatively less storage room. Admitting, however, its inferiority to Welsh steam coal, we have the authority of thirty-nine engineers of the same number of Royal Navy ships in the Eastern Seas that Labuan coal has been used most extensively, and alone, in getting up and maintaining steam. Nearly all these reports agree in recommending a mixture of one-third Welsh with two thirds Labuan; and this being now done on board Her Majesty's ships, the smoke is lessened, and, if the coal be of the right sort, steam can be got and kept. When the coal furnished for mixture is of an indifferent quality, this proportion of Welsh to Labuan, we believe, is not sufficient for the purpose. On the 31st Dec., 1864, the Chief Engineer of the *Adventure*, troop ship, 1,794 tons and 400-horse power, reported that he could not keep full speed for more than six hours when burning one-third of Welsh with two-thirds of Labuan. As a set-off to this report, we should observe that, about the same time, the furnaces of the *Severn*, 2,767 tons and 500-horse power, were fired with an admixture of 140 tons Welsh to 80 tons Labuan, and this proportion was found to keep steam well, with 11 per cent. of ash and very little clinker or smoke. On board

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Queen's ships, smoke in great volume is objectionable, inasmuch as it indicates a vessel's position, and this, in war time, would betray her to an enemy. Welsh, therefore, is preferred on that account, and also on the score of cleanliness; but the combination of Labuan coal with the former produces smoke of a less dense character than that emitted from North-country coals. This complaint of the quantity and density of smoke, from so many officers in Her Majesty's service, is proof that smoke-consuming apparatus is not patronised by the Admiralty. The contract price paid by the Admiralty for Labuan coal is £1 per ton, and English coal purchased recently at Manila by Captain Reed, of H.M.S. *Rifleman*, at sixteen dollars per ton, was, that officer says, inferior to the former. There is economy, therefore, in supplying the navy with Labuan coal, if it can always be had at that price. Commercial shipping and foreign ships of war are not supplied so cheaply. Commandant Van der Burg, of the Dutch frigate *Den Briel*, declares that he paid lately at the rate of eight dollars a ton for coal at Labuan, and considered it cheap on those terms. Supposing a fair quality coal for steam navigation can be got in Labuan at the latter rate, its advantages in the future spread of commerce cannot be over-estimated.

## HOW TO GOVERN A COLONY.

Under this heading the following letter lately appeared in the *Star*:—

SIR,—When Mr. Money visited Java some years ago he thought he had discovered a brilliant solution of this problem. It is a pity that he does not now visit Singapore, and give the British public an account of the manner in which the Colonial Office deals with its dependencies. His second book might not prove so attractive as his first, but it would be of great service to his fellow-subjects in the colony, instructive to the public at home, and salutary, and in the end advantageous, even to Downing-street itself.

What the colonial system of government of a Crown colony is might be vaguely conceived from this short result of it—viz., that in the space of one year and a half, during which it has been tried here, it has created such deep and widely-spread dissatisfaction, not to say indignation, that public meetings, addresses to the Secretary of State, and even petitions to Parliament, are now the order of the day in a busy mercantile community, which before had little love of local politics, but devoted itself to its own private and absorbing occupations. But a slight sketch of our experience will convey a more exact notion of the system, and I shall endeavour to compress it within the limits of two or three letters.

From its foundation by Sir Stamford Raffles in 1819, till 1867, this settlement was not only thriving and prosperous, but in the main contented. It was, with its elder sisters, Penang and Malacca, a dependency of India, receiving its governor and laws from Calcutta—the former armed with no great powers—preserving order, promoting public works, and administering its finances with the strictest purity and economy. The Government of India suffered its Straits Settlements to enjoy unlimited freedom of trade, even in days when a custom-house was thought as necessary a "note" of civilisation as a gallows, and this freedom attracted not only English and other European merchants, but crowds of Chinese, Indians, and Malays. Unhappily, some years ago, just as the death knell of old John Company was sounding, it occurred to some Singaporeans that it would be an advantage to the place if it had a Legislative Council of its own, and were made independent of India. The idea gained ground, negotiations between the Indian and Colonial Offices followed, Treasury and Horse Guards were consulted in their turns, and after a brief delay of ten years the Straits Settlements were handed over to the Secretary of State for the Colonies. This transfer was "inaugurated" on the 1st of April, 1867. A governor of the West Indian type was sent out, and a legislative council was constituted, consisting, besides the Governor, of the Chief Justice, the Brigadier-General, an Indian officer new and indifferent to the Straits, the Colonial Secretary, an old Straits official, an amiable and popular man, the Attorney-General, a local lawyer of very moderate endowments, the Treasurer, the Auditor, and the Colonial Engineer, the last an officer in the Indian army, and also for some time acting as aide-de-camp to his Excellency. With these officials were associated four non-official members, of the Governor's selection, from the men of station and influence in the colony, and who from their local knowledge and experience certainly formed the most valuable portion of the council. Practically, however, their number was reduced to three, as the fourth lives in Penang, 400 miles off, and consequently seldom or ever attends the meetings. Hardly had this council been sworn in when its table was flooded with Bills of the most portentous kinds. I glean the following from the Straits Government *Gazette*:—Laws to amend the laws of merchant shipping, harbours, and pilots; laws to codify criminal and legal procedure; laws to regulate hackney carriages, succession to property, gunpowder, suitors' funds, fees of court, legal practitioners, and exportation of arms; laws to amend stamp and excise laws; laws to interpret laws; laws to constitute a new supreme court and court of appeal; laws for the preservation of the peace, for preventing contagion among cattle, and regulating passenger ships. Such were the modest tasks set before our legislators by the new Governor. People laughed at first, and asked if Bedlam had been let loose on the colony; but their merriment ceased when it leaked out, as it did before long, although reporters were not allowed to attend the debates, that the majority of the Council had no discretion as to supporting or opposing any measure proposed by the Governor, for one of the secrets of the Colonial Office for "good" government consists in imposing upon every official the obligation of voting for the Governor on peril of suspension or dismissal.

Thus the non-official members, who alone represent the public voice, found themselves powerless in the face of the disciplined majority, who always voted by word of command. Many of the above ambitious schemes died a natural death from their own innate absurdity, but a great number of Bills were passed, the chief of which were either encroachments upon that freedom in all that concerns trade which has been the life-blood of Singapore, or attacks upon the natives.

Thus, one measure, on the model of the Liverpool Emigrant Passengers' Act, threatens to throw the whole of the Chinese passenger traffic into the hands of the Dutch, who have a convenient harbour only a few miles off. Another law introduced the principle of compulsory pilotage in these waters, where pilotage and everything else appertaining to shipping and trade was always free as air. As to the natives, they were made liable to deportation at the will of the Governor, and their marriage, funeral, and other religious ceremonies were taxed by the imposition of ten dollars, or £2 4s. 6d. for every procession.

The effect of such measures on them has not been slow. It is said that at least one hundred thriving Chinese traders and shopkeepers fled from Penang through fears of being secretly informed against and deported; and when, more recently, a blight fell upon the sugar-canes, this was regarded as a curse brought on the land by its new rulers, and about 2,000 Chinese deserted their farms and left the settlement.

Yet, bad and mischievous as the Government have been, it is doubtful whether they have created so much irritation and annoyance as that monkey-like restlessness which meddles with everything, and threatens everything, and will leave nothing alone. Thus the municipal bodies were threatened with remodelling; that of Singapore was, indeed, one day menaced with total abolition off the face of the earth if it ventured to insist upon its claim for bricks which the Government had contracted to supply, but which were now wanted for other more personal purposes. Grand juries were to be abolished, lunatic hospitals and leper asylums, institutions founded and maintained by voluntary contributions, were to be put on a new footing, a poor rate seemed for a moment almost looming in the distance, and as a climax, should the revenue prove inadequate to meet the extraordinary expenses in which the new Government had involved the colony, it was threatened with the imposition of import and export duties, which, as they would be the ruin of the colony, clearly proves, if further proof be needed, how utterly unfit the present Governor is to rule a commercial colony like this of the Straits Settlements.

Another of the Colonial Office's secrets of Government did not come to light until the Legislative Council began to dabble with the constitutions of the Supreme Court. In common, not only with their countrymen at home, but with every people who know anything of political liberty, the Singaporeans thought it an universally-acknowledged principle that judges should be irremovable, that is, independent of the local executive Government. The Straits judges, like their Indian colleagues, had always been subject to no other authority than that of the Secretary of State, and they and their office owed much of respect which they commanded, both from Europeans and Asiatics, to this position of independence.

It was with astonishment and indignation, then, that the people of this settlement learned that this principle was quite inconsistent with the colonial system; they learned that judges are liable to suspension and even removal by the local Executive. Large public meetings were held both here and at Penang, and the Duke of Buckingham was earnestly appealed to not to introduce into the settlement a principle so new and so odious to every class of the community. But with the news that the Spaniards were declaring "the irremovability of judges" a fundamental principle of a free Government, came a despatch from the Duke, telling the colonists that they did not know what was good for them; that the principle of judicial independence would not work even with the great judges of England, if they were not kept straight by a powerful bar and an enlightened press, and that colonial judges, an inferior tribe, given to local, personal, and political controversies, must, failing the powerful bar and enlightened press, be subjected to suspension and removal on the spot. Here was a fresh flower of the colonial system; our courts were to be formed on a continental model, and no doubt the Colonial Office would take good care that none but Mr. Phunkies should ever sit in them. What the effect the profession of principles so much more natural in a French prefect than in an English statesman has been in this colony, it would be difficult to describe. It is enough to say that the Duke of Buckingham's reply has given fresh strength to the irritation and disgust which "the colonial system" has excited throughout these settlements, and that an appeal to the House of Commons is in contemplation.

I hope in another letter to give some idea of the financial doings of this new Government.—I am, &c., A SINGAPORE MERCHANT.

Singapore, December, 1868.

MASSACRE OF CHRISTIANS IN KOREA.—The following, apparently from a French source, appears in one of our morning contemporaries:—"The *Missions Catholiques* says some journals have announced that 3,000 Christians of the kingdom of Corea, in Asia, had been put to death for the faith. We would not reproduce the statement without having first acquired a certainty of its authenticity. A communication from the directors of the religious seminary of Foreign Missions leaves unfortunately no doubt as to the gravity of the events in that dependency of the Chinese Empire. The prosecution, which commenced in March, 1866, by the martyrdom of nine missionaries, has been continued with increased cruelty. Instead of isolated arrests, wholesale prescriptions have been ordered, with the view of annihilating every vestige of Christianity. According to the letter in question, dated the 18th September, the number of persons killed is estimated at more than 2,000, of whom more than 500 were in Seoul, the capital. In the provinces the Christians are first questioned, but at the seat of Government they are strangled in prison without any form of procedure. Those who have escaped are fugitives in different parts of the country, and many have perished from want of food. A new law orders all strangers to present themselves before the mandarins of the district in which they may arrive, in order to declare whether they are Christians or not."

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NOTICES TO CORRESPONDENTS.

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# The London & China Telegraph.

*LONDON, MONDAY, JAN.* 25, 1869.

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## ENGLAND AND CHINA.

MORE articles about the new "understanding" between Lord CLARENDON and Mr. BURLINGHAME. *The Times* points out the advantages of the new diplomatic arrangements with China, completed through Mr. BURLINGHAME, the Chinese Ambassador. Reservation, it now says, is made for cases of immediate danger to life and property. In such the British authority on the spot may at once call upon the commander of the naval force at hand, and put the services of that force in requisition without an hour's delay. But on occasions where no such danger exists, where there is no expectation of violence, and merely a conflict of claims, or dispute about rights, then it is to be understood that the British Consul shall, instead of summoning the captain of the nearest gunboat, put himself directly in communication with his superior at Peking. What with these "reservations," and the consideration that we may "hope" to see the telegraph extended to Eastern Asia "very shortly"—so that a few hours will suffice to bring the news of any dispute, and in a day or two the Minister and the officers on the station will receive directions how to act—*The Times* has come round to quite a cheerful view of the present and prospective state of our relations with China. It does not tell us, though, how soon —or how late—it is likely to be before the extension of the telegraph to China realises the somewhat utopian view of interchanging messages and instructions "in a day or two." The passive resistance of officialdom to enterprise in this direction, supplemented by the rigid, and in many respects ill-judged, system of economy commenced by the present Cabinet, does not give much hope of any efficient aid being given at present towards the carrying out of such a scheme. But we must wait, and hope.

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MYSTERIOUS are the ways of colonial officials. Last year the Council of the Social Science Association addressed a memorial to the Duke of BUCKINGHAM, then Secretary for the Colonies, protesting against the system of licensed gambling inaugurated in Hong Kong. The DUKE seems to have thought it the best plan to let Sir RICHARD MACDONNELL answer for his own acts, and forwarded the document to him. A reply thereto was drawn up by the COLONIAL SECRETARY, under Sir RICHARD'S directions, and addressed to the Secretary of the Association, under date October 20, 1868; it was printed and appeared at full length in our issue of the 7th December, as well as in the *London and China Express* of the 4th December. But the Secretary of the Association to whom it was addressed never received it, neither did the Council—the body for whose enlightenment it was especially prepared—either see or hear anything of it, until brought to their notice in the columns of the *Telegraph* as above mentioned. Probably, also, its appearance in the *Express* would be the first intimation of its existence to the general public in Hong Kong. There cannot be a doubt that when the GOVERNOR caused the despatch in question to be addressed to the Secretary of the Association he intended it to reach that gentleman; by what bungling, we wonder, can his intention have been so completely frustrated?

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ADVICES from Paris mention that the members of the Chinese Mission were officially received by the EMPEROR and EMPRESS yesterday. Mr. BURLINGHAME made a short speech, to which the EMPEROR replied in very gracious terms.

## THE YANGCHOW AFFAIR.

Now that the missionary affair at Yangchow has been brought to a termination by a demonstration of our armed forces in China, it behoves us to inquire further into the character of the mission which brought about the difficulty. Notwithstanding all that has appeared in the shape of letters to the editors of London journals, giving the Rev. Mr. TAYLOR and his coadjutors the highest praise for their zeal and faith as evangelical missionaries, it would appear that their religious training for that delicate service is of the most superficial character. Hence they, like fools, have rushed in among the heathen, where angels might fear to tread. If we are rightly informed, this particular mission is in a measure self-constituted, without having the supervision of any important missionary body in England to control their actions. It would appear that the Rev. Mr. TAYLOR entertains different opinions from his learned colleagues in China regarding the qualifications necessary for a competent missionary. He considers that no further education or religious training is required beyond that of being able to read the Bible, provided there is zeal and knowledge sufficient to preach the gospel, as on the highway, by itinerant preachers. He contends that more can be done in the way of conversion by young men and women of the humbler class of society than any other missions composed of learned sinalogues and medical missionaries. Hence he boasts in having selected the members of his mission from behind the counter and out of workshop; so that, with the exception of himself, the Yangchow mission was composed of a comparatively illiterate class of foreigners. Moreover, in addition to the wives of some of his missionaries, he chose to enlist the services of several young females; and, to complete the novelty of the mission, not only were the male members dressed in Chinese costume, but the women followed suit, with the exception of not being able to pinch their feet into "golden lily" boots, and waddle about with goatish gait, like the daughters of the "Flowery Kingdom."

Now it must be understood that this "sensational" mission was not the first one attempted at Yangchow; others of a more grave and earnest character had been tried many years ago by experienced missionaries of much zeal and learning, who had to contend with the subtleties of Chinese literati, where they are comparatively in greater numbers than at most inferior Chinese towns. These missionaries, we understand, finding that the field for their labours in that district was not so encouraging as in others, abandoned the station, which was afterwards taken up by Mr. TAYLOR and his party, who had made themselves somewhat ridiculous in their previous mission attempts at Hangchow. Before arriving in Yangchow Mr. TAYLOR was fully aware of the opposition he would have to contend with from the literati; and, instead of being deterred, he courted the obstacles in store, as evidence of his zeal in the cause. Therefore, what afterwards befel him and his followers was an eventuality easily to be foreseen, and the sufferers are not deserving of that sympathy for the dangers undergone, which they would fain rank with those of martyrs to Christianity. Not only has the general public at home withheld any expression of sympathy for their foolish actions, but we believe that the missionaries of all the recognised Protestant missionary bodies lament the occurrence. They hold that it has become a serious blow to the further propagation of the gospel by competent missions, especially at a period when their endeavours were being directed to the establishment of new stations in the interior of China, beyond the jurisdiction of the Treaty Ports.

As to the consequences of this ill-advised attempt to raise the seed of Christian doctrine on a barren soil, it is fortunate that, so far, no bloodshed or serious political complications have followed. This has been generally attributed to the prompt action of Mr. Consul MEDHURST in bringing physical force to bear upon his arguments of international polity. How far we give him credit for his conduct in the matter we shall not discuss here, as it would involve the whole question of foreign relations with China; but there is one point in the affair that it would be advisable the Foreign-office made note of in its instructions to Consuls in China. When they grant passports to missionaries intending to form mission stations in the interior, is it to be understood that the Consular authorities or the British Envoy at Peking are prepared to back the actions of every zealot by employing Her MAJESTY'S naval and military forces in his cause, although he

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may have committed foolish or overt acts against the Chinese? We do not suppose that any of our Consuls in China would pretend to uphold a doctrine of this kind, yet in the Yangchow affair Mr. Consul MEDHURST seems to have acted on such an assumption. It is high time, therefore, that the granting of passports to missionaries bound for the interior should contain specified rules of conduct beyond which the Legation and consulates would not be responsible. We understand that the members of all legitimate Protestant missions in China would cheerfully accord with such restrictions as would keep up the respectability of their class in that extensive field for their labours. If on the other hand any and every person, male or female, who choose to call themselves missionaries, obtain passports with unlimited support from British representatives in China, then there will be no end to such affairs as that of Yangchow. It is the old story over again, of professed peace-makers propagating the faith at the point of the bayonet. As a nation, we profess to condemn such a policy on the part of our gallant allies in the Far East, while at the same time our own representatives are pursuing a similar course, which may ultimately drift us once more into a China war.

## RETURN OF THE EX-SHIOGOON'S BROTHER.

ACCORDING to a Paris correspondent, much interest was lately excited by the announcement of a sale of handsome furniture belonging to "Prince X.," in the Avenue de l'Imperatrice. Many people supposed it belonged to the Duc D'AQUILA, brother to the ex-King of NAPLES, and brother-in-law to the Emperor of BRAZIL; but in this they were mistaken. The furniture in question was, for a very short period, the property of Prince MIMBOUTAYOU, STOTSBASHI'S younger brother. MIMBOUTAYOU, called back to Japan much sooner than he anticipated, had to leave suddenly a mansion he had taken for three years from Prince RADZIVILL, at £1,200 per annum. Everything that could be conveniently removed, such as works of art, clocks, and bronzes, was packed up and sent to Japan, so that there remained only the larger pieces of furniture, carpets, &c. A splendid candelabrum bearing a hundred lights hung in the principal drawing-room. One of the oddest items is a suite of twelve servants' liveries, exactly similar to those of the Imperial household.

THE agitation in favour of the Brindisi route for the India and China mails is actively maintained on the Continent. At a meeting, recently held at Stuttgart, of delegates of the several railway companies interested in the traffic between Ostend and Brindisi, *via* Stuttgart, Munich, and the Brenner, it was resolved to propose at the final meeting to be held at Florence to start weekly an extra train in both directions, carriages to be provided with sleeping apartments and refreshment saloons, and to run the whole distance without change from Brindisi to Ostend, and *vice versa*, in thirty-three hours. This would be an important step in the right direction, but there is terrible maladministration on the Italian lines to be reformed before any practical good can result. An interesting letter inserted in our last issue tells how a stupid, unreasoning system of delays at Susa has so far put the Cenis Railway out of favour that diligences are once more coming into use. French intrigue to avoid a diversion from Marseilles has always been held up as the bugbear, but it is evident that Italian laziness and incompetency present quite as formidable obstacles.

WE recently stated, with reference to the conveyance of mails to and from China or Japan by the Pacific route, that letters only could be forwarded overland between New York and San Francisco, parcels and newspapers being sent *via* Panama. This statement was quite true, but it remains so no longer; the prohibition as regards the transmission of newspapers, &c., overland has been withdrawn, and in future no distinction will be made.

WE have been favoured by the Salt Chamber of Commerce, of Northwich, with a copy of a memorial addressed by that body to the Chinese Envoy on the subject of free trade in salt. The document unfortunately reached us just too late for insertion in our last issue. The question is an important one, but is evidently one in which Mr. BURLINGHAME can take no effective action at present, even should he take any interest in it—which seems doubtful.

## RUSSIAN TRADE WITH THE EAST.

The commerce of Russia with and by way of the East is progressing rapidly, and an official document published in the *Correspondance Russe* tells which direction the greatest chances are taking. During the period from 1857 to 1867 the Russian exports per Asiatic frontiers have more than doubled, while the imports have increased by more than one third. The following extracts from the document in question show both the general and recent increase:—

| | Exports. Roubles. | | Imports. Roubles. |
|---|---|---|---|
| 1857 ... ... ... | 11,945,598 | ... | 19,347,199 |
| 1866 ... ... ... | 21,858,803 | ... | 24,714,783 |
| 1867 ... ... ... | 24,639,548 | ... | 28,434,836 |

The exports, therefore, have more than doubled in the ten years, yet the rate of increase last year was over double the average; in the case of the imports the comparison of 1867 with 1866 is still more striking. It must be remarked, however, that 1865 and 1866 were bad years for exports, which were over twenty-seven millions in 1864; 1867, therefore, shows an increase of nearly a million of roubles over the largest former annual total.

The following comparison of the trade by the Asiatic frontier with other countries is important:—

| Exports. | 1866. Roubles. | | 1867. Roubles. |
|---|---|---|---|
| Turkey ... ... | 3,535,811 | ... | 2,590,164 |
| Persia... ... ... | 1,749,067 | ... | 1,316,816 |
| Steppes of Kirghizes ... | 5,251,867 | ... | 6,359,108 |
| Khiva... ... ... | 1,565,457 | ... | 486,897 |
| Bokaria ... ... | 877,182 | ... | 4,310,214 |
| Taschkent ... ... | 3,187,124 | ... | 5,478,177 |
| China ... ... ... | 3,146,222 | ... | 4,094,428 |
| England ... ... | 17,840 | ... | 3,500 |
| France ... .. | 528,233 | ... | 249 |
| | 21,858,803 | ... | 24,639,548 |

| Imports. | 1866. Roubles. | | 1867. Roubles. |
|---|---|---|---|
| Turkey ... ... | 4,553,048 | ... | 4,683,557 |
| Persia... ... ... | 5,221,161 | ... | 5,265,614 |
| Steppes of Kirghizes ... | 4,517,941 | ... | 4,343,777 |
| Khiva.. ... ... | 755,909 | ... | 1,421,200 |
| Bokaria ... ... | 3,454,319 | ... | 6,214,683 |
| Taschkent ... .. | 795,510 | ... | 867,870 |
| China ... ... ... | 5,331,923 | ... | 5,570,616 |
| Prussia ... ... | 5,332 | ... | 5,163 |
| Germany ... ... | 1,031 | ... | 361 |
| England ... ... | 5,696 | ... | 20,622 |
| France ... ... | 66,658 | ... | 41,214 |
| Austria ... ... | 6,255 | ... | 159 |
| | 24,714,783 | ... | 28,434,836 |

We see by the above tables that the imports into Russia from England had largely increased, while those from France and all other Western European countries had fallen off; the exports to England dwindled to one-sixth of the amount of the preceding year, and those to France almost to nothing.

As regards China there was an increase in the latter year under both heads, that of the exports from Russia amounting to thirty per cent. The Customs receipts on tea for the year 1867 are stated at 1,221,000 roubles; and the total commerce of Russia with Europe and Asia together to 510 millions of roubles, which is 71 millions in advance of 1866, and 124¾ millions above the average of the preceding ten years.

The same document gives the following information relative to navigation:—During the year 1867 there entered by the Transcaucasian ports of the Black Sea 1,426 vessels, rather more than half of which were in ballast, and by the Transcaucasian ports of the Caspian Sea and Astrakan 829 vessels, of which 140 were without cargo. Of this total number of 2,255 vessels 1,041 were under the Russian flag, 1,097 under the Turkish, 53 under the Persian, and only 64 belonging to other countries; the number of Turkish vessels, therefore, exceeded those of Russia by more than fifty.

Some of the items of exports by way of Asia are remarkable, as, for instance—cottons, 11,836.000 roubles; linens, 3,280,000 roubles; cotton yarns, 900,000 roubles; and silks, 115,000 roubles.

## SHIPS FOR THE CHINA STATION.

The Elk, twin screw (unarmoured, composite built) gun-vessel, Commander Algernon G. Woolton, has left Portsmouth Harbour for Spithead, where she will receive her ammunition previous to sailing for China. The Hornet, gunvessel, a similar craft to the Elk, Commander Duncan D. Davidson, has completed coaling in Portsmouth Harbour, will sail for China in company with the Elk, and both will be under convoy of the Juno, 6, armed screw transport, 400-horse power, Capt. E. Hardinge. [These two vessels were correctly reported in our issue of the 18th ult. as having been *commissioned* for China, but in the "Summary" of the same number were erroneously mentioned as having *sailed*. They, and the Juno, will proceed with all possible despatch.]

The screw steam corvette Cossack, 20, Captain John E. Parish, left Plymouth on Sunday, the 17th January, for the East Indies and China.

The Perseus, Basilisk, and Serpent, are ordered home from the China Station.

Vice-Admiral the Hon. Sir H. Keppel, K.C.B., now Commander-in Chief in China, will (supposing that Sir James Gordon's vacancy is to be filled up) be the next officer for promotion to the Admirals' List.

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# Foreign Intelligence.

## NORTH GERMANY.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, Jan. 12.

The last number of Dr. Petermann's *Geographische Mittheilimgen* contains an elaborate and highly interesting article on the present condition and requirements of the Amoor country, from the pen of Herr Fr. Aug. Luhdorf, a German merchant, who is at the head of a commercial house at Nicolayefsk, and has resided there for the last twelve years, having had occasion, moreover, during that period, to travel about the country in all directions, which gave him a good opportunity to study it in all its details; and he records in the above-mentioned article the result of his observations. Nicolayefsk, which was founded in the year 1852, now contains a population of 4,017, one half of whom (2,062) are soldiers, and 886 females. The number of buildings of all descriptions is given at 719, including the churches, barracks, and Government stores. The town contains a first-class naval hospital, with 200 beds, a public library, an officers' club-house, and other public institutions; but neither hotels nor inns of any description are to be found there, so that strangers, arriving there without friends or acquaintances, are often put to much inconvenience before they can find a suitable lodging—especially in the winter, when the houses are all occupied. The principal streets are lighted by oil lamps, and furnished with trottoirs for foot passengers. The approach to the town from the sea has been greatly improved during the last few years by the erection of lighthouses and beacons, and the laying down of buoys to mark the channel. The commercial statistics given are not very favourable, nor of a nature to raise hopes that the place will ever become an important commercial emporium. The number of merchant vessels that arrived there in 1860 was only seven, of 1,600 tons, with goods to the value of 370,000 roubles, whilst in 1867 the number of vessels was also seven, with a slight increase of tonnage and cargo, worth 470,000 roubles. Though in the table given there were some of the intervening years that showed greater results—the most favourable of which being 1862, when fifteen vessels, of 4,130 tons, arrived with merchandise valued at 1,100,000 roubles. The most interesting part of the paper is the author's description of Mandschuria, or the Eastern part of Chinese Tartary, which is densely populated, the number of inhabitants amounting to 1,477,312, according to Chinese returns, who are kept in order by an army of 67,800 men, quartered in different garrison towns spread over the three provinces. Much exaggeration has been published respecting the population of Mandschuria, some writers giving glowing accounts of several cities, with a million and a million and a half of inhabitants, whereas, according to Herr Luhdorf, they range from 5,000 up to 15,000 only. Great stress is laid on the importance of opening to free commerce the navigation of the Sungari, which has never yet been explored, so that it is impossible to say how far up the country it is really navigable. But to this the Chinese have always been resolutely opposed, and it can only be effected by diplomatic negotiations at Peking; for it is well known that the Governor of Aigoon, who concluded a treaty in 1858 with Count Murawieff, then Russian Governor General of Siberia, lost his head in consequence, and others will therefore be cautious of risking their lives in a similar way. "When one considers," says Herr Luhdorf, "that the whole of the Amoor country could draw its supplies of breadstuffs and other food from the banks of the Sungari at a much cheaper rate, it appears extraordinary that the Russian Government does not take serious steps at Peking to obtain this facility. Rye flour, which costs at Nicolayefsk 2 roubles 10 copeks per pood of 40 lbs., might be imported from the Sungari for 50 copeks; and oxen, that are paid for at Aigoon with 27 roubles each, can be bought at Zizikara for 7 roubles per head. To say nothing of the advantage of a great trade that would naturally spring up and open a vast market for Russian produce and manufactures, the political importance of the opening of the Sungari should not be overlooked, as a march of only seven days would bring a Russian army from the head of that river to the walls of Peking."

With regard to the commercial capabilities of the Amoor country, the author enumerates timber, firs and skins, salt-fish, isinglass, leather, and wool as the principal articles of export, which might be greatly increased; but he is of opinion that a great future is open to the coal beds on the Island of Sachalin, the free exportation of which fuel is not prohibited by the Russian Government; but it is much obstructed by natural difficulties, which must first be encountered, at the head of which he mentions the dangerous and unprotected state of the coast, which requires the erection of lighthouses, ports of refuge, and piers for loading cargo. He himself some years ago formed an association, under the name of the "Hadschi Bay Company," for the purpose of exporting the coal and timber of the island, and he sent the "statutes," or bye-laws, to St. Petersburg for the Imperial sanction, with a request for the needful "concession," but it was refused, on the ground of informality; notwithstanding which, he still thinks it would be a very lucrative and important enterprise.

The author above alluded to is the same gentleman who, in 1857, published one of the first works written on Japan, under the title of "Eight Months in Japan after the Treaty of Kanagawa" (Bremen, 1857), and of which I sent you a review that appeared in one of the earliest numbers of the *China Express*.

## HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, JAN. 12.

Notwithstanding that the members of the First Chamber of the States General have resumed the discussion of the Budget, a general dulness prevails in politics. The discussions in the Lords are only an echo of those held in the Second Chamber. The same objections and the same remarks are made by the Opposition, and of course the same arguments are used by the Minister of the Colonial Department to defend his policy, which has been accused of vagueness and indecision. Meanwhile, the greater part of the chapters are approved of either unanimously or by a very strong majority, and undoubtedly the remainder will also pass without lenghtened debate, because the Budget ought to have been sanctioned before the 1st January.

A moment ago I spoke of the dulness prevailing in political circles; and, indeed, to be able to record the present condition of political life, I ought to have the *petites et grandes entrées*, for receptions, soirées, and balls are now the order of the day at the Court, as well as in the hotels of the ambassadors and aristocracy. I do not possess sufficiently the talent of observation as to derive from the manner in which a Liberal M.P. is received by an ex-Conservative Minister, or from the behaviour of any *diplomat* towards a member of the actual Cabinet, whether the political barometer indicates changeable or settled weather. But this I may ascertain, that amidst the glittering of the *bougies*, uniforms and toilettes, the very noble representatives of a certain coterie are doing their best to impair the strength of their Liberal antagonists. Even in Liberal circles rumours are afloat with reference to an alteration in the Cabinet, and it is reported that Mr. Foek, the Minister of the Home Department, will probably be appointed Royal Commissary for the province of Dreuth, Mr. Thorbecke occupying his seat in the Ministry. But it is also reported that the King declines to approve of this alteration; and this, indeed, is most probable, now that the Cabinet has refused to confirm the appointment of Earl van Zuylez, ex-Minister of Foreign Affairs, as Ambassador at the Court of St. Petersburg.

Rumours also say that some of our "Lords" are treated with particular attention by our reactive politicians. But the debates in the First Chamber do not at at all confirm this *on dit*. They have even delined to make use of the lower class instruction question to trouble the Minister of the Home Department. This taciturnity about the instruction question is perhaps a consequence of the election of ex-Minister Mr. Heemskerk as M.P. for the district of Gorinchem (he obtained 1,157 votes, and his adversary, Mr. van Loon, 945 votes). He is understood to be the right man to bring in a Bill to alter the instruction law of 1857. The Conservative papers, however, say that such a proposal will not be made, because the Liberal majority will always prevent the passing of such a Bill. Of course all their hope is fixed upon the elections of next June, when they consider that the Liberals must be beaten upon the instruction question.

It is now officially stated that Mr. Koorders, the leader of the Opposition, is suffering from a disease of the throat, which prevents him from speaking in Parliament, and it is ascertained that he is so ill that all work is forbidden him. Of course Mr. Heemskerk will charge himself with the task of the member for Haarlem.

The first part was published a few days since of a work which will create the greatest interest in the Far East. I refer to the "History of the Culture System," edited by Mr. G. H. van Soest, and published by Mr. H. Nygh. This historical description is characterised by the greatest accuracy. It not only contains the origin of the several cultures, but also relates the history of the people of the India Archipelago. Of course this book is written in a liberal sense, which is proved by the few lines I copy from it:—"The cultures were first introduced in 1830, and reached in 1845 their highest point. But in 1850 it was already in decline, and since that year it has lost its reputation as a system. The monopoly has also lost its exclusive character; the Government shrinks from intervention, and inclines more and more towards rendering up the several branches of culture to private industry." The author has divided his work into four parts—first, the Netherlands Indies under the East India Company, 1800-30; second, the culture system of Van den Bosch; 3rd, the system under the management of Baud; and, lastly, the system from 1840 to 1850. This interesting book is dedicated to Dr. van Hoevell. Another work will also be published shortly, which perhaps will tend to fix more the attention of foreign nations upon our colonies. It will be written in the French language by Mr. Batel, who resided for a very long period in Java. The work was announced some days ago by the *Independance*.

Baron Gevers, our Ambassador at the Court of St. James's, has arrived at the Hague.

The Dutch Association for Promoting Industry has issued a circular requesting minute descriptions of the principal establishments of culture and industry in the Netherlands Indies. The association intends to publish the various descriptions, in order to promote industry as well in our country as in the colonies.

At Utrecht a Constitutional Association has been established to promote the extension of Conservative principles.

ROTTERDAM, JAN. 18.

As I predicted in my last letter, all the chapters of the Budget passed, either by a large majority or unanimously, the First Chamber of the States General, whereupon the members left the Hague till further convocation. The debate was of very slight importance. It is said that the members of the Second Chamber will meet early in February for the despatch of business. In my last I mentioned a rumoured alteration in the Cabinet, Mr. Thorbecke being assigned the vacant place of Mr. Fock, who was to be appointed Royal Commissary in Dreuth. The *Arnhemsche Courant* contradicts this rumour most positively, and asserts that there is yet no question at all of any alteration in the existing Ministry.

A most interesting lawsuit is now pending in the High Court at the Hague, viz., the Government of the Netherlands Indies *versus* E. Francis, ex East Indian functionary. The question is this:—Mr. Francis was discharged in 1851 from his post as East Indian functionary, with a pension of 6,750f. a year; but being appointed in 1851 president of the Java Bank, which office he held till 1863, his pension was not paid to him during those years, because the Government regarded him as a functionary of the State; but now Mr. Francis claims his arrears of pension, with interest at 6 per cent., giving a total of f.82,687.50, and this claim is approved of by the Court of South Holland, which condemned the Government to pay the

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said sum to Mr. Francis. The Government has appealed to the higher Court, and the first proceedings took place some days ago, but did not lead to any definite result.

The *Nieuwe Rotterdamsche Courant* has published very bad news from Surinam and the Coast of Guinea.

On the 1st April a new Liberal paper, *Het Dagblad van Nederland*, will be published in the Hague. The editor is Mr. Maas Geesteranus, a most advanced Liberal.

### PRODUCE MARKETS.

TEA.—The cargo ex Stinchar, 1912/4 and 6892/12 chests China, will be offered in public auction on the 27th inst. The valuation is as follows:—588 chests choicest new season's Kaisow Congou, 105c. to 110c.; 465 finest new season's Kaisow Congou, 86c. to 88c.; 1,035 chests choicest new season's Lapseng Souchow, 122c. to 145c.; 228 chests finest new season's Kaisow Congou, 94c. to 100c.; 439 superfine new season's Kaisow Congou, 95c. to 112c.

COFFEE.—The demand has become rather more animated. Some parcels good ord. Malang sold at 35c., whilst there is a fair demand for yellowish to yellow sorts at 44c. to 54c., but there is no stock of these qualities. The transactions included 680 bags Java, ex Glenclune, at 44½c.; 1,461 bags Java, ex County of Stirling, at 40c. to 45½c.

SUGAR (RAW).—The market continues very firm, and even shows an improving tendency, so that rather higher rates have been paid; but nevertheless the transactions remain very restricted, because importers still decline to operate.

RICE.—The market is dull; 1,550 2nd Java Table, ex Caroline, sold at prices that did not transpire.

SPICES.—Very firm, with a fair demand. In auction were sold some lots of Mace and Nutmegs, but no particulars transpired.

TOBACCO.—In auction were offered 9,007 bags Java, which sold as follows:—1,455 bags LS at 33¾c.; 1,918 bags FvdP at 25 1-10c.; 4,273 bags Tanl at 42 3-5c.; 250 bags Tanl Blitar at 53¾c.; 1,111 bags MDG at 33c. The Bezoekie qualities were very inferior, but the low prices attracted many buyers.

CIGARS.—In auction were offered 130/m. Manila 2a Cortados, 1868, of which 50/m. were sold at 37¾f. to 40¾f., and the rest bought in at 38f.; 100/m. 2a Habanas were sold at 36¼f. to 37¼f.; 110/m. 2a Cortados at 35f. to 40¼f.

HIDES.—Since my last report transactions have been small, comprising only 2,000 p. Sourabaya Rinder, ex County of Stirling.

BANCA TIN.—The advance has made further progress. The speculative demand continues. The last prices paid are 67f. on spot, and 68¼f. for future delivery.

### SHIPPING INTELLIGENCE.

ARRIVALS.—Jan. 15, at Brouwershaven, for Singapore, Bilderdyk; at Texel, from Batavia, Copernicus, Johannes Martinus; from Saigon, Wilhelmina; from Batavia, Stad Doekum.

DEPARTURES.—Jan. 12, from Brouwershaven, from Batavia, Cornelia Hendrika; 14, from Brouwershaven, for Batavia, Mary Hillegonda; 17, from Texel, for Batavia, Almelo.

PASSENGERS INWARD.—From Java: per Copernicus, Messrs. Reuvekamp Gille and family, A. V. Eecen, G. Polman, G. Lap; per Bilderdyk: Mr. Bosch, Mr. Kuyk.

MISCELLANEOUS.—The Dutch Trading Company has chartered the following ships to convey produce from Java to Amsterdam: Bato, at 85f.; to Dordrecht: Nestor, at f.81.98c.; to Schiedam: General de Steurs, at f.83.99c. The Constantia will shortly sail with troops to Java.

## UNITED STATES.

Advices dated New York, Jan. 9, state that a Bill has been introduced in the Senate, providing a loan of $8,000,000 for thirty years, in bonds bearing interest at 6 per cent., to the American Asiatic Telegraph Company, to aid in laying a submarine cable between California and China.

A soldier named Cunningham was arrested lately at San Francisco for stabbing a Chinaman. He was brought before Judge Provines for examination, and the wounded Chinaman was offered as a witness against him. To this the prisoner's counsel objected, and, the Court expressing a wish to hear argument on the matter, the competency of such testimony was argued at length by Louderback for the prosecution, and Zach. Montgomery for the defence. The former contended that under the Fourteenth Amendment to the Federal Constitution and Civil Rights Bill all persons, regardless of race or colour, and not otherwise disqualified, are competent witnesses and entitled to the same rights and privileges in Courts of justice. The case was finally taken under advisement, and Judge Provines rendered his decision excluding the Chinese witnesses. He held that the Constitutional Amendment refers only to citizens, and was not intended to interfere with or abrogate any of the rules of evidence established by the laws of the States. Chinamen are not citizens, and consequently the law of the State excluding their evidence in cases where white men are parties must be considered in full force. As the present case depends on white men's testimony also, it was continued for further examination.

The Custom-house officers at San Francisco have seized a quantity of opium, valued at $40,000, for the violation of the Revenue laws. The drug was brought from China by the steamer *Great Republic*, and an attempt was made to smuggle it through.

## THE CHINESE MISSION IN LONDON.

(NEW YORK HERALD.)

As an early result of the offices of the Chinese Ambassador in London we have the broad admission and promise that England does not "desire or intend to apply any unfriendly pressure in order to induce China to advance more rapidly in her intercourse with foreign nations than is consistent with the safety and feelings of the Chinese people." In other words, England abandons entirely the position she formerly held with regard to China, and takes her place side by side with the United States in the resolution to treat the ancient empire in all respects as a responsible nationality. In order to see her own progress England has only to compare her present attitude toward the Eastern Power with the attitude she assumed in the opium war. That was in essence a war made to force on China a trade not "consistent with the safety and feelings of the Chinese people," and the most glaring example of "unfriendly pressure" known to the history of civilised Governments. British traders could make money by the cultivation and transportation of the seductive poison. True, its use implied more degradation and misery than millions of British missionaries could sufficiently denounce; but the men to be made miserable were only Chinese, and the Government that made laws against the trade was only the Government of China, so that honest and moral Power, Great Britain, fostered smuggling on the Chinese coast, supplied the smugglers with armed boats to fight their way in, and finally covered with its flag a war intended to substitute the will and wishes of Great Britain for the will and wishes of China in the government of the Chinese people. That was the most striking example of the British policy. British policy has been the same ever since, although somewhat less glaring in its assumptions of superiority to all law and morality.

It was left for Americans to set the first example of justice, humanity, toleration and even international decency toward the Government and people of China. We were the first of the civilised Powers to treat that nation as we would require that other nations should treat us—the first nation that did not make a cant of honesty and consider that the rules of right that governed our conduct in Europe or America were of no account in Asia. Our own laws had taught us tolerance toward every man's peculiar views, and not the narrow lesson of endeavouring to change the world because it was not measured out and framed in accordance with our notions. In short, our diplomacy, being the newest and latest diplomacy of the world, had in it more of the enlightenment, humanity and comprehensive statesmanship of this age than of the selfish traditions of the time that has passed away. Approaching the Chinese Government in this spirit we naturally had at once great advantages over other Powers. It was perceived that our motives and morals were different from those of the European Powers. The Chinese saw that we did not want to colonise, did not want to force trade, but only encourage its growth, and that we were willing to accord an advantage for every one extended. From the friendly relations thus established grew the treaty recently made between the Chinese Government and our own. One of the more remarkable results of that treaty was that it practically introduced a new member to the family of nations—brought China into the international circle, supported by the alliance and friendship of the United States.

This is the result that England more particularly recognises in her present action. China is guaranteed by us against unreasonable wars, and England, accepting the necessities of her position, relinquishes gracefully all intention and desire to use against the Chinese in the future such "unfriendly pressure" as she has never ceased to use since she gained her first foothold on the Chinese coast. She assents to the necessity of observing existing treaty stipulations; promises in any case of alleged grievance to lay these grievances honestly and fairly before the Chinese Government proper, and not build up quasi potentates as her fancy may dictate, and hold China to their bogus treaties; and finally agrees that the British flag shall not be used as a cover for warlike operations in China without direct authority from London. These provisions will prevent the troubles that have always been between China and the Powers that sought her shores for commerce, if straightforwardly acted upon, and it is satisfactory to see that there is some Power in the earth to force a recognition of the right kind of progress upon such an old and case-hardened sinner against all international rights as England has ever been.

### NEW YORK TEA MARKET.

The total receipts of tea from China and Japan during the year 1868 were 36,668,323 lbs.; the quantity withdrawn for home consumption was 33,829,984 lbs.; the exports were 1,904,018 lbs.; the stock on the 1st of January, 1868, was 8,425,985 lbs., on the 1st of January, 1869, 9,360,306 lbs.

The following is from Messrs. Beebe Brothers' Circular, dated 31st December:—Business in our staple since the 18th inst. has been quite moderate, and sales from first hands are limited to 1,750 half-chests Green, 1,800 half-chests Japan, and 1,000 half-chests Oolong. The market closes without change in values, but with some improvement in tone, holders showing less disposition at the moment to press their stocks to sale at current rates. As is usual at the close of the year, the trade generally are waiting the opening of the New Year, and the arrival of the early cargoes of new crop goods (now near at hand) before operating with any degree of freedom. The P. M. steamer *Alaska*, just in, delivers the Greens despatched from Shanghai October 15, and these constitute the principal addition to our supply since the 18th.

AN ORDER OF MERIT FOR THE COLONIES.—A recent despatch from the Duke of Buckingham to Sir John Young is published in the Ottawa *Gazette*, in which he states that Her Majesty has been graciously pleased to sanction such a modification of the statutes of the Orders of St. Michael and St. George, originally instituted by King George III. in connection with his Majesty's Mediterranean possessions, and now presided over by a prince of the Blood Royal, together with such an enlargement of its numbers as will render it available as a reward of distinguished merit or services in any part of Her Majesty's colonial possessions.

A TELEGRAM dated Stockholm, the 18th January, says:—"The session of the Diet was opened to-day. The Speech from the Throne declares that the friendly relations subsisting between Sweden and foreign countries are unaltered, and notifies the conclusion of Treaties of Commerce with Siam and Japan. It moreover announces a loan of three million rix dollars for railway purposes."

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# Monetary and Commercial.

The meetings of creditors and shareholders of the Commercial Bank Corporation of India and the East directed by the Master of the Rolls have been held this week. The meetings were well attended, and a resolution was passed at each of them, with but one dissentient, approving the proposed scheme of arrangement.

The ordinary meeting of the Chartered Mercantile Bank of India, London, and China will be held on the 18th May, when the proprietors will be called upon to fill the vacancy in the board occasioned by the retirement of Sir Frederick James Halliday, K.C.B., on his being appointed a member of the Council of India.

At the meeting of the shareholders in the City Bank, held on Tuesday, the report, which stated the net profit for the half-year at £43,028, was adopted, and a dividend at the rate of 7 per cent. per annum declared. The chairman in a few remarks congratulated the meeting upon the results of the past half-year's working, which he considered were the more gratifying when the Bank minimum of 2 per cent. had ruled for more than five out of the six months.

A notification has been issued requiring creditors of the China Merchant Insurance Company and the Bombay Mody Insurance Company, to send in their claims to the agents in London, Messrs. D. D. Cama and Co., before the 31st March next.

A striking contrast to the miserable exposures of commercial frauds that have been so numerous of late is afforded by the action of Messrs. Jno. Samuels and Co., of Manchester. This firm, having an extensive connection with China, suspended payment in 1865, in consequence of other failures involving them in heavy losses; the creditors, however, agreed to accept a composition of ten shillings in the pound, which was duly paid. To-day we have received, with great pleasure, a circular announcing that Messrs. Samuels are prepared to pay immediately the entire deficiency of ten shillings in the pound to all their old creditors.

The failure is announced of Messrs. Morgan, Melbourne, and Co., merchants, of Leadenhall-street and of Batavia. Their liabilities are set down at £500,000. Rumours have been current of other impending stoppages, but they remain without confirmation.

At a recent meeting of the Glasgow Chamber of Commerce the subject of export duties levied on Japan tea and silk came under consideration, and a resolution was passed, affirming the expediency of a fixed export duty being substituted for the *ad valorem* duty charged under the present system.

It is stated that recent advices from Labuan give satisfactory prospects of the working of the coal mines by the Oriental Coal Company. There is already a steady outturn of coal, and attention is being paid at Singapore and elsewhere to its valuable peculiarities for steam and gas purposes. At the same time the working even on its present scale has been brought to yield a surplus over expenses. The accounts confirm the impression that the quantity available is practically inexhaustible.

It was recently notified that the Spanish Provisional Government had decreed that goods shipped in foreign vessels to the Spanish West Indies and the Philippines would be charged only the same rate of duty as if they were shipped in Spanish vessels. A mercantile correspondent, however, states that the fact has not been officially intimated to the Spanish Consulates, and that the only information they have is that furnished by the *Gazette* of the 23rd of November.

With reference to the Netherlands India Railway Company, Messrs. Baring Brothers and Co. notify that the second interest coupon of the fully paid-up shares will be paid on the 15th inst., with f.22.50, at their office. The fourth coupon, due the same day, on the 4,000,000f. Four-and-a-Half per Cent. obligations of that railway, is also announced as payable by Messrs. Horstman and Co.

The annexed announces the intended date of the opening of the Suez Canal:—

"SIR,—Having received numerous inquiries from shippers and shipowners desiring information respecting the precise period when the Suez Canal will be opened to the general navigation, in order that they may make timely preparations for the coming event, will you permit me to inform them that the Suez Canal will be completed and opened to the general navigation of all countries on the 1st of October this year? The width will then be 100 metres (328 English feet) at the water line, and 22 metres (74 English feet) at the bottom of canal, with a depth of eight metres (26 feet English).—"I have the honour to be, Sir, your obedient servant,

"DANIEL A. LANGE, Director and English Representative of the Suez Canal Company."

Messrs. Theodore and Athelstan Angier (sons of the late S. Haynes Angier, ship-broker, &c., of Cornhill) announce that they have entered into partnership under the firm of Angier Brothers, and will carry on the business of ship and insurance brokers at No. 69, Cornhill.

The business of Lambert, Whyte, and Co. will in future be carried on under the style of W. A. Whyte and Co., 9, Mincing-lane.

The promoters of the projected Pacific Cable—between California and China—are not idle. A Bill has been introduced into the Senate to sanction a State loan of eight million dollars in aid of this undertaking.

## EXPORT OF COTTON GOODS TO THE FAR EAST.

The following is a summary of Mr. Sam Mendel's tables for the present month, which contain details of the quantities of cotton manufactures and yarn shipped from the ports of London, Liverpool, Southampton, and the Clyde, to Hong Kong, Shanghai, Japan, Singapore, Batavia, Manila, and Ceylon during the month ended 16th January, 1869, compared with the corresponding months of 1868 and 1867.

To HONG KONG AND WHAMPOA.—Plain Cottons: 1869, 2,259,388 yards; 1868, 6,469,662 yards; 1867, 3,415,395 yards; decrease, 1869 against 1868, 4,210,274 yards. Coloured Cottons: 1869, 68,425 yards; 1868, 198,805 yards; 1867, 135,020 yards; decrease, 1869 against 1868, 130,380 yards. Printed Cottons: 1869, 9,000 yards; 1868, 89,496 yards; 1867, 121,510 yards; decrease, 1869 against 1868, 80,496 yards. Cotton Yarn: 1869, 58,240 lbs.; 1868, 366,350 lbs.; 1867, 146,030 lbs.; decrease, 1869 against 1868, 308,110 lbs. Value: 1869, £51,456; 1868, £130,249; 1867, £85,586; decrease, 1869 against 1868, £78,803.

To SHANGHAI.—Plain Cottons: 1869, 10,984,015 yards; 1868, 14,502,005 yds.; 1867, 8,771,185 yds.; decrease, 1869 against 1868, 3,517,990 yds.; Coloured Cottons: 1869, 349,453 yds.; 1868, 453,300 yds.; 1867, 1,914,659 yds.; decrease, 1869 against 1868, 103,847 yds. Printed Cottons: 1869, 201,968 yds.; 1868, 169,980 yds.; 1867, 333,640 yds.; increase, 1869 against 1868, 32,988 yds. Cotton Yarn: 1869, 2,000 lbs.; 1868, nil; 1867, 73,132 lbs.; increase, 1869 against 1868, 2,000 lbs. Value: 1869, £202,509; 1868, £248,759; 1867, £246,224; decrease, 1869 against 1868, £46,250.

To JAPAN.—Plain Cottons: 1869, 2,431,070 yds.; 1868, 6,387,600 yds.; 1867, 677,830 yds.; decrease, 1869 against 1868, 3,956,530 yds. Coloured Cottons: 1869, 34,800 yds.; 1868, 480,980 yds.; 1867, 178,400 yds.; increase, 1869 against 1868, 446,180 yds. Printed Cottons: 1869, 3,600 yds.; 1868, 78,660 yds.; 1867, 93,600 yds.; decrease, 1869 against 1868, 75,060 yds. Cotton Yarn: 1869, 620,144 lbs.; 1868, 1,079,580 lbs.; 1867, 158,020 lbs.; decrease, 1869 against 1868, 459,436 lbs. Value: 1869, £80,340; 1868, £179,956; 1867, £35,152; decrease, 1869 against 1868, £99,616.

To SINGAPORE AND PENANG.—Plain Cottons: 1869, 4,638,487 yards; 1868, 5,804,202 yards; 1867, 5,455,709 yards; decrease 1869 against 1868, 1,165,715 yards. Coloured Cottons: 1869, 605,205 yards; 1868, 272,790 yards; 1867, 920,632 yards; increase, 1869 against 1868, 332,415 yards. Printed Cottons: 1869, 312,096 yards; 1868, 60,152 yards; 1867, 512,201 yards; increase, 1869 against 1868, 251,944 yards. Cotton Yarn: 1869, 109,225 lbs.; 1868, 124,645 lbs.; 1867, 118,830 lbs.; decrease, 1869 against 1868, 15,420 lbs. Value, 1869, £102,343; 1868, £97,772; 1867, £157,819; increase, 1869 against 1868, £4,571.

To BATAVIA.—Plain Cottons: 1869, 1,395,228 yards; 1868, 1,017,875 yards; 1867, 2,972,886 yards; increase, 1869 against 1868, 377,353 yards. Coloured Cottons: 1869, 961,772 yards; 1868, 860,066 yards; 1867, 1,735,489 yards; increase, 1869 against 1868, 101,706 yards. Printed Cottons: 1869, 346,048 yards; 1868, 546,241 yards; 1867, 1,591,587 yards; decrease, 1869 against 1868, 200,193 yards. Cotton Yarn: 1869, 20,035 lbs.; 1868, 68,390 lbs.; 1867, 58,540 lbs.; decrease, 1869 against 1868, 48,355 lbs. Value: 1869, £54,491; 1868, £52,614; 1867, £154,854; increase, 1869 against 1868, £1,877.

To MANILA.—Plain Cottons: 1869, 1.408,826 yards; 1868, nil; 1867, 1,228,857 yards; Coloured Cottons: 1869, 1,997,827 yards; 1868, nil; 1867, 821,352 yards; Printed Cottons: 1869, 281,495 yards; 1868, nil; 1867, 6,400 yards; Cotton Yarn: 1869, 23,748 lbs.; 1868, nil; 1867, 22,889 lbs. Value: 1869, £75,620; 1868, nil; 1867, £51,657.

To CEYLON.—Plain Cottons: 1869, 2,305,230 yards; 1868, 1,695,775 yards; 1867, 3,676,448 yards; increase, 1869 against 1868, 609,455 yards. Coloured Cottons: 1869, 103,172 yards; 1868, 55,806 yards; 1867, 348,080 yards; increase, 1869 against 1868, 47,366 yards. Printed Cottons: 1869, 393,202 yards; 1868, 34,950 yards; 1867, 630,320 yards; increase, 1869 against 1868, 358,252 yards. Cotton Yarn: 1869, 16,400 lbs.; 1868, 26,450 lbs.; 1867, 11,500 lbs.; decrease, 1869 against 1868, 10,050 lbs. Value: 1869, £44,412; 1868, £31,209; 1867, £106,270; increase, 1869 against 1868, £13,129.

## BANK AND MISCELLANEOUS SHARES.

| Shares. | Joint Stock Banks. | Paid. | Prices Jan. 23. |
|---|---|---|---|
| £10 | Agra Bank, A shares ... ... ... | All | 11⅞ to 12¼ |
| 10 | Do. B do. ... ... ... | — | 4 to 5 |
| 25 | Bank of Egypt ... ... ... | All | 39 to 41 |
| 20 | Chartered Bank Ind., Aust., and China | All | 21 to 22 |
| 25 | Chartered Merc. of India and China ... | All | 29½ to 30½ |
| 20 | City Bank ... ... ... ... | 10 | 11⅜ to 12⅜ |
| 28½ | Hong Kong and Shanghai Bank, new... | 5⅝ | ¾ to ⅞ pm. |
| 50 | London and County ... ... ... | 20 | 50 to 51 |
| 50 | London Joint Stock ... ... ... | 15 | 34 to 35 |
| 100 | London and Westminster ... ... | 20 | 63 to 65 |
| 25 | Oriental Bank Corporation ... ... | All | 42½ to 43¼ |
| 50 | Union of London ... ... ... ... | 15 | 36½ to 37½ xd. |
| | MISCELLANEOUS. | | |
| — | Ceylon Deb., 6 per cent., Nov. 1878 ... | 100 | 109 to 111 |
| — | Do. Do. 1872 ... | 100 | 103 to 105 |
| — | Do. Do. 1882-3 ... | 100 | 111 to 113 |
| 20 | Ceylon Company ... ... ... ... | 10 | 4½ to 3¾ dis. |
| 20 | Do. A shares ... ... ... | 5 | 3 to 2½ dis. |
| 10 | Credit Foncier and Mobilier of England | All | 2¼ to 2½ |
| 20 | Egyptian Com. and Trading Company | 6 | — to — dis. |
| 10 | General Credit and Discount Company | 7½ | 2 to 1⅝ dis. |
| 10 | North Assam Tea (Limited) ... ... | 5½ | 7 to 5 dis. |
| 10 | Do. do. B shares ... ... | All | 9 to 8½ dis' |
| 20 | International Finance Society ... ... | 5 | 1⅝ to 1¼ dis. |
| 50 | P. and O. Steam Company ... ... | All | 48 to 50 |
| 50 | Do. Do. 1867 ... ... | 10 | 2½ to 1½ dis. |
| 10 | Upper Assam Tea ... ... ... ... | All | 2½ to 3½ |
| 100 | West India Steam Company ... ... | 60 | 43 to 45 |

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## FREE TRADE IN SALT.

The following statement has been addressed to the Chinese Envoy by the Salt Chamber of Commerce, Northwich:—

"Sir,—Considerable correspondence on the subject of the salt trade has taken place between the representatives of the Empire of China and Great Britain during the last twenty years, and it is needless to go over the whole ground again.

"The Salt Chamber will, therefore, only refer to the last official communications between Sir Rutherford Alcock and Prince Kung, under the dates of 19th July and 1st August, 1866. On the one hand, it was submitted that the revenue of China would be much benefited by an European trade in salt, and that the British article which would be presented to the Chinese people was undoubtedly superior. It was also submitted that a relaxation and alteration in the ancient laws of China regarding salt had already taken place. On the other hand, Prince Kung urged, whilst admitting these facts, that a great number of people, amounting to some millions, were employed in the manufacture, porterage, and transportation of salt, and would be thrown out of employment and deprived of their livelihood.

"Now the Chamber begs to advance, that whether the salt comes from Europe, or from elsewhere, the amount of native labour employed upon its transport would be the same. Foreign ships might bring it to the one port only, and from thence it could be distributed by native merchants, and native junks. It may be that Chinese junk owners, accustomed to illicit traffic, would object to any alteration, but their objection ought surely to have no weight with the Government.

"The Salt Chamber begs further to submit that the labouring classes would benefit from the free trade in salt, independently of the inestimable value of obtaining a necessary of life in a pure condition.

"The ships which bring the salt would need a return cargo, to furnish which, the grass of China, required in Europe for paper-making and spinning, and the oil from seeds grown and pressed in China, would be purchased by the British to an immense extent. In this way both a vast amount of employment would be offered to the Chinese people, and the salt which they need would be paid for in grass and oil, for which they have at present no sufficient market, for want of the means of cheap transport to Europe. For instance, the British merchant might bring a cargo of salt, which he could afford to sell at Shanghai at £3 per ton, and might take in return a cargo of oil or seeds, worth from £20 to £30 per ton. Thus a single ship load, of the average size, would furnish a sum equal to about £40,000, available for the employment of Chinese labour.

"In forming these conclusions we are guided by what has occurred in India. Fifteen years ago our export of salt to that country hardly existed. In consequence, however, of the Government admitting British salt upon fair terms, the import has now reached nearly 300,000 tons per annum, and the Indian labourer (the Molunghee) has left the salt swamps of the Ganges to cultivate jute, linseed, and rice. The trade in jute, which was as small as that in salt, has increased to 700,000 bales per annum. The trade in oil seeds, &c., which scarcely figured in our Calcutta exports before the alteration in the duties on salt, has increased to tens of thousands of tons. The wages of the poor Molunghee have been tripled, the revenue of the Indian Government derived from salt has risen in consequence in a few years a million and a-half of pounds sterling. The salt smuggler has almost disappeared, and a necessary of life is given in a pure state to the consumer at a lower price than he paid before for a very inferior article. It must also be borne in mind that an import of European salt into China could only be the growth of years, so that any immediate disturbance of Chinese labour, such as the Prince of Kung apprehended, is an impossibility.

"The salt trade has always led the way in the development of free commercial intercourse between nations. The greatness of the Port of Liverpool, which is the centre of half the trade of the United Kingdom, is mainly due to the vicinity of the salt beds of Cheshire. The ships laden with salt went out to America, and the result has been the enormous cotton trade with that country. Ships laden with Salt went out to Africa, and the result has been the creation of the palm oil trade. And more recently, ships laden with salt went out to Calcutta, and the result has been the great trade in the new fibre of jute, linseed, and of various other articles of Indian produce.

"We therefore point with confidence to these facts, and ask the great Chinese people to follow the course which has been attended with such advantages in the countries we have named, especially in India.

"The Shanghai Chamber of Commerce, through its President, Mr. Tyson, has published many documents to prove the extreme desirability of a trade in salt, to assist in opening up a trade with Europe in raw produce.

"Mr. Consul Winchester, of Shanghai, has proved by many reports that it would be considered an inestimable boon by the Chinese population in his district if they could get European salt.

"We, the salt manufacturers of Great Britain, have at our disposal, in a situation which is unequalled for the facilities of distribution over the world, inexhaustible beds of the purest salt, in the immediate vicinity of equally pure beds of coal, and are thus able to manufacture and deliver our produce at a rate which permits us to distance all competitors. We seek extension of our trade, and we point to the past as evidence of the fact that free trade in salt in this country has enabled us to increase our manufacture within the last half century from about one hundred and fifty thousand tons to a million and a-half tons, and we have always found that the countries thrown open to our trade have been equally benefited by an extension of trade in their own produce.

"We have no doubt from past experience that such will be the case with the Empire of China, and leaving this most important matter in your hands, we have the honour to remain, Sir, with great respect, your most humble servants, "THE SALT CHAMBER OF COMMERCE.

"H. E. FALK, President.

"JOHN MOORE, Secretary.

"To his Excellency the Hon. Anson Burlinghame, &c., &c., &c., London."

## ARTICLES OF IMPORT.

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### TEA.

The public sales of China were concluded on the 20th inst. The quantity offered was 16,016 packages, and about 13,000 packages were sold, all being "without reserve." The auctions have passed steadily, and prices for the common to fair grades of red and black-leaf Congous, though irregular, were generally rather firmer. Some breaks of medium to fine black-leaf Congou, "with all faults," sold from 1s. 7d. to 1s. 11d., being full rates. Caddy boxes of red and black-leaf teas went generally at lower rates. Oolongs and green teas sold easier.

The following review of the trade of the past year is from Messrs. Arthur Capel and Co.'s Circular:—

During the past year tea has fluctuated more than usual. The market opened with a large demand both for export and the trade, causing a gradual advance in the price of all kinds of Congou, which was further stipulated by speculative purchases to some extent, owing to the prospects of our stocks being reduced to a point lower than for some years past. The price of common Congou was forced up rapidly, until at the end of May the quotation was 1s. 3½d. to 1s. 4d. per lb., although the better kinds showed but little sympathy in the upward movement. This great advance checked the deliveries, the trade and exporters both holding aloof from it, and the speculation generally being in weak hands suddenly collapsed, and there has since been a very dull and drooping market, and the price of common teas has receded to within ½d. to 1d. per lb. of the opening prices of the year. The market has been further depressed by the extraordinarily large exports of the current season, which have completely overwhelmed it, and resulted in most serious losses to all concerned, the prices paid in China being much too high, especially for so large a quantity, whilst the anxiety to get teas home, both by overland route and by steamers, in addition to the numerous clippers, has resulted in excessive quantities arriving at one time, and to markets already overweighted, and buyers have thus been able, with a continuous fall in prices, to supply themselves in small quantities, at rates bearing no relation to the cost in China, whilst the great bulk still remains unsold, the supplies in stock and afloat being greatly beyond our immediate requirements.

The import trade, as might be inferred from the foregoing, has again been carried on at a heavy loss, notwithstanding the profit realised in the spring on common to fair qualities, nor can it be a matter of surprise that this should be so, the shipments for the early part of the season being nearly double our requirements for the same time, and at prices which could only have been justified by an export far below our wants. As long as importers hurry on the shipments early in the season, as has been the case of late, we can see no chance of a remunerative result, as the trade seeing such excessive shipments lose all confidence in the stability of prices, and will only buy in small quantities. Thus whilst in China the settlements are made by thousands of packages, they are sold here in hundreds, and even should prices in China fall to a level with those now current here, if shipments are sent forward on as large a scale as this season, they must result unprofitably, owing to a general pressure to sell, and the impossibility of finding buyers for the greater portion of them on arrival. The home trade has on the whole been prosperous, the rising markets during the first half-year having enabled dealers to realise large profits, but the second half of the year has, owing to a continuous fall in prices, been less satisfactory. The deliveries for home consumption show a large decrease; this, however, is partly owing to the stimulus given last year to duty payments by the publication of the clearances of individual firms which has now ceased, but mainly to the heavy payments in November, 1867, in anticipation of an increase of duty. The export trade shows considerable expansion, the great bulk arising from increased shipments to the Continent, but a portion to America, of common to medium Green Tea, whilst an entire cargo of uncoloured Japan was also shipped to that market.

The statistics compare unfavorably with last year. Imports have reached 153,000,000 lbs., against 124,744,000 lbs. last year. The deliveries show a decrease, the total being 141,766,000 lbs., against 143,000,000 lbs.; home consumption being about 4,750,000 lbs. less; whilst exports show an increase of about 3,500,000 lbs. The stock we estimate at 88,644,000 lbs., against 77,359,000 lbs.; the quantity arrived but not included in stock being in both years about 7,000,000 lbs. The quantity afloat of China Tea is 49,530,000 lbs., against 39,152,000 lbs., and of India Tea 3,184,000 lbs., against 2,356,000 lbs. This includes the 7,000,000 lbs. arrived not taken into stock.

INDIAN TEAS.—The market for these has ruled irregularly throughout. The system of selling everything by public auction without reserve, owing to the little competition at the sales, reduced prices for medium kinds to a very low point, parcels in many instances not realising within 3d. to 4d. per lb. of their intrinsic value; but since this system has been abandoned, and a considerable quantity sold by private contract, and the teas at public auction sold with reserve, there has been more steadiness in the market. Prices for fine to finest kinds have ruled high, especially of new season's teas, and we must again point out that it is only by attention to quality that the growth of Indian teas can be rendered profitable. The imports again show an increase, being 8,132,000 lbs., against 7,084,000 lbs., while the deliveries also show favourably, the total being 7,319,000 lbs., against 6,223,000 lbs.

JAPAN TEAS.—The market for uncoloured early in the year was much depressed, and sales difficult to make, even at low prices; latterly they have been more in demand, and supplies now due would meet with a ready sale. The coloured kinds have generally followed the markets for China Greens, but the common to fair sorts have not been saleable when similar grades of China tea could be got.

BLACK TEAS.—Congous: Siftings gradually advanced in price until Moning kinds were quoted 10½d. per lb., and Kaisow 11½d. to 1s. per lb.; they have now given way, the quotations being 7½d. for Moning kinds, and 7½d. to 8½d. for Kaisow sorts. The demand for broken-leaf and fair to good common has been strong, but prices have fluctuated greatly, rising to 1s. 2d. to 1s. 4d. in the spring, from which there has been

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a gradual decline to 10½d. to 1s. 1d. per lb. Medium kinds have been comparatively difficult of sale. The new Kaisows have, as a rule, been very inferior, and prices which, for fair kinds, opened absurdly high, have given way from 6d. to 8d. per lb.; the few really fine have commanded extreme prices. The Monings have not been equal to last season, being generally wanting in strength. The trade and exporters have given the preference to the Oonfah teas, which have proved superior to former years. Fine Pak Lings early in the season sold very well, but good kinds were difficult of sale from the first, and latterly fair quality has sold at from 1s. 2d. to 1s. 4d. per lb., being very low prices; new make Canton kinds early in the year sold very well, but latterly the market has been overweighted, and they have ruled extremely low, say from 1s. 1d. to 1s. 4d. per lb. for fair to good. Oolongs have been most unsaleable, except for very superior high burnt kinds, which in the spring sold at extreme prices, but the supplies of this season have not been liked by the trade, and they have only been saleable at prices far below those usually current. Souchongs have not been as good this year as last; a few found buyers at from 2s. 3d. to 2s. 8d. for finest chops, but prices rapidly receded to the extent of 3d. to 4d. per lb., and even at this decline there is but little demand. Flowery Pekoes have sold at improved prices. Scented Seas: Capers have been in good demand throughout, but prices have given way to the extent of 2d. to 3d. per lb. during the year. Orange Pekoes: Canton kinds have been very difficult of sale throughout, even at a low range of prices. Foochow kinds have not sold so well this year—the quality has not been so fine as last year. Medium kinds have been very difficult of sale, even at prices ruling 4d. to 5d. per lb. below last year. Fine have sold comparatively well.

GREEN TEAS have on the whole met with a fair demand, but the supplies have been more than the deliveries, and prices have in consequence ruled lower than last year. The demand for export during the summer and autumn months was larger than usual, and afforded some relief to the market, especially in common to medium kinds of Young Hyson, Imperial, and Gunpowder. Twankays have been readily saleable throughout at full prices. Hysons have been fairly saleable, but prices uncertain. Fine Moyune Young Hysons have given way in price, also Gunpowders. Imperials were very unsaleable at one time, but the shipments to America greatly relieved the market. Ping Sueys have sold fairly well, but prices opened from 2d. to 4d. per lb. below the previous year, and from this there has been a further decline in the finer kinds, but the medium qualities, in half-chests, have sold rather better. Canton Gunpowders of this season have met with but little inquiry, except for the finer kinds; prices of common to medium have been low, say from 1s. to 1s. 3d., whilst low kinds have been done at 9d. to 10d. per lb. Of Young Hysons there have been scarcely any to hand.

We extract the following remarks from the *Produce Markets Review*:—

The year which has just closed has, we fear, been one of the most disastrous in the history of the Tea trade. At its commencement, however, appearances were somewhat encouraging, for, although prices were low, there was every prospect of an improvement, and for some time large profits were made, while the market continued to rise rapidly. This was especially the case with low Tea, and a rise took place before the end of January. This rise was, however, principally confined to common and Broken Leaf Congou, the former of which, owing to extensive speculative purchases, was forced up by the end of May to 1s. 4d. per lb.—an advance of 4d. since the beginning of the year. Although the trade at the commencement of the rise bought freely, yet as a rule they stood aloof as soon as prices showed an important advance, and purchased only for immediate wants; but the rise must have had a considerable influence on the sale of tea by retailers, for we find that the official returns for this year, so far as they have at present been made up, exhibit for the first time since the duty was reduced, a falling off in home consumption. It was not to be expected that a rise brought about by speculation and only partially supported by the trade could continue for any length of time, and it is not surprising therefore that the fall in value should have been rapid and disastrous. By the middle of July there was quite a panic among those who had speculated in common tea, and their efforts to realise had led to a fall of 1½d. per lb. from the highest point. The reports of enormous shipments in China which reached this country early in August caused a further depression, and quotations of low tea receded to within 1½d. of where they had been at the commencement of the year. Meanwhile, other descriptions had not risen in the same proportion, and some only nominally; but the advance alluded to in common Congou seemed to affect the demand for all classes of tea, and nearly all, except perhaps the very finest, shared more or less in the decline. By the middle of August the market became steadier, and a good deal of tea bought on speculation having by this time been disposed of, the trade began to buy, but the bulk of their purchases consisted of the common kinds. Indeed, it became more and more evident that the character of the demand was changing, and that fine teas were decreasing in consumption, while the lower and medium kinds were daily increasing in use. The new season's Kaisows began to arrive early in September; but their quality was very unsatisfactory, and was undoubtedly much worse than that of the first arrivals of the previous season. This would have been of less consequence had they been purchased in China at moderate rates; but, unfortunately, the news of the prices paid in England for common Congou, early in the year, had reached China at the time when the merchants were buying new season's teas for shipment, and they were encouraged or compelled to pay rates for all kinds—although an important advance had taken place in common Congous only—which left them little prospect of obtaining a profit here, even had no fall taken place, and which, under existing circumstances, exposed them to very heavy loss. The demand for new teas was anything but active, and there was soon a decline of from 3d. to 4d. on the medium and common sorts, while the sale of the finer kinds was very limited, although they realised prices that appeared very high when their quality was considered; but even these rates were reported to be unremunerative to the importers. The quantity exported from China continuing to exceed that of previous years, there was a pressure to realise at public sale, and some parcels were forced off at a decline of 6d. per lb. on the opening prices. Common Congou had by this time fallen to within a ¼d. per lb. of the point at which it stood in January last. The new Monings, when they came to hand, proved to be much superior to the Kaisows, and this was confirmed by further arrivals; indeed, speaking generally, we may say that their superiority has, throughout the season, been very marked. Early in October the demand for low tea improved, and an advance of about ¼d. to ½d. per lb. was established, a further advance being obtained about a month later, in consequence of an export demand, so that the price of common Congou may be said to be about ¾d. per lb. higher than it was at the commencement of last year. There is still, however, a very large quantity of inferior tea unsold, which will eventually have to be disposed of at the price of common Congou, and, although we look for a large demand during the spring, yet, the stock of inferior tea being so large, we think the tendency of prices for this class will be decidedly downwards. On the other hand, tea of desirable quality and strength is likely to maintain its present value. The consumption of Indian tea continues to progress satisfactorily, and throughout the year prices generally have been moderate. The inferior character of the crop of Foochow tea has lately compelled many grocers to resort to the use of Indian teas for mixing. The new crop has not yet arrived to any great extent, but, so far, the teas are, on the whole, fully up to the average of late years, especially as regards flavour. It is much to be regretted that the Indian tea trade is not often a prosperous one, either for the importer or the grower; but when the enormous prices which have been paid for land, the difficulties and expense of bringing it under cultivation, and other minor matters are taken into consideration, the result can surprise no one. These matters, however, are merely temporary obstacles to the development of a trade destined in a few years to figure conspicuously in our list of importation, and to assume a proportion now little dreamt of.

## SILK.

Since the departure of the last mail the Silk Market has been very lifeless, and an impression is general that we shall experience a decline in prices before the business can revive. Buyers hold off most determinedly, and as stocks are increasing it seems unlikely that the present range can be maintained. Red Peacocks can be bought at 23s. 6d., and some fair parcels of Tsatlee have been sold at 22s.; a large parcel of 1, 2, and 3 Cat Chop having been placed at that price.

The following remarks are from Messrs. Kilburn, Kershaw, and Co.'s Circular:—The market is in the same dull and depressed state as when last reported; hardly any business has been done, or is still doing, owing to the continued firmness of holders and the absence of all speculative, or even ordinary activity in the market. Thus the New Year opens with large stocks and a very unsatisfactory rate of consumption. This state of things cannot last much longer, for it is evident that buyers will not come freely on the market, except at decidedly lower rates; it has been a struggle for months past between importers and buyers, and the result is that a diminished consumption has told against increasing arrivals, until the stocks have reached that point which renders the ruling quotations of the day unduly high; the tendency of prices, therefore, is downward, and lower prices seem inevitable; and it is probable that importers must make the first move to induce business on any scale. The market during the last six months has been entirely crippled by the high rates ruling in the East, which have caused more difficulty in the way of business here than either adverse politics or quiet trade; undue firmness has prevailed in consequence, and manufacturers who have profited too well by the experience of the last two or three years have naturally brought their operations within the narrowest compass. In China, Japan, and Bengal there appears the same wild game played; the higher the cost, the greater appears the desire of some people to be interested, and the more cheerful and sanguine their hopes of profit, seeming to disregard altogether the experience of the past, and ignoring the advices to be cautious, which, mail after mail, have gone out from the home markets. Thus it has been this season, and five-sixths of the silk to be shipped from China and Japan has come forward to Europe to an almost certain loss, and certainly at unjustifiably high prices. A *resume* of the London market is unnecessary; suffice it to say that, beyond a good business during part of February, extending to May, when prices, which had previously declined to the lowest point of the year, say 22s. 6d. for Red Peacock, and 27s. 6d. for best chop 3rd Tsatlee, steadily rose under good daily business to 25s. 6d. to 31s. There have since been but fitful moments of hesitating operations and over-sustained prices, with the exception of a few days in October, when rather more business was done; the result at the close of the year being a decline of 1s. to 2s. from the highest moment, leaving the market nominal at 20s. to 21s. for common Tsatlees, 23s. 6d. for Red Peacock, and 28s. 6d. for chop 3rd Tsatlee, being about the same prices as at this time last year; with total stocks of silk increased by 25 per cent., viz., 34,560 bales, against 27,423 on 1st January, 1868, the increase being almost entirely on China Silk. The market is still affected by the steady imports of direct silk to Lyons, which, since the opening of the China season, have been supplying the French wants, owing to the more current disposition of those importers, and thus keeping their manufacturers off our market, which of late has been too high for them.

COFFEE.—The demand for Ceylon has become less active, and at the last auction, held on the 19th inst., several parcels of Plantation and the whole of the offers of Native were bought in for want of buyers at the terms previously current. The sales of Plantation amounted to 581 casks, 27 tierces, 56 barrels, 168 bags, triage at 30s. 6d. to 47s., small 59s. 6d. to 65s., low middling to middling 66s. to 75s. 6d., bold 76s. 6d., peaberry 73s. to 82s. 6d. In addition 202 bags sea-damaged pale Manila realised 43s. 6d. to 50s. 6d. per cwt.

COIR GOODS.—Only a moderate supply of Yarn has been offered,

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consisting chiefly of Ceylon, for which the demand was not active, and prices ruled with irregularity, being in some cases about £2 lower. 312 bales Ceylon Yarn sold, middling to good middling £35 5s. to £38 15s., good and fine £41 to £55 15s., very fine £58 to £65 15s., also 66 tons in dhoils, common £27 to £29, middling £31 to £33 10s., good middling £34 to £36. 2 bales 6¼ tons Ceylon Fibre partly sold at £18 to £25.

COCOA NUT OIL.—There is a steady but not active demand for Ceylon at the current quotation, viz. £46 to £47.

CUTCH —At a recent sale 400 boxes fine Pegu, F.B.C. mark, realised 30s. to 30s. 6d. per cwt., and 197 boxes, elephant mark, 30s. 6d.

GAMBIER.—Of 301 bales offered at auction, about 130 bales sold—sound at 16s. 9d., first-class damaged 16s. 6d.

GUMS.—Benjamin: Of 81 cases Sumatra 11 cases sold, good seconds £10 10s., thirds £4 5s. to £4 15s., the remainder thirds bought in at £4 15s. to £5 10s.; 6 cases Siam dark block bought in at £8 10s. to £9 10s. Copal: Of 235 chests Manila 205 chests rough Kowrie sort sold steadily at 34s. to 35s.; 30 mats Lisbon sold at 35s. Of 42 casks Benguela 37 casks sold at 90s. to 91s. 6d., one lot inferior 82s. Dammer: 107 cases Singapore sold, good pale, rather small, at 80s. 6d. to 81s. 6d., middling 77s. to 80s., ordinary 74s. to 75s. 6d.

GALLS.—The market is extremely quiet, the only business since our last being a sale of 94 cases sea damaged China at 45s. to 46s. per cwt.

HIDES AND SKINS.—Messrs. Dyster, Nalder, and Co.'s report contains the following:—The import of East India hides during the past year has been 3,228,738 hides, against 3,245,911 hides in 1867, and 2,656,524 hides in 1866. The sales during the same period have been 2,476,392 hides, against 2,744,097 hides in 1867, and 2,324,010 hides in 1866. 456,904 hides have been forwarded on owners' account, against 573,000 hides in 1867, and 150,417 hides in 1866, leaving the present stock 344,932 hides, against 172,490 hides in 1867, and 420,823 hides in 1866; showing as compared with 1867 a diminution of import of 17,173 hides, a diminution of sales 267,705 hides and an increase of stock of 172,442 hides. The trade of th, past year for East India hides has, on the whole, been satisfactory, with but slight fluctuations in values, and generally a good demand both from the trade and exporters. Batavia, Singapore, &c.: The import has been 56,400 buffalo hides, against 30,936 hides in 1867, and 45,726 hides in 1866. From Manila we have only received 602 hides, against nil in 1867, and 8,998 hides in 1866. Buffalo hides of good quality have generally sold readily throughout the year; prices have but slightly varied, and the present quotations are about the same as in December, 1867. The sales of the month comprise 6,480 dry Rangoon ox and cow hides, and 2,124 Singapore and Rangoon Buffalo hides. Ox and cow light 8½d. to 10d. per lb.; heavy 7½d. to 8d. per lb.; small, 7½d. to 10½d. per lb.; thirds, 6½d. per lb.; fourths, 4¾d. to 5d. per lb. Singapore buffalo best, 6⅞d. to 6½d. per lb.; light, 6½d. per lb; seconds, 5¾d. per lb. Rangoon buffalo best, 4½d. per lb.; light, 4⅝d. per lb.; seconds, 3¾d. per lb.; thirds, 3⅜d. per lb. Buffalo Horns, &c.: Buffalo horns have met a more ready sale than in 1867, and lately have commanded improved quotations, the present rates being about 5s. per cwt. higher on horns, and about 2s. per cwt. higher on tips than in December, 1867. Deer horns have maintained high prices throughout the year, but are now about 2s. to 3s. per cwt. lower than at the close of 1867.

JAPAN WAX.—There has been a considerable reduction from the advanced rates recently current, and at the last sales 1,871 cases saucers of good quality sold at 80s. to 82s. 6d.

MANILA HEMP.—The market has been steady but quiet since our last report, the only sale having been of 8,000 bales for arrival at Liverpool at £45 per ton without guarantee.

PLUMBAGO.—We have to report a decline in prices. The offers of Ceylon at public auction have been 729 barrels, of which about 370 barrels were disposed of, middling lump at 24s. to 27s.; good bright, 30s. to 30s. 6d.; low and chips, 16s. to 18s.; low dust, 10s.; ordinary 12s. 6d.; middling to good dust, 14s. to 15s. 6d.

RICE.—The demand is still restricted, and slightly easier rates are current. At the public sales 5,429 bags Rangoon were bought in at 10s. 3d. to 10s. 9d., except 200 bags broken sold at 9s. to 9s. 6d.; 798 bags Necransie bought in at 9s. 6d. About 250 tons Moulmein, part of a cargo arrived off the coast, have been sold at 11s. landed, without guarantee of quality.

SAPANWOOD. — At auction 47 tons fresh Ceylon sold readily at £10 15s. to £11 2s. 6d., including dirty; also 2½ tons Cochin at £9. 33 tons Manila sold, sound at £10 12s. 6d., damaged at £9 10s. to £9 15s., and 19 tons damaged Siam bought in at £12 10s.

SUGAR.—The market has improved since our last report, the demand having been fairly active at a slight advance in prices. The following have been the transactions at the public sales:—2,950 bags Penang sold on advanced terms, middling brown to low yellow bright (duty 9s. 7d.) at 31s. 6d. to 34s. 6d., middling yellow to fine pale (10s. 6d.) 34s. 6d. to 38s.; 250 tons clayed Manila sold at 30s. 6d. (duty 8s.); 6,800 unclayed Manila, Ilo Ilo, sold at 27s. 2d.; 996 bags low brown China were bought in at 27s. 6d., about one-third since sold at 27s., including washed.

TIN.—On the 18th inst. the English smelters declared a further advance of £4 per ton in their prices. Immediately after the announcement of this advance 25 tons Straits were sold at £116, with two months' prompt, and later 10 tons at the same price for cash. About 30 tons Straits have since been sold at £115 cash, at which price holders remain firm.

## ARTICLES OF EXPORT.

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### METALS.

The following is Messrs. French & Smith's review of the past year:—

At the commencement of the new year we think we may indulge the hope that at length the metal trade is recovering from the depression from which it has suffered since 1866. Trade has already revived to some extent, and in consequence the value of money is rising.

IRON.—The price of Scotch Pig Iron has remained almost stationary during the past twelve months. The demand for Rails was quiet the first half of the year, but large inquiries from Russia later stimulated the price, and they are now quoted about 7s. 6d. per ton higher. Staffordshire Iron has participated in this advance, and the makers now obtain about 5s. per ton higher rates. The total shipments during the year 1868 we estimate 1,960,000 tons, against 1,882,650 tons in 1867.

COPPER.—This metal at the commencement of the last year was very quiet, and so continued until about the end of February, when a demand took place, and the price advanced during the next few months; but as the advance was not sufficiently supported by consumers, it again receded in June, and continued very quiet until nearly the end of the year.

TIN PLATES.—The demand has been fairly good, but the prices have been, on the whole, unremunerative. The makers are now quoting advanced rates, but barely sufficient to cover the increased cost of Tin. Exports during the year:—1868, 89,000 tons; 1867, 7,890 tons; 1866, 70,970 tons.

LEAD—Is very firm at quotations. We quote:—W.B, £21; LB, £19 5s.; other good brands, £19 to £19 2s. 6d.; Spanish soft, £18 10s. Imports: 1868, 42 000 tons; 1867, 45,158 tons; 1866, 36,946 tons. Exports: 1868, 44,900 tons; 1867, 29,119 tons; 1866, 30,422 tons.

SPELTER varied but slightly in price during the past year. Zinc and Spelter imports, 27,400 tons in 1868, against 33,818 tons in 1867. The stock of Spelter here on the 1st of January was 1,659 tons, against 2,920 tons 1st January, 1868.

## MANCHESTER GOODS.

The following is from Mr. Sam Mendel's Circular:—

The past twelve months, of which the following is a brief review, have been characterised by but few salient points; but the general condition of trade may be described as cautiously inanimate and the reverse of satisfactory to the producer. It is evident that a longer period than at first calculated on is required for the commercial interests of the country to emerge from the depression that followed the collapse of so many joint-stock companies, and to recover from the effects of the American civil war; and the sole redeeming feature is the comparative absence of failures of magnitude over the year just lapsed. Locally speaking, our millowners have cause for grave dissatisfaction, and it will require a very different state of affairs during the next few months to enable them to tide over what has been so long a ruinously unproductive trade. At no time have spinners and manufacturers been able to follow the upward movements of the Liverpool Cotton Market. The year opened with greater animation in the Manchester Market, and in view of the better accounts from the East, and generally more healthy feeling, the opinion gained force that prices had seen their lowest for some time ahead. Producers finding themselves well placed under contract, purchased freely at Liverpool, and the price of cotton took an upward turn. The Bank rate was two per cent., at which low point it continued till the month of November. Considerable activity was visible in our market during the month of February, and large transactions in the raw material increased its value. Subsequently, many resales of cotton took place—the immediate profit being preferred to the risks of manufacture in the unsettled state of the trade. During March, owing to the prominent question of cotton supplies, excitement was caused by the rumours of restricted deliveries at the American ports, and our market found strength in the opinion that the consumption of the raw material was in excess of the quantities likely to reach us. Liverpool was well supported, during the month, by purchases from this market, and closed with higher prices and greater activity. During April there was no diminution of anxiety as to the future of cotton, and the increasing disproportion between its value and that of the manufactured article enhanced the disadvantage of producers, who had long had to contend against unremunerative prices. A fair inquiry for goods suited to the East showed itself, but the absence of a home-trade demand led to the continuance of excessive exports to India. The month of May witnessed a slight development of the short-time movement, as producers began to find their position no longer tenable, and simultaneously there was evident a general disposition to refrain from more than hand-to-mouth purchases. News from India continued to advise imports in excess of requirements, and great depression in the up-country centres of consumption—a state of affairs much intensified by fear of what has since proved to be a wide-spread famine. During June the position of spinners and manufacturers became less satisfactory. The tendency of prices against millowners increased with rapidity, but their continued absence from the Liverpool market slightly brought down the value of the raw material, but not sufficiently, however, to do much good to their own position; a more cheerful feeling was, nevertheless, visible. August was characterised by more animation, though the demand was of an irregular character. The Liverpool Cotton Market closed with more firmness. Anxiety was caused by the continuance of an unparalleled drought, and many local industries suffered accordingly. A feeling of depression was visible throughout September, though transactions, in themselves unimportant, were, in the aggregate, sufficient to prevent an accumulation of stocks. Reports from Bombay of the destruction of one-third of the cotton crop in the Broach and Dhollera districts, were received with the doubts warranted by later intelligence, and had but a passing influence. During October there was little variation in price, though a curtailed production gave a firmer tone to the demands of producers. In November depression was still the prevalent feature, and in view of a languid home trade and ruinous quotations from the East, producers were placed at increased disadvantage. The Bank rate, influenced by the requirements usual towards the close of the year, was raised on the 19th to 2½ per cent., having stood at 2 per cent. for about fifteen months. The principal feature during the month of December has been the more vigorous extension of the short-time working, which has assumed proportions that cannot but influence the extent of production. It is questionable, however, whether there will be sufficient unanimity or duration in the movement to seriously affect prices, and the daily sales of cotton at Liverpool certainly do not point to any material falling off in consumption.

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# LONDON PRICES CURRENT.

Articles in the following list subject to duty are quoted with the duties paid as annexed, unless marked "in bond." Those articles against which no rate of duty is placed are admitted free.

NOTE.—Besides the duties of Customs payable on certain articles as mentioned below, an addition of ½ per cent. in the said rates is also payable on entry for consumption, except Tobacco, on which the extra duty is five per cent. and ⅛ per cent.

| | s. | d. | s. | d. |
|---|---|---|---|---|
| **ARROWROOT.** | | | | |
| (*Duty 4½d. per cwt.*) | | | | |
| East India ... ... | — | | — | |
| **CANES.** Bamboo—each | 0 | 0½ | 0 | 2½ |
| Malacca ... ... | 0 | 1 | 0 | 9 |
| Partridge ... ... | 0 | 0½ | 0 | 3½ |
| Tonkin & Carolina ... | 0 | 0¼ | 0 | 1½ |
| Rattans, com., per 100 | 2 | 0 | 4 | 0 |
| Good and fine ,, | 4 | 6 | 7 | 6 |
| **CHEMICALS.** | | | | |
| Alum ... ...per ton | 150 | 0 | 155 | 0 |
| Antimony, ore ... | 280 | 0 | 300 | 0 |
| crude ...per cwt. | 27 | 0 | — | |
| regulus, bowl ... | 48 | 0 | 49 | 0 |
| star ... ... ... | 48 | 0 | — | |
| Brimstone, roll ... | 12 | 0 | — | |
| Calomel ...per lb. | 2 | 5 | — | |
| Corros. Sublim. ... | 1 | 11 | — | |
| Iodine, dry per oz. | 0 | 9¾ | 0 | 10 |
| Ivory Blk. dry, p. cwt. | — | | — | |
| Lime, Acet. wh. ... | 12 | 6 | 22 | 0 |
| Magnes. Carb. ... | 42 | 6 | — | |
| Prussian Blue, per lb. | 1 | 0 | 1 | 10 |
| Quinine Sulph., per oz. | — | | — | |
| British, in bottle ... | 4 | 11 | — | |
| French ... ... | 4 | 6 | — | |
| Vermilion, Eng., pr. lb. | 2 | 6 | 3 | 0 |
| China ... | 2 | 6 | — | |
| **COALS,** best per ton | 16 | 9 | 17 | 6 |
| other sorts ... ... | 15 | 0 | 15 | 9 |
| **COCHINEAL** per lb. | | | | |
| Honduras, black ... | 3 | 2 | 4 | 5 |
| silver ... | 2 | 10 | 3 | 7 |
| pasty ... | 1 | 5 | 2 | 8 |
| Teneriffe, black ... | 3 | 1 | 4 | 8 |
| silver ... | 2 | 11 | 3 | 3 |
| **COFFEE,** in bond per ct | | | | |
| (*Duty 3d. per lb.*) | | | | |
| Ceylon | | | | |
| Native, fine bold ... | 54 | 0 | 58 | 0 |
| gd. and fine ord. | 47 | 6 | 51 | 0 |
| small and ordinary... | 41 | 0 | 47 | 0 |
| Plantation, fine ... | 90 | 0 | 95 | 0 |
| fine middling ... | 86 | 0 | 89 | 0 |
| good middling ... | 77 | 0 | 85 | 0 |
| middling ... ... | 70 | 6 | 76 | 6 |
| fin. ord. to low mid. | 62 | 0 | 69 | 0 |
| mixed and triage ... | 25 | 0 | 54 | 0 |
| Other British E. I. | | | | |
| fine and superior ... | 87 | 0 | 97 | 0 |
| good and fine ... | 82 | 0 | 86 | 0 |
| mid. to good mid.... | 71 | 0 | 81 | 0 |
| fine ord. to low mid. | 58 | 0 | 70 | 0 |
| good ord. Native ... | 50 | 0 | 53 | 0 |
| ordinary ... ... | 48 | 6 | 49 | 6 |
| Batavia, yellow ... | 68 | 0 | 80 | 0 |
| pale and mixed ... | 47 | 0 | 65 | 0 |
| Manila... ... ... | 44 | 0 | 57 | 0 |
| Singapore ... ... | 38 | 0 | 67 | 0 |
| Sumatra ... ... | 36 | 0 | 44 | 0 |
| **COTTON** ...per lb. | | | | |
| Surat ... ... ... | 0 | 7¼ | 0 | 11¼ |
| Sawginned Dharw ... | 0 | 9⅜ | 0 | 10 |
| Madras, Tinnevelly ... | 0 | 8⅜ | 0 | 9⅛ |
| North, and Westrn. | 0 | 8¼ | 0 | 9¼ |
| Cocanada ... ... | 0 | 8 | 0 | 8⅜ |
| Bengal and Rangoon | 0 | 7⅜ | 0 | 8¼ |
| Scinde ... ... ... | 0 | 7⅛ | 0 | 8¼ |
| China ... ... ... | — | | — | |
| Egyptian ... ... | 0 | 9 | 1 | 5½ |
| Smyrna ... ... | 0 | 8½ | 0 | 11 |
| Sea Island ... ... | 1 | 10 | 5 | 0 |
| Upland... ... ... | 0 | 10¼ | 1 | 0¼ |
| Mobile... ... ... | 0 | 10¼ | 1 | 0¼ |
| New Orleans ... ... | 0 | 10⅜ | 1 | 0⅜ |
| **CUTCH.** | | | | |
| See Terra Japonica ... | | | | |
| **DRUGS.** | | | | |
| Aloes, Hepatic, per ct. | 90 | 0 | 200 | 0 |
| Socotrine ... .. | 140 | 0 | 280 | 0 |
| Aniseed, Chi. Star ... | 97 | 6 | 102 | 6 |
| Beans, Tonquin, per lb. | 1 | 2 | 1 | 6 |
| Camphor, per cwt. ... | — | | — | |
| Japan ... ... | 110 | 0 | 115 | 0 |
| China ... ... | 110 | 0 | 115 | 0 |
| Cardamoms, per lb. ... | | | | |
| Malabar, good ... | 9 | 6 | 10 | 0 |
| inferior ... ... | 6 | 6 | 9 | 0 |
| Ceylon ... ... | 2 | 9 | 3 | 3 |
| Corosos Nuts, per cwt | 12 | 0 | 16 | 0 |
| Cassia Fistula ... | 15 | 0 | 28 | 0 |
| China Root '... ... | 30 | 0 | 40 | 0 |
| Cubebs... ... ... | 41 | 0 | 42 | 6 |
| Dragon's Blood, reed | 100 | 0 | 220 | 0 |
| lump ... ... | — | | — | |
| Galanzal Root ... | 13 | 0 | 17 | 0 |
| Gentian Root... ... | 16 | 0 | — | |
| Ginger, prsd. (*Duty 1d. per lb.*), per lb.... | 0 | 6 | 0 | 10 |
| Ipecacuanha ... ... | 6 | 0 | 6 | 3 |
| Isinglass, Brazil ... | 3 | 2 | 4 | 2 |
| Tongue sort ... | 3 | 6 | 5 | 1 |
| East India ... ... | 2 | 3 | 4 | 1 |
| Myrabolanes, per cwt. | 11 | 0 | 17 | 0 |
| **OILS.** | | | | |
| Aniseed ...per lb. | 9 | 3 | 9 | 9 |
| Cassia ... ... | 5 | 6 | 5 | 8 |
| Cinnamon ...per oz. | 1 | 0 | 4 | 3 |
| Citronel ... ... | 0 | 2¼ | 0 | 2¾ |
| fine ... ... .. | 0 | 3½ | — | |
| Clove ... ...per lb. | 2 | 6 | — | |
| Lemon... ... ... | 3 | 6 | 6 | 0 |
| Lemongrass ...per oz. | 0 | 4½ | 0 | 5 |
| Mace, expressed ... | 0 | 0¾ | 0 | 2½ |
| Nutmeg ... ... | 0 | 4 | 0 | 7½ |
| Orange ... per lb. | 5 | 0 | 7 | 0 |
| Orris Root ... per ct. | 38 | 0 | 42 | 0 |

| | s. | d. | s. | d. |
|---|---|---|---|---|
| **DRUGS** | | | | |
| Rhubarb ... per lb. | | | | |
| China, good and fine | 4 | 6 | 8 | 0 |
| gd mid. to ord.... | 1 | 0 | 4 | 0 |
| Dutch trimd. ... | — | | — | |
| Saffron, Spanish ... | 28 | 0 | 35 | 0 |
| Squills... ... ... | 0 | 1 | 0 | 2¼ |
| Tamarinds ... per ct. | | | | |
| East India ... ... | 26 | 0 | 32 | 0 |
| Vanilla, large...per lb. | 10 | 0 | 16 | 0 |
| **DYE STUFFS.** | | | | |
| Galls, Buss. bl. per ct | 85 | 0 | 100 | 0 |
| in sorts ... ... | 75 | 0 | 80 | 0 |
| white ... ... | 50 | 0 | 55 | 0 |
| China ... ... | 48 | 0 | 50 | 0 |
| Turkey, blue ... | — | | — | |
| Japan ... ... ... | 46 | 0 | 49 | 0 |
| Madder Root ... ... | — | | — | |
| Bombay ... ... | 40 | 0 | 50 | 0 |
| Orchella, Angola ... | 30 | 0 | 37 | 0 |
| Bombay ... ... | — | | — | |
| Turmeric per cwt. | — | | — | |
| Bengal ... ... | 20 | 6 | 21 | 6 |
| Madras ... ... | 19 | 0 | 30 | 0 |
| Malabar ... ... | — | | — | |
| Java... ... ... | — | | — | |
| China ... ... | 30 | 0 | 35 | 0 |
| **GAMBIER.** | | | | |
| See Terra Japonica | | | | |
| **GUMS** ...per cwt | £ | s. | £ | s. |
| Arabic... ... ... | — | | — | |
| E. I. fine pale ... | 4 | 0 | 4 | 3 |
| sorts, mid. to fine | 3 | 0 | 3 | 14 |
| garblings ... | 2 | 5 | 2 | 15 |
| Assafœtida, com. to gd. | 3 | 5 | 5 | 5 |
| Benjamin, Siam, 1st | | | | |
| and 2nd ... ... | 18 | 0 | 34 | 0 |
| Sumatra, 1st and 2nd | 7 | 0 | 11 | 10 |
| Copal, Angola red ... | 3 | 10 | 4 | 10 |
| Manila ... ... | 1 | 10 | 2 | 5 |
| Dammar, Batavia, pale | 4 | 7½ | 4 | 12½ |
| Singapore ... ... | 3 | 14½ | 4 | 5 |
| Gamboge, pkd. pipe... | 16 | 0 | 18 | 0 |
| Gualacum ...per lb. | 0s | 8d | 1s | 4d |
| Kino ... per cwt. | 60 | 0 | 120 | 0 |
| **GUTTA PERCHA.** | | | | |
| per lb. genuine ... | 1 | 9 | 3 | 6 |
| **HEMP.** per ton | £. | s. | £. | s. |
| Sisal ... ... ... | 38 | 0 | 42 | 0 |
| Bombay & Kurrachee | — | | — | |
| Manila... ... ... | 42 | 0 | 50 | 15 |
| do., good & fine white | 70 | 0 | 90 | 5 |
| China grass ... ... | — | | — | |
| COIR ... per ton | | | | |
| Rope... ... ... | 19 | 10 | 23 | 0 |
| Yarn, good & fine... | 38 | 0 | 71 | 0 |
| ord. to fair ... | 26 | 0 | 37 | 0 |
| Bombay, cm. to fn. | — | | — | |
| Junk ... ... | — | | — | |
| Fibre ... ... | 20 | 0 | 30 | 0 |
| **HIDES.** | | | | |
| Sourabaya & Batavia | | | | |
| Ox and cow hides, | | | | |
| dry, best, 6lb. to | s | d | s | d |
| 10lb. ... ... | 0 | 8 | 0 | 10 |
| Seconds ... ... | 0 | 6 | 0 | 7 |
| Thirds ... ... | 0 | 4 | 0 | 5 |
| Buffalo hides, yel- | | | | |
| low, best, 17lb. | | | | |
| to 22lb. ... | 0 | 6½ | 0 | 7½ |
| Seconds ... ... | 0 | 5 | 0 | 6 |
| Thirds ... ... | 0 | 3 | 0 | 4½ |
| Dark, best, 20lb. to | | | | |
| 28lb. ... ... | 0 | 5 | 0 | 6½ |
| Seconds ... ... | 0 | 3 | 0 | 4½ |
| Singapore, | | | | |
| Ox and cow hides, | | | | |
| dry, best, 6lb. to | | | | |
| 10lb. ... ... | 0 | 8½ | 0 | 10 |
| Seconds & Thirds | 0 | 5 | 0 | 8 |
| Buffalo hides, best, | | | | |
| 17lb. to 20lb. ... | 0 | 5 | 0 | 6½ |
| Seconds ... ... | 0 | 4½ | 0 | 5½ |
| Manila, | | | | |
| Buffalo hides, best, | | | | |
| 18lb. to 27lb. ... | 0 | 4 | 0 | 5 |
| Seconds ... ... | 0 | 3 | 0 | 3½ |
| **HORNS, BUFFALO,** | | | | |
| Calcutta, Madras and | | | | |
| Bombay, 11b. to 21b., | | | | |
| per cwt. | 25 | 0 | 41 | 0 |
| Singapore, 2½lb. to 4lb. | 35 | 0 | 47 | 0 |
| **INDIA RUBBER,** pr lb. | | | | |
| East India ... ... | | | | |
| Assam and Pegu ... | 0 | 11 | 1 | 2 |
| Penang, &c. ... ... | 1 | 5 | 1 | 8 |
| **LAC.** | | | | |
| STICLAC per cwt. | 50 | 0 | 63 | 0 |
| **METALS.** | | | | |
| IRON ... ...per ton | £ | s. | £ | s. |
| Welsh Rails in Wales | 6 | 10 | 6 | 15 |
| Welsh Bars in Wales | 6 | 0 | 6 | 5 |
| Welsh Bars in London | 6 | 10 | 6 | 15 |
| Staffordshire Bst. Bars | | | | |
| in London ... ... | 7 | 10 | 7 | 15 |
| Staffordshire B. Nail | | | | |
| Rods... ... ... | — | | 7 | 15 |
| Staffordshire B. Hoops | 8 | 5 | 9 | 0 |
| Staffordshire B. Sheets | 9 | 0 | 9 | 10 |
| Scotch Pig No. 1 in | | | | |
| the Clyde ... ... | 2 | 15½ | 2 | 19½ |
| Swedes Bars in Lon- | | | | |
| don ... ... ... | 10 | 0 | 10 | 15 |
| Swedes Steel in kegs, | | | | |
| ½ in. and ⅝ in. ... | 15 | 10 | 15 | 15 |
| COPPER ... ... .. | | | | |
| Ore ... per unit | 0 | 14½ | 0 | 15 |
| Chili Slabs per ton | 74 | 10 | 75 | 0 |

| | £. | s. | £. | s. |
|---|---|---|---|---|
| **METALS.** | | | | |
| Spanish Cake... ... | 72 | 0 | 73 | 0 |
| Australian Barra ... | 86 | 0 | 87 | 0 |
| Australian Wallaroo... | 86 | 0 | 87 | 0 |
| English tough quality | 81 | 10 | 83 | 0 |
| English best selected | 83 | 10 | 84 | 0 |
| English Sheets,— | | | | |
| Sheathing, &c. ... | 84 | 0 | 86 | 0 |
| English Bottoms ... | | | | |
| rolled ... ... | — | | 89 | 0 |
| English Bottoms ... | | | | |
| hammered ... ... | — | | 93 | 0 |
| | s. | d. | s. | d. |
| Yellow Metal Sheets. | | | | |
| 4 by 4 ft. ...per lb. | 0 | 7 | 0 | 7½ |
| Yellow Metal Sheath- | | | | |
| ings and Rods ... | 0 | 7½ | 0 | 7½ |
| **LEAD.** ... ...per ton | £. | s. | £ | s. |
| Pig, W.B. ... ... | 21 | 0 | — | |
| Pig, other brands ... | 19 | 0 | 19 | 5 |
| Spanish soft, ex ship | 18 | 10 | 18 | 12½ |
| Sheet ... ... .. | 20 | 0 | — | |
| Shot (kegs extra) ... | 22 | 0 | 22 | 5 |
| White (kegs extra) ... | 27 | 0 | 30 | 0 |
| Red (kegs extra) ... | 20 | 10 | 21 | 0 |
| **SPELTER.**... ... ... | 20 | 5 | 20 | 10 |
| Silesian ... ... | | | | |
| English (smelted | | | | |
| from ores)... ... | 20 | 0 | — | |
| **ZINC.** | | | | |
| English Sheet .. | 25 | 10 | 26 | 0 |
| **MOLASSES.** *duty 3s. 6d.*) | | | | |
| East India ... ... | — | | — | |
| **OILS** | £ | s | £ | s. |
| Cocoa-nut, Coch. p.tn. | 48 | 0 | — | |
| Ceylon ... ... | 46 | 0 | — | |
| Sydney ... ... | 41 | 0 | 45 | 0 |
| Rapeseed—Eng. pale | 34 | 10 | 35 | 0 |
| ,, brown | 32 | 10 | 33 | 0 |
| **PLUMBAGO.** | s. | d. | s. | d. |
| Ceylon, Lump ... | 20 | 0 | 33 | 0 |
| Dust... ... | 12 | 0 | 17 | 0 |
| German ... ... | — | | — | |
| **PROVISIONS,** per cwt. | | | | |
| Butter— | £ | s | £ | s |
| Cork, 3rd to 1st ... | 6 | 4 | 7 | 4 |
| Beef ... per tierce | | | | |
| Foreign, India ... | 7 | 10 | 8 | 7½ |
| mess, and Ind. mess | 5 | 0 | 6 | 15 |
| Pork— | | | | |
| Pickled middles ... | 3 | 6 | 3 | 10 |
| Irish, prime In. new | | | | |
| mess. prime p. brl. | 5 | 5 | 5 | 10 |
| Foreign Ind. per trc. | | | | |
| mess per barrel | 5 | 0 | 5 | 10 |
| Hams, Irish ... ... | 4 | 6 | 5 | 8 |
| American ... | 3 | 14 | 3 | 18 |
| Lard, Irish bladder ... | 4 | 4 | 4 | 12 |
| keg and firkin ... | 3 | 14 | 4 | 2 |
| **RICE** ... per cwt. | s. | d. | s. | d. |
| Bengal, white ... | 8 | 9 | 16 | 0 |
| Ballam and Moonghy | 8 | 9 | 9 | 6 |
| brkn. and ord. white | — | | — | |
| mid. to good white | — | | — | |
| red cargo ... ... | 8 | 6 | 9 | 0 |
| Madras ... ... | 8 | 9 | 10 | 0 |
| Arracan ... ... | 9 | 6 | 10 | 6 |
| Moulmein ... ... | 11 | 0 | 11 | 3 |
| Rangoon and Bassein | 10 | 0 | 10 | 6 |
| Saigon... ... ... | 9 | 0 | 10 | 0 |
| Java ... ... ... | — | | — | |
| Patna-cleaned ... | 16 | 0 | 23 | 0 |
| Ballam do. ... | 11 | 0 | 12 | 0 |
| Rangoon do. ... | 11 | 6 | 20 | 0 |
| Java do. ... | 20 | 0 | 35 | 0 |
| Do. London cleaned... | 22 | 0 | 36 | 0 |
| **SAGO** (*duty 4½d. per cwt.*) | | | | |
| Pearl, small (in bond) | 18 | 0 | 19 | 6 |
| large and medium | 17 | 0 | 19 | 6 |
| **SALT** (at the works in | | | | |
| Cheshire, exclusive of | | | | |
| 3s. lighterage) per ton | | | | |
| common ... ... | 5 | 6 | — | |
| butter ... ... | 8 | 0 | — | |
| stoved, common ... | 9 | 0 | 10 | 6 |
| handed ... ... | 12 | 0 | — | |
| bagged ... ... | — | | — | |
| Rock, large lumps ... | 6 | 6 | — | |
| **SALTPETRE.** per cwt. | | | | |
| Bengal, 6 p.c. or und | 26 | 0 | 26 | 3 |
| over 6 per cent. ... | 25 | 3 | 25 | 9 |
| Calcutta, 5 to 2 pr. ct. | — | | — | |
| 12 to 6 per cent. ... | — | | — | |
| Scinde, refined ... | — | | — | |
| Madras ... ... | — | | — | |
| Bombay & Kurrachee | — | | — | |
| low to fine ... ... | — | | — | |
| **SEED.** | | | | |
| Rape per qr. 416lbs. | | | | |
| Calcutta ... ... | 52 | 6 | 53 | 0 |
| Madras ... ... | 53 | 0 | 54 | 0 |
| Bombay ... ... | 54 | 0 | 55 | 0 |
| Japan ... ... | — | | — | |
| Teel per 384 lbs. | | | | |
| Sesame or Gngly ... | 61 | 0 | 63 | 0 |
| **SHELLS** per cwt. | | | | |
| Mother o'Pearl ... | — | | — | |
| China and Manila . | 180 | 0 | 190 | 0 |
| Singapore ... ... | — | | — | |
| Buffalo ... ... | — | | — | |
| West Coast, Black | | | | |
| edge ... ... | — | | — | |
| Tortoise per lb. | — | | — | |
| Manila ... ... | 13 | 0 | 21 | 0 |
| Other East India ... | 7 | 0 | 18 | 0 |
| West India... ... | 10 | 6 | 15 | 0 |
| **SOY** per gall. | | | | |
| China ... ... ... | 2 | 8 | 2 | 9 |

| | s. | d. | s. | d. |
|---|---|---|---|---|
| **SOY.** | | | | |
| Japan ... ... ... | 2 | 0 | — | — |
| **SPICES** | | | | |
| Cassia Lignea per cwt. | 130 | 0 | 142 | 0 |
| Vera ... ... ... | 60 | 0 | 84 | 0 |
| Buds ... ... | 125 | 0 | 155 | 0 |
| Cinnamon per lb. | | | | |
| Ceylon, 1st quality. | 2 | 4 | 3 | 2 |
| 2nd ,, | 1 | 11 | 2 | 10 |
| 3rd ,, | 1 | 8 | 2 | 6 |
| Tellicherry ... ... | — | | — | |
| Cloves, Penang ... | 0 | 10½ | 0 | 11½ |
| Amboyna ... ... | 0 | 5 | 0 | 6 |
| Zanzibar ... ... | 0 | 3½ | 0 | 4½ |
| Ginger per cwt. | | | | |
| Cochin ... ... | 31 | 0 | 120 | 0 |
| Mace, 1st qual per lb | 2 | 6 | 3 | 0 |
| 2nd and inf. ... | 1 | 6 | 2 | 3 |
| Nutmegs. | | | | |
| 78 to 90 lb. ... | 2 | 3 | 4 | 0 |
| 80 to 90 lb. ... | 1 | 7 | 2 | 2 |
| 95 to 132 lb. ... | 1 | 2 | 1 | 6 |
| Pepper, black per lb. | — | | — | |
| Penang ... ... | 0 | 3½ | 0 | 3¾ |
| Singapore ... ... | 0 | 3¾ | 0 | 4 |
| white ... ... | 0 | 5⅞ | 0 | 6¼ |
| **SUGAR** per cwt. | | | | |
| *Duties:*— | | | | |
| *Ref. and Candy,* 12s. | | | | |
| *Raw,* 1st cl. 11s. 3d. | | | | |
| ,, 2nd cl. 10s. 6d. | | | | |
| ,, 3rd cl. 9s. 7d. | | | | |
| ,, 4th cl. 8s. | | | | |
| Penang, yell. and gray | 34 | 0 | 38 | 0 |
| brown ... | 29 | 0 | 33 | 6 |
| Manila, clayed ... | 30 | 0 | 31 | 6 |
| superior ... | — | — | — | — |
| unclayed ... | 26 | 6 | 27 | 9 |
| Java, gray and white | 35 | 6 | 40 | 6 |
| brown and yel. | 26 | 0 | 34 | 0 |
| China and Siam, white | 34 | 0 | 39 | 0 |
| brown and yellow... | 26 | 0 | 33 | 6 |
| **TALLOW** per cwt. | | | | |
| East India ... ... | — | | — | |
| **TAPIOCA** (*Duty 4½d. per cwt.*) per lb. | | | | |
| Penang and Singapre. | 0 | 2 | 0 | 3¼ |
| Pearl ... per cwt. | 23 | 6 | 24 | 6 |
| **TAPIOCA FLOUR** lb. | 0 | 2 | 0 | 2¼ |
| **TEA** (*Duty, 6d per lb.*) | | | | |
| Congou. | | | | |
| brown leaf, ord. ... | 0 | 10½ | 0 | 11 |
| good ord. to bst md. | 0 | 11½ | 1 | 0 |
| good export kinds . | 1 | 0⅜ | 1 | 0¾ |
| Kaisow, 1st & 2nd ... | 1 | 5 | 2 | 8 |
| bk. leaf, com. to gd. | 1 | 4½ | 1 | 3 |
| medium to finest ... | — | | — | |
| Oopack and Moning . | 1 | 5 | 2 | 3 |
| do.. extra fine ... | 2 | 5 | 2 | 6 |
| Ning Yong and Oolg. | 0 | 9 | 2 | 2 |
| Souchong. | — | | — | |
| fair to good ... | 1 | 1 | 1 | 8 |
| fine to finest ... | 1 | 10 | 2 | 6 |
| Flowery Pekoe. | — | | — | |
| fair to good ... | 0 | 10 | 1 | 6 |
| fine to finest ... | 1 | 10 | 3 | 6 |
| Caper, scented ... | 0 | 9 | 2 | 0 |
| Orange Pekoe, plain . | 1 | 2 | 1 | 6 |
| scented ... ... | 1 | 0 | 2 | 4 |
| Twankay. | — | | — | |
| common to good ... | 0 | 9 | 1 | 0 |
| fine to Hyson kind . | 1 | 0½ | 1 | 1 |
| Hyson Skin. | — | | — | |
| common to fair ... | 0 | 8 | 0 | 9 |
| good to fine ... | 0 | 10 | 0 | 11 |
| Hyson, common ... | 0 | 11 | 1 | 1 |
| fair to fine ... ... | 1 | 3 | 2 | 2 |
| finest ... ... | 2 | 4 | 3 | 8 |
| Yg. Hyson, Can. kind | 0 | 7 | 1 | 4 |
| country kinds ... | 1 | 0 | 2 | 10 |
| Imperial ... ... | 0 | 9 | 2 | 10 |
| Gunpowder ... ... | 0 | 9½ | 3 | 7 |
| Japan, uncoloured ... | 1 | 0 | 1 | 8 |
| Assam ... ... ... | 1 | 0 | 6 | 0 |
| **TERRA JAPONICA.** | | | | |
| Gambier per cwt. | 16 | 3 | 16 | 9 |
| free Cubes ... ... | 20 | 0 | 22 | 0 |
| Cutch ... ... ... | 28 | 0 | 30 | 6 |
| **TOBACCO.** | | | | |
| (*Duty 3s. per lb, and 5 per cent. and ¼ per cent., equal to about 3s. 1½d per lb.*) pr. lb. | | | | |
| East India leaf ... | 0 | 2 | 0 | 6 |
| Japan ... ... ... | — | | — | |
| Java ... ... ... | 0 | 6 | 1 | 0 |
| Manila cheroots ... | 6 | 0 | 7 | 6 |
| **WAX** per cwt. | | | | |
| BEES'. | £. | s. | £. | s. |
| English ... ... | 9 | 0 | 9 | 10 |
| German ... ... | — | | — | |
| American ... ... | 8 | 10 | 9 | 0 |
| Bombay & Madras | 8 | 15 | 9 | 5 |
| Bengal ... ... | 8 | 10 | 9 | 0 |
| E. I. white ... ... | 10 | 0 | 12 | 0 |
| VEGETABLE. | | | | |
| Japan ... ... | 3 | 15 | 4 | 5 |
| **WOOD**—DYE, per ton. | | | | |
| Red Sanders ... ... | 7 | 5 | 7 | 7½ |
| Sapan, Bimas, &c. ... | 9 | 0 | 12 | 0 |
| Do., Siam ... .. | 11 | 0 | 14 | 0 |
| Cedar, Cuba ... per ft. | 0 | 5 | 0 | 6 |
| Ebony... ...per ton | | | | |
| Ceylon ... ... | 5 | 12 | 15 | 0 |
| Satinwood ... per ft. | 1s | 0d | 1s | 2d |
| **WOOL** ... ...per lb. | | | | |
| East India, white ... | 0 | 7½ | 1 | 4 |
| yellow and gray ... | 0 | 2 | 1 | 0 |

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# Shipping Intelligence.

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## ARRIVALS.

| Date. | Ships. | Captain. | From. | At. |
|---|---|---|---|---|
| Jan. 9 | Lotus | Evans | Batavia | Falmouth |
| — 9 | Athena | Pearce | Akyab | Do. |
| — 10 | Knighton | Stewart | Singapore | Liverpool |
| — 9 | Joliba | Simpson | Sarawak | Queenstown |
| — 9 | Mathilda | Blake | Rangoon | Do. |
| — 9 | Elena | Da Voca | Manila | Liverpool |
| — | Alblasserwaard | — | Do. | Queenstown |
| Dec 23 | Wild Rover | — | Do. | Boston |
| — 28 | Alaska | — | China and Japan | New York |
| — | Von Berg | Lindeman | Rangoon, for Bremen | Off Portland |
| Jan. 9 | Copernicus | Algra | Batavia, for Amstrdm | Do. |
| — 11 | Ann Wheaton | Priddle | Macao | Liverpool |
| Dec 30 | Mariano | Ryder | Padang | Boston |
| Jan. 11 | Velocidade | Wyrill | Shanghai | Off the Lizard |
| — | Nor | — | Maulmain | Queenstown |
| — 12 | Geraint | Watt | Singapore | London |
| — 13 | Marcellus | White | Shanghai | Do. |
| — 11 | Seamew | — | Foochow | Off the Wight |
| — 11 | Bilderdyk | Victor | Batavia, for Rottrdm. | Do. |
| — 13 | Coulnakyle | — | Foochow | London |
| Dec. 6 | Reiza | — | Hong Kong | Callao |
| — 8 | Hermann Emma | — | Do. | Do. |
| — 8 | Enrique IV. | — | Macao | Do. |
| Jan. 15 | Jungfrau | Jones | Foochow | London |
| — 13 | Stad Dockum | Timmerman | Java, for Amsterdam | Off Dungeness |
| — 13 | Cordillera | Berry | Bassein | Queenstown |
| — 9 | Jeanne d'Arc | Bedex | Akyab, for Bordeaux | Forthaliguen R. |
| — 15 | Merchantman | Moulyan | Penang & New York | Deal |
| — 14 | George Croshaw | Alexander | Bangkok | Falmouth |
| — 9 | Drago | Chericich | China | Trieste |
| — | Fair Wind | — | Rangoon | Plymouth |
| — 3 | Euphrosyne | Christie | Singapore | New York |
| — 4 | Samuel Russell | Lucas | Hong Kong | Do. |
| — 5 | War Hawk | Williams | Manila | Do. |
| — 5 | Orpheus | Crowell | Do. | Do. |
| — 5 | Italy | Williams | Yokohama | Do. |
| Dec. 31 | Marianne | Ryder | Padang | Boston |
| Jan. 18 | Dr. Petermann | Frederick | Foochow | London |
| — 18 | Vanguard | Hunter | Do. | Do. |
| — 17 | Evelyn Wood | Jameson | Shanghai | Do. |
| — 15 | Ferozepore | Woolterton | Bangkok | Falmouth |
| — 16 | Everhard | Clencke | Saigon, for Amstrdm. | Do. |
| — 16 | Caroline | Boysen | H. K., &c., for Hmbg. | Off the Lizard |
| — 15 | Johannes Martinus | Dalloyaux | Batavia | Texel |
| — 6 | Lord Nelson | Blythe | Padang | New York |
| — 19 | Georges | Varey | Shanghai | London |
| — 17 | Tinto | Wilkie | Rangoon | Queenstown |
| — 19 | Guiding Star | — | Shanghai | Deal |
| — 19 | Nestor (str.) | Drenning | China, Singapore, &c. | Do |
| — 18 | Ministr. F. v. d. Putte | — | Batavia for Amstdm. | Off Dungeness |
| — 18 | Minister Thorbecke | — | Do. do | Do. |
| — 20 | Atma | Watson | Shanghai | Deal |
| — 16 | Manuel | Aurrecoechea | Manila | Santander |
| — 21 | KronPrinzv. Preussen | Musack | Batavia | London |
| — 21 | John Nicholson | Evans | Shanghai | Deal |
| — 7 | Parmenio | — | Yokohama | New York |
| — 22 | Rollo | Foward | Shanghai | London |
| — 22 | Juanpore | Brown | Do. | Do. |
| — 22 | Prudhoe | Watson | Do. | Do. |
| — 22 | Annie Florence | Hanson | Singapore | Do. |
| — 20 | Agra | Macaulay | Rangoon | Liverpool |
| — 20 | John Banfield | Bastian | Yloilo | Queenstown |
| — | A. H. Wille | — | Saigon | Do. |
| — 21 | Havelock | Madden | Foochow | New York |
| — 20 | E. A. Oliver | — | Do. | Off the Wight |

## DEPARTURES.

| Date. | Ship. | Captain. | For. | From |
|---|---|---|---|---|
| Jan. 7 | Assecuradear | Davis | Singapore | Margate Roads |
| — 11 | Maiden Queen | Ray | Shanghai | London |
| Dec. 11 | Windward | — | Hong Kong | San Francisco |
| — 26 | Formosa | — | Do. | Boston |
| — | Hiawatha | Matthias | Shanghai | Bremen |
| Jan. 12 | Empress | Cooper | Yokohama | London |
| — 11 | Stephanie | Schulte | Hong Kong | Cardiff |
| — 9 | North Star | Jeffery | Do. | Penarth |
| — 10 | Matador | — | Singapore | Do. |
| — 10 | Metis | Paulson | Do. | Do. |
| — 11 | Cinco Hermanos | Ormachea | Manila | Liverpool |
| — 7 | Emilia | Sohie | Yokohama | Cardiff |
| — 7 | Madeira (s.) | Embleton | Para and Japan | Penarth Dock |
| — 13 | Wild Deer | Smith | Shanghai | London |
| — | Fop Smit | Metz | Batavia | Rotterdam |
| — 12 | Verena | Hudson | Singapore | Cardiff |
| — 11 | Dora | Brown | Manila | Liverpool |
| — 11 | British Constitution | — | Galle | Shields |
| Jan. 13 | Hermann Doctor | Giese | Hong Kong | Cardiff |
| — 13 | Cleopatra | Descovich | Do. | Do |
| — 12 | Kingdom of Belgium | Rodgers | Singapore | Sunderland |
| — 13 | Columbus | Croot | Hong Kong | Glasgow |
| — 13 | Martin Luther | — | Amoor River | Gravesend |
| — 15 | Eleanor | Pretin | Tientsin & Chefoo | London |
| — 15 | Preciosa | Franke | Newport & Hg. Kong | Do. |
| — | Medea | Ankringa | Batavia | Rotterdam |
| Dec. 30 | Belvidere | — | Yokohama | New York |
| Jan. 16 | Douglas Castle | McRitchie | Hong Kong | London |
| — 15 | Shannon | Williams | Galle | Cardiff |
| — 15 | Jerfalcon | Fox | Penang | Glasgow |
| — | Mina | Bruggen | Batavia | Rotterdam |
| — 14 | Hope | Wilson | Manila | Cardiff |
| — 19 | Renown | Adams | Japan | Southampton* |
| — 21 | Nile (s.) | Gain | Sing. China & Japan | London |
| — | Mary and Hillegonda | Walters | Batavia | Rotterdam |
| — 18 | Washington Irving | Johnson | Galle | Cardiff |
| — 19 | Aggie M. | Myers | Singapore | Penarth |
| — 19 | Violet | Pope | Do. | Do. |
| — 19 | Lochleven Castle | M'Diarmid | Do. | Glasgow |
| — 22 | Sarah Watson | Hoffmann | Colombo | London |
| — 11 | Maasluis | Eknaber | Singapore | Penarth |

* After repairing.

*(See Commercial Postscript and Correspondents' Letters.)*

## LOADING.

At LONDON.—For Yokohama: Cedric, Aurora Australis, Janet Ferguson, Phaeton, Rifleman. For Amoy and Chefoo: The Cedars. For Shanghai: Joseph Sprott, Weymouth, Fusiyama, Dilkhoosh, William Melhuish, Geraint, Juanpore. For Hong Kong and Foochow: Kaisow. For HongKong: Chusan, Carmarthenshire, Dunmail, Cecilia. For Manila: Angela. For Singapore: Wave Queen, Jungfrau. For Batavia and Sourabaya: Aglae. For Penang: Ceylon. For Colombo: Aboyne, Shooting Star, Avon, Ocean Belle, Maid of Glanwern.

At LIVERPOOL.—For Hiogo: Edward Herbert. For Yokohama: Kirkland, Mount Vernon. For Shanghai: Melbrek, M. E. Nelson. For Hong Kong and Foochow: Windhover. For Singapore: Dewa Gungadhur, Twilight, Ringdove. For Manila: Dos Hermanos, Esperanza, Joaquina Victoria. For Batavia and Sourabaya: Mary Spencer, Fanny Kirchner. For Mauritius, Penang, Singapore, Hong Kong, and Shanghai: Agamemnon (str.).

At GLASGOW.—For Shanghai: Whirlwind. For Manila and Yloilo: Magallanes. For Batavia and Sourabaya: County of Ayr.

## SPOKEN.

NORTHUMBERLAND, from Batavia, Nov. 26, 2 N., 23 W.
A SMALL BARQUE, of Bremen, Cardiff to Batavia, 6 N., 27 W.
CATHERINA (N. G. barque), for Batavia, Dec. 3, 16 S., 31 W.
JOHANNES MARTINUS, Batavia to Amsterdam, Dec. 27, 35 N., 36 W.
JUBILEE, Sarawak to Falmouth, Dec. 28, 37 N., 34 W.
JAMES SHEPHERD, London to Shanghai, Sept. 24, off the N.W. Cape.
SIR HENRY HAVELOCK, London to Hong Kong, 71 days out, 39 S., 24 E
VESTA, Rotterdam to Hong Kong, Nov. 17, 20 S., 108 E.
SIREN, Liverpool to Hong Kong, Nov. 21, in Pitt's Passage.
KYNAM (American ship), New York to Japan, Nov. 21.
HERALD OF LIGHT (barque), Cardiff to Amoy, Nov. 21.
LETITIA (Amer. schr.) New York, to Nagasaki, Oct. 20, 39 S., 1 W.
KANAGAWA (Dutch ship), for Singapore, Dec. 6, 1 N., 26 W.
SCHIEDAM (Dut. ship), Rtrdm. to Btva., 32 days out, Dec. 10, 6 S., 32 W.
ATMA, Shanghai to London, Dec. 16, 3 N., 24 W.
FORWARD HO, Liverpool to Shanghai, Dec. 4, 11 S., 32.
GEFFRARD, London to Penang, Dec. 6, 6 S., 32 W.
MARIA ELIZABETH, Rotterdam to Singapore, 21 Dec., 5 N., 26 W.
MARCHIONESS D'ANZON, Singapore to Bordeaux, Oct. 5, 20 S., 65 E.
ANNA AND SOPHIA, Amsterdam to Batavia, Dec. 10, 4 N., 26 W.
CHINA (str.), San Francisco to Yokohama, Dec. 15, 21 N., 158 W.
JEVERLAND, Singapore to Boston, Dec. 28, 31 N., 72 W.
PRINCE WALDEMAR, Singapore to Boston, Nov. 22, off the C. of G. Hope.
VIER GEZUSTERS, Sourabaya to Rotterdam, Dec. 4, 15 S., 6 W.
JUANPORE, Shanghai to London, Nov. 28, 26 S., 5 E.
FAIR KATHLEEN (?), Cardiff to Hong Kong, Dec. 20, 4 N., 25 W.
FALCON, London to Hong Kong, Dec. 22, 5 N., 24 W.
ALFRED RAY, Shanghai to London, Jan. 4, 31 N., 33 W.
LAGODA (?), Liverpool to Foochow, 62 days out, Oct. 29, 32 S., 29 W.
RESOLUTE, Shanghai to New York, Dec. 4, 33 S., 29 E.
ZINGRA, Foochow to London, Dec. 11, 23 S., 60 E.
JACOBA, Newcastle to Japan, Dec. 5, 4 N., 21 W.
SALVADORA, Cardiff to Manila, Oct. 1, 7 N., 23 W.
SEA SNAKE, London to Singapore, Nov. 23, 25 S., 25 W.
CORNELIS WERNARD EDUARD, Rotterdam to Batavia, Dec. 4, 7 S., 30 W.
BOTHWELL CASTLE, Singapore to Liverpool, Dec. 11, 35 S., 22 E.
MELISSA (barq.), Cardiff to Japan, Dec. 15, 23 S., 26 W.
NAPLES (Amer. ship), Batavia to Boston, Nov. 19, 33 S., 29 E.
MONTROSE (ship), from China, Nov. 30, 23 S., 2 W.
LEANDER, London to Shanghai, Nov. 30, 33 S., 30 W.
FOXGLOVE, Sunderland to Singapore, Nov. 10, 5 N., 24 W.
ALTHORP, Newport to Shanghai, Oct. 30, 26 S., 28 W.
VIER GEZUSTERS, Java to Rotterdam, Dec. 22, 4 N. (?), 24 W.
BROUWERSHAVEN, Batavia to Rotterdam, Jan. 8, 35 N., 25 W.
CAMILLA, Foochow to New York, Sept. 28, 14 N., 111 E.
PARANA, Batavia to Amsterdam, Nov. 9, 27 S., 51 E.
ESPERANDA, Nantes to Singapore, Oct. 24, 37 N., 15 W.
INSULINDA, Batavia to Amsterdam, Nov. 21, 31 S., 38 E.
BROADWATER, Shanghai to London, Dec. 15, 19 S., 3 W.
JACOBA, Newcastle to Japan, 19 S., 33 W.
LOUDON CASTLE, Clyde to Singapore, Nov. 19, 18 S., 32 W.
RESOLUTE (ship), Shanghai to London, Nov. 21, 21 S., 64 E.
STEFFANE (?) (Dutch barque), Shanghai to London, 75 days out, Nov. 27 27 S., 49 E.
SIR HARRY PARKES, Shanghai to London, Dec. 1, 30 S., 38 E.

## FREIGHTS AND CHARTERS.

We have no change to note in berth freights to the Eastern Ports; coal freights from the Northern outports still show a downward tendency.

Current rates of freight for vessels on the berth:—To Yokohama: 40*s.* weight, 45s. meast. To Nagasaki: 45s. weight, 50s. meast. To Shanghai: 40s. weight, 45s. meast. To Hong Kong: 40s. weight, 30s. meast. To Singapore: 30s. weight or meast. To Penang: 30s. weight or meast. To Ceylon: 20s. to 25s. weight, 35s. meast. At New York to China; $12 to $15 per ton of 40 cubic feet

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—For Yokohama: £43. For Shanghai: £45. For Hong Kong: £33. For Singapore: £25. For Galle: £24. From Newport, Cardiff, or Swansea per ton.—For Yokohama: £2 3s. For Hong Kong: £1 15s. For Manila: £1 15s. For Singapore: £1 5s. For Galle: £1 4s.

## MISCELLANEOUS.

AT MAURITIUS.—Nov. 25, Emilie and Irma, Bertin, from Singapore, for Bordeaux; 27, Belliqueuse, Penhoat, from Singapore. Dec. 5, Nestor (str.), Drenning, from Shanghai, and left 7 for London; 12, Diomed (str.), Crompton, from Liverpool, and left 15 for China; 14, R. H. Jones, Darke, from Buenos Ayres, and sailed for Colombo.

The Colgrain, Hoad, from London to Galle, has been posted at Lloyd's as having been spoken with October 25, in lat. 2 N., lon. 27 W., since which time she has not been heard of.

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At St. Helena, Dec. 13, Mountain Ash, Aitchison, from Foochow, and sailed, 14, for Falmouth; 17, Mercator, Brown, from Shanghai, and sailed, 18, for London; 18, Helena and Henriette, Derterding, from Batavia, and sailed for Amsterdam; 26, Chili, Macskinning, from Samarang, and sailed for Rotterdam; Zenobia, Hutchins, from Singapore, and sailed for London; 27, Thomas Bell, Wylie, from Ceylon, and sailed for London; 28, Eleanor, Fountain, from Padang.

Off St. Helena, Dec. 24, Boldon Lawn, from Ceylon, for London.

At Table Bay, Dec. 13, Janet Mitchell, Binney, from Batavia, and sailed, 17, for Rotterdam; 18, Isabella Ridley, Watson, from Shanghai; F. Reck, Denker, from Shanghai; Anna Maria, Ritchie, from Foochow.

The following extract from a letter, under date St. Vincent, 22nd December, has reference to the steamer Bismarck:—"You will have heard, probably, by the time this reaches you of the accident to the screw steamer Bismarck, so recently built by Messrs. Henderson, Coulborn, and Co., of Renfrew. She was at anchor here on Saturday evening, when the City of Buenos Ayres entered the bay, in a clear moonlight night, and ran into her nearly amidships, cutting her down to the keel. I have just been out to see her, and, certainly, after observing the injury done, I was astonished to find her afloat, the midship compartment being full of water, and the vessel lying as straight as if nothing was wrong with her, with a clean cut two feet broad from deck to keel. The iron deck is the only think that saved her from being cut in two. This reflects great credit on the builders. There is no tide here, and I advised the captain to patch her down to the water line, then to heave her down, to make good the bottom, and go on to Rio de Janeiro."

## CASUALTIES.

The Emilie and Irma, Bertin, from Singapore for Bordeaux, put into Mauritius, Nov. 25. She had lost mainmast, sprung mizenmast, and received other damage during a cyclone 9th Nov., in lat. 7 S., lon. 86 E., and was undergoing repairs afloat.

The Willy Rickmers, Stolt, from Cardiff to Shanghai, whilst anchoring at Falmouth, fouled the Prinz Adalbert, and carried away her own bulwarks and stanchions.

Advices from Mauritius, dated 18th Dec., state that the Diomed (str.), Crompton, from Liverpool to Singapore, China, &c., fouled a French barque when steaming out of the harbour, and received damage to stern.

Advices from Rotterdam, dated 18th Jan., state that the Bilderdyk (Dutch ship), Victor, from Batavia, was ashore between Helvoet and Brouwershaven.

Advices from Capetown, dated Dec. 19, state that the Sir Ralph Abercromby, of London, Anderson, from Cardiff, to Yokohama, with coals, struck upon a rock off Tristan d'Acunha, Dec. 2, became leaky, and was abandoned 5th, with fourteen feet water in her hold; she was supposed to have sunk, as shortly after she was left a squall of rain came on, and when it cleared she was no longer visible; the crew were safely landed on the island, and where subsequently taken on to Simon's Bay.

The Zenobia, Hutchins, from Singapore, which arrived at St. Helena, Dec. 26, experienced a cyclone Nov. 13, in 21 S., 67 E., and was detained 10 days off the Cape of Good Hope, by N.W. gales, during which she had her mizenmast, bowsprit, and jibboom sprung, and the three topmasts crippled.

## LAUNCHES.

Messrs. Glover and Co., at Birkenhead, launched on the 1st instant, a ship of 1,300 tons. She was named the John o'Gaunt, is owned by Messrs. James Beazley and Co., and will be commanded by Captain Fox, late of the Jumna. The John o'Gaunt is intended for the East India trade.

There has been launched from the yard of Messrs. Oswald and Co., at Pallion High-yard, Sunderland, an iron sailing-ship, of 1,300 tons register. Dimensions: Length between perpendiculars, 220 feet; breadth. 37 feet 9 inches; depth, 22 feet 6 inches; built for Messrs. L. H. M'Intyre and Co., of Liverpool, for the Indian trade. She is classed Aa 1 at Lloyd's, is fitted with iron lower masts, bowsprit, and topmasts, steel lower and lower topsailyard, and steel standing rigging, with all the latest improvements.

On the 18th inst. Messrs. Alexander Stephen and Sons launched from their dockyard at Kelvinhaugh an iron sailing barque of 700 tons, named the Caroline, Aa 1 at Lloyd's, and 20 years in the Liverpool Registry. She will be engaged in the Pacific trade, and was constructed for Messrs. Le Quellec and Bordes, of Bordeaux,

Messrs. Archd. M'Millan and Son, Dumbarton, have launched a fine iron barque of 545 tons, named Antilles, intended by her owners, Messrs. M'Arthur, M'Lean, and Co., Greenock, for the West India trade, and is classed A 1 at Lloyd's.

A new barque, Blenheim, built by Messrs. R. Williamson and Son, of Harrington, to the order of Samuel Martin, Esq., of Liverpool, and co-owners, was launched on the 14th inst., and now lies in Harrington Harbour, where she will be rigged preparatory to being sent to sea. The Blenheim is entirely of iron, and will be classed at Lloyd's Aa, and in the Liverpool Underwriters' Registry A 1 for 20 years.

## NAVAL AND COALING STATIONS.

(DAILY NEWS)

It seems to be a fixed opinion with naval men that it is of the highest importance for this country to be possessed of a great number of protected harbours in all seas, especially with a view to coaling. It is well known that the Peninsular and Oriental Steam Company, which, ranging as far as Japan, may well call itself simply Oriental, has a small fleet of colliers constantly employed in replenishing its stores at such places as Aden, Point de Galle, Singapore, and Hong Kong; and it seems at first sight that similar stores must be always maintained for the use of our cruisers who now keep the peace on the highways of commerce, and who will in time of war be employed to scour the sea not only of pirates, as at present, but of privateers and of belligerent vessels sailing under national flags. That such depots of coal are needed at present by the Queen's ships is manifest; but that they will be needed for the same purpose in time of war, and that, if needed, they can then be maintained regularly, is by no means so certain.

The late civil war in America gave birth to a very small number of armed ships preying upon commerce; in popular language, and perhaps in the historical belief of most people, there was but one such predatory wanderer, the *Alabama*. And this popular, perhaps the correct, belief is, that the *Alabama* compelled the American shipowners to turn over, by real or collusive sales, all their seagoing craft to foreigners.

Our own naval officers are not ready to admit that such a thing could befall the British shipping interest; for they hold that the *Alabama* ought to have been caught and destroyed much earlier, and that no such rover could escape the vigilance and swiftness of our squadrons. But it seems probable that no amount of skill or of zeal on the part of our seamen could prevent any belligerent from sending forth from time to time one or two *Alabamas;* and they would be enough to raise the rate of marine insurance so high as to induce our shipowners to transfer their property to neutrals, and our merchants to trust their goods to neutral bottoms. In treating this topic it should be borne in mind that the law of salvage, as it stands, tends very materially to diminish the zeal of our seamen, since it is infinitely more profitable to recapture English merchantmen than originally to destroy their captors. For many years after Trafalgar the Indian seas were ravaged, and company's ships plundered at will, by the few representatives of the French Navy, who made Bourbon and Mauritius their headquarters. Men like Hardinge and Cook, who closed the career of prosperous corsairs with the sacrifice of their own lives, were very scarce compared with the inglorious commanders who fattened on the game hunted for them by their enemies; and the conquest of the French settlements in the African waters, deferred as it was for five years after our navy was relieved from the necessity of fighting with hostile fleets, was probably forced upon the service by the cries of the East India Company rather than by the chivalrous ardour of Nelson's successors. To give effectual protection to our traders we should offer very high money rewards for the capture of armed vessels, so as to make it economically worth while to pursue the path of glory.

But the experience of the Russian war seems to show that commerce is best protected by a complete blockade. In any future war with any other Power at all equal to Russia we can hope only for an approximation to such a blockade, for there is no other country against which we should have so good an ally in frost. We could not, for instance, seal up the few ports of North Germany all through the winter and spring with anything like certainty; much less could we put a chain of war round the Spanish Peninsula without a considerable number of temporary breaks.

A blockade, even though not perfect, would be the most effective way of employing our navy. Although it would not secure our merchants from the occasional sallies of corsairs, it would at least be more satisfactory than hunting all over the Pacific and the Atlantic for a stray Surcouf or Semmes, whilst it would do something towards bringing an enemy to terms (though not nearly so much as was done by the United States against their rebels), in so far as it stopped all the trade that he would carry on in neutral bottoms. Our policy would be to maintain a blockade with the greatest possible strictness, and to combine with it enough free cruising to keep our seamen in good spirits, but not to make violent and extravagant efforts to keep all navigable waters open to our traders. Heligoland, therefore, would be of great value as a coal store for the squadron blockading the mouth of the Elbe. Gibraltar or Ceuta would be not less valuable in a conflict with Spain; Malta would be indispensable for keeping our footing in the Mediterranean against France, or Italy, or Austria. To these points, which are near our own shores, it would be possible, though costly, to take under convoy a sufficient fleet of colliers; but Aden, Singapore, Hong Kong, St. Helena, Mauritius, Capetown and Ascension could not be fed with coal in sufficient quantities except at an overwhelming expense. Three pounds a ton is said to be the average price paid at present by the Peninsular and Oriental Company. It is not easy to calculate how much this rate would be enhanced by war. Should our Government resolve on maintaining in war time as great a force of cruisers in distant seas in proportion to the home squadrons as did our Admiralty in the old French war, it would be necessary on the first alarm to fill up our coal depots to overflowing, and to stop the sale of coal at such places as Malta to the French Messageries, and at such places as Hong Kong to our own steamship companies.

In any case, it must be admitted that, if Gibraltar is to be retained as a magazine for the replenishing of armed vessels, and if it is recommended for this purpose because it is an impregnable fortress, then it would be good policy to make Heligoland and other places, which need not here be mentioned, strong enough to protect their warlike stores, that is to say, their coal, against the sudden attacks of expeditions evading our squadrons of blockade.

SHIPBUILDING ON THE CLYDE.—The annual returns of shipbuilding on the Clyde have just been published, and, as usual, compare favourably with those of the previous year. The number of vessels built has been 219, representing a total of 169,056 tons and 15,222 nominal horse power. In 1867, when the number of vessels constructed was 242,

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they represented only 113,095 tons and 14,844 nominal horse power. Of all the builders, Messrs. Napier seem to have been most highly favoured with orders for ships of war. During the past year they have built and launched two monitors, *De Buffel* and *De Tyger*, for the Dutch Government, and have at present on the stocks two ironclads, the *Audacious* and *Invincible*, besides the *Hotspur*, an armour-plated ram, for our own Admiralty. The former vessels are nearly ready for launching. Messrs. Barclay and Curle have completed as many as sixteen vessels, representing in the aggregate 16,631 tons, and consisting chiefly of sailing ships for the private trade. Messrs. Randolph and Elder have built a considerable number of steamers for the principal steamship companies. Messrs. Connell and Co., of Overnewton, have constructed several composite vessels for the China and East India trade. Among the remaining builders we may mention the well-known firm of Messrs. Caird and Co., of Greenock, who have built and "engined" six steamers (giving a total of 20,685 tons) principally for Transatlantic service. Altogether, the returns seem to show that while the shipbuilding trade remains nearly at a standstill on the London river it is yearly making progress on the Clyde, no doubt in consequence of the lower rate of wages there, and of the greater facilities for obtaining coal and iron at a cheap rate. In fact, were it not for the Government contracts given to the metropolitan firms and for a few orders obtained from foreign Governments, it is hardly too much to say that the London shipbuilding trade would be all but extinct.


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SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's establishments at the above port afford every facility for REPAIRING and SPARRING VESSELS, cleaning and painting iron ships, and repair and refit of STEAM MACHINERY AND BOILERS.

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Amoy, 16th December, 1867.

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New Harbour, Singapore, June, 1868.

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The Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta, Madras, Pondicherry, Ceylon, Hong Kong, Shanghai, Yokohama, Singapore, Mauritius, Melbourne, and Sydney, on terms which may be ascertained at their office. They also issue Circular Notes for the use of Travellers by the Overland Route.

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London, 1st January, 1869.

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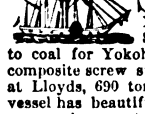

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VOL. XI.—No. 305.] LONDON, MONDAY, FEB. 8, 1869. [Price 9d., with Sup., 1s. 3d.—Sub. 30s. per ann. postage, included. Sup. 12s. extra.


## Latest Advices.

| Ports. | From London. | Arrived out. | HOMEWARD. Received this day. |
|---|---|---|---|
| JAPAN — Osaka and Hiogo | — | — | Dec. 10 |
| Yedo | — | — | Dec. 14 |
| Yokohama | Oct. 9 | Dec. 1 | Dec. 16 |
| Nagasaki | — | — | Dec. 15 |
| Hakodadi | | | |
| CHINA — Peking | — | — | Dec. 13 |
| Tien-tsin | — | — | Dec. 17 |
| Chefoo | — | — | Dec. 18 |
| New-chwang | — | — | |
| Hankow | — | — | Dec. 18 |
| Kiu-kiang | — | — | Dec. 19 |
| Chin-kiang | | | |
| Shanghai | Oct. 18 | Dec. 9 | Dec. 23 |
| Ningpo | — | — | Dec. 19 |
| Foochow | — | — | Dec. 23 |
| Formosa—Tamsuy | | | |
| Amoy | — | — | Dec. 24 |
| Swatow | | | |
| Hong Kong | Nov. 6 | Dec. 19 | Dec. 29 |
| Canton | — | — | Dec. 28 |
| Macao | — | — | Dec. 28 |
| PHILIPPINES— | | | |
| Manila | Oct. 23 | Dec. 9 | Dec. 22 |
| COCHIN-CHINA— | | | |
| Saigon | — | — | Dec. 30 |
| SIAM — Bangkok | — | — | Dec. 21 |
| BORNEO—Labuan | — | — | Dec. 21 |
| Sarawak | — | — | Dec. 25 |
| JAVA — Batavia | — | — | Dec. 30 |
| MALACCA STRAITS— | | | |
| Singapore | Nov. 20 | Dec. 24 | Jan. 5 |
| Penang | Nov. 20 | Dec. 22 | Jan. 7 |

### THE MAILS, &c.

The French mail, which should have preceded this, but which (as explained in our last) was delayed, and did not leave Hong Kong until Jan. 3, arrived at Marseilles on Saturday night, and will be delivered this evening. As it brings but very few days' later news, and that of no great importance, we do not propose to publish again to-morrow. The succeeding English mail, with Hong Kong dates to Jan. 12, will be due on the 22nd instant; telegrams in advance of it were received on the 29th ult.

## List of Passengers.

### PASSENGERS INWARD.

By this mail to Marseilles, per P. and O. steamer *Tanjore*, arrived Feb. 6.—From Shanghai: Mr. Brand, Mr. Hogg. From Hong Kong: Mr. J. Morrison, R. J. Galton, Mr. W. P. Galton, Mr. Hewlett, Mr. J. Owen, Commander Donville From Singapore: Don Juan Pigott. From Galle: Mr. Clitz, Mrs. Russell, two children and servant, Mrs. Wright, three children and servant.

To Southampton, per P. and O. steamer *Pera*, expected to arrive Feb. 14.—From Yokohama: Mr. J. Barber. From Hong Kong: Mr. J. G. Ewart. From Singapore: Dr. George Monteath, Staff-surg. O. Donnovan, Mr. Duffy, Mr. Wright. From Penang: Mr. and Mrs. White, Mrs. Georges. From Galle: Mr. Palkington, two children and servant, and one second-class passenger.

To Gibraltar: From Hong Kong: Mr. and Mrs. Escurio and child.

### PASSENGERS OUTWARD.

Per P. and O. steamer *Massilia*, from Southampton, Feb. 6.—To Yokohama: Col. Brasyer, C.B., Mr. J. N. Silver. To Shanghai: Mr. A. Sykes. To Batavia: Mr. C. and Mr. E. Ross. To Hong Kong: Mr. F. F. Freman, Mr. J. W. Williams. To Ceylon: Mrs. O'Grady, Miss Carey, Asst.-surg. and Mrs. Belcher.

Per P. and O. steamer *Pera*, from Marseilles, Feb. 14.—To Hong Kong: Mr. J. H. Roberts, Mr. C. F. Harton. To Batavia: Mr. T. F. C. Borger. To Ceylon: Miss E. Laidlaw, Capt. and Mrs. Storer, Ensign Perkins.

Per P. and O. steamer *Ripon*, from Southampton, Feb. 20.—To Shanghai: Mr. H. Watson, Rev. Hugh Waddell, Mr. J. M. Hunter, Mr. S. Platt, Mr. W. D. Morrison. To Hong Kong: Lieut. Macqueen, Mr. A. Miller. To Singapore: Mr. and Mrs. H. Wilton and two children, Mr. and Mrs. J. Cameron and child. To Ceylon: Mrs. R. S. Maclagan and child, Mr. H. Walker, Mr. and Mrs. Wigley, Mr. Deane.

Per P. and O. steamer *Delta*, from Marseilles, Feb. 28.—To Hong Kong: Mr. J. Dodd, Captain T. S. Roberts, Captain Boyes, Mr. Petiit. To Singapore: Mr. W. C. Hannay. To Ceylon: Mr. Grindrod.

Per P. and O. steamer from Suez, March 7.—To Shanghai: Mr. and Mrs. Reine. To Hong Mr. C. H. Schultze. To Ceylon: Mr. C. Sparkes.

Per P. and O. steamer from Southampton, March 6.—To Hong Kong: Mr. S. J. Crutch.

Per P. and O. steamer from Marseilles, March 14.—To Shanghai: Mr. and Mrs. W. G. Price. To Hong Kong: Mr. Marcus Daly, Mr. J. Anderson, Mr. F. M. Youd., To Ceylon: Mr. H. S. Saunders.

Per steamer *Agamemnon*, from Liverpool, Jan. 27.—For Mauritius: Mr. H. F. Luke Mrs. Luke and child, Mr. J. G. Bartlett, Miss A. Welsford. For Singapore: Mr. W Allen, Master M. Randell. For Hong Kong: Mrs. McDonald and two children.

## Summary of News from the Far East.

### JAPAN.

#### HIOGO.

The *Hiogo Herald* states that five Japanese steamers are on shore near Neigata, three belonging to Prince Satsuma and two to Chosiu. The *Albion* and another steamer, which were in the heavy blow that caused the above vessels to get on shore, weighed anchor and put to sea, thus saving themselves from the storm that raged near the land. We further regret to hear of the total loss, in the same neighbourhood, of the British steamer *Nangata*, Captain Cato, formerly the *Deroulede*, of H.I.M.'s Navy. All hands, including Captain Cato, were drowned, and the steamer smashed to atoms. The Bishop of Victoria has consecrated the cemetery. A mint house has been erected near Osaka Castle (—? for the Hong Kong mint machinery) and is working.

#### YOKOHAMA.

(FROM A CORRESPONDENT.)

YOKOHAMA, Dec. 16, 1868.

The London mail of the 9th Oct., and telegrams to 31st, arrived on the 1st, fifty-two days out. The French mail of the 18th Oct. has not yet arrived. The American steamer *Japan*, from San Francisco, arrived on the 1st, with dates from London (telegraphic) to the 2nd November.

There are no assassinations to complain of. Everything is quiet at present. The Southern power may be considered secure now, the entrance of the Mikado into Yedo having been a bold and successful step. Fighting, however, is by no means done, and the refractory Daimios of the North are still making raids where there is a chance; in proof of which news has just arrived from Hakodate that the place is likely to be attacked, and our Consul there asks for a man-of-war to be sent, for the protection of the English residents. H.M.S. *Argus* and *Satellite* have been sent down, and the French have sent the *Venus*. The Americans, as usual, trust to us.

Lady Parkes, it is understood, will proceed to England next month with her children (three), one of whom is in an unsatisfactory state of health.

A court-martial has been held on Capt. Stevenson for the loss of H.M.S. *Rattler*, at Yesso, and the conclusion of the court was, "Ordered to be admonished, and to be more careful in future." Opinion here is that this is a very just finding.

Her Majesty's naval and military forces in Japan consist of the following heavy list:—The *Ocean* (iron-clad), *Pearl*, *Cormorant*, *Argus*, *Manila*, *Satellite* (left for Pacific). Military: 1st battalion 10th Regiment (about 600), detachment Royal Artillery and of Engineers, Commissariat officers, storekeepers, &c. General Brunker, Commander of forces in China and Japan, is generally here in the summer. Admiral Keppel has gone down to Singapore to meet Lady Keppel on her arrival from England, and they are expected here in January. The gallant admiral maintains his prestige and wears very well. He seems bent on making Yokohama his head-quarters, and has built a house on the Bluff, in the vicinity of the troops and the English Legation. There is no Itziboo profit now to chain the Admiral, as in the case of Kuper, but somehow Japan is the favourite place. The trade of China is of far more importance.

The Legation at present consists of Sir Harry Parkes, Mr. Adams, secretary; Mr. Mitford, second secretary; Mr. Satow, Japanese interpreter; Mr. Dohmen, Dutch interpreter; Mr. Wilkinson, accountant, &c.; Dr. Siddall and family; Studert, interpreters; Messrs. Quin, Hodges, O'Driscoll, and Hall. Mr. Satow proceeds to England on leave on arrival of Mr. Liebald, a well-known Japanese scholar. Mr. Satow stands very high with the Japanese, and his name is a pass to almost anything in Jedo. To bring the English Legation clearly to the mind of a Japanese it is necessary to couple it with his name.

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The Consulate consists of Mr. Fletcher, Consul; Mr. Walsh, first assistant; Mr. Schmid, Dutch interpreter; Mr. Troup, Japanese. The new consulate, with its grotesque *three* towers (and every one asking for the fourth), will be ready for occupation shortly.

The site appropriated for the Post-office is near it, but as the Hong Kong Government have the management, and to find the money, the building has not commenced, and the Postmaster, Mr. Simpson, is still cooped up in a miserably small place.

The municipal arrangements of the settlement are again giving great dissatisfaction, and a special meeting is to be held on the matter. The Japanese at present give up twenty per cent. of ground rents, the foreign community now ask for 75 per cen.. A report has been drawn up on the matter by a committee. The community is not taxed here as in Shanghai, for drainage, roading and lighting; lighting is badly wanted here—the streets at night being most unsafe and miserable. Mr. Benson, an American, is now acting as assistant to the Japanese in the management of the settlement. Mr. Dohmen, of the English Legation, was his predecessor, but was not allowed a fair chance; and there is already a cry against Mr. Benson.

Considerable discussion and dissatisfaction exists in mercantile quarters at the attempted introduction by the Japanese Government of notes, which are forced, and consequently fall to a discount. This has operated against the purchase of foreign goods, as foreigners cannot, or rather will not, receive them, unless the Japanese Government will actually show a metallic reserve of 75 per cent. It appears that they have got wind of how Russia and the United States have issued notes at pleasure, and have thought it a fine thing. At a meeting of the Chamber of Commerce the matter was discussed, but it is feared that foreigners have no right to complain.

The value of Japan produce exported for this year may be computed at twenty million dollars, against two million foreign goods as imports, thus showing a very heavy balance against us, which must be considered very unsatisfactory.

The opening of Osaka, with Yedo and Nee-e-gata to follow, in January, or early next year, it is to be hoped, will be the means of increasing the sale of foreign goods.

It is to be regretted that the resources of the Japanese have been drained by the purchase of steamers and fire-arms. Had this money been spent on the purchase of staple commodities the permanent benefit to British trade would have been secured. Nearly all the steamers are lying up in a useless condition.

Silk is coming down very slowly; none good in the market, and the price of finest Maibash has run up to nearly 1,100 dols., and may go even to 1,200 dols. This is all on French account. The supply for the season is not expected to reach 15,000; a large quantity offered is rejected in toto by foreign buyers. The large export of silkworms' eggs—nearly two million cards—has operated much against the production. The yield of these eggs would probably be about 15,000 bales. This exodus is therefore not satisfactory, and is not calculated to promote the substantial commerce of Japan.

The docks at Yokoska, building under French direction, are making daily progress, and are of a very extensive nature. In the present unsettled condition of the country the policy of inducing the Japanese to go into such expensive works has been very much questioned. The action of the foreign Ministers has in this respect been highly injurious, especially when it is pretty well known that they have participated in the profits of these affairs. The British Minister has kept clear of any such transaction.

The agent of the Messageries Imperiales has received instructions to despatch the steamers of this line direct to Hong Kong, instead of *via* Shanghai as at present. The latter place will be connected with Hong Kong by a separate steamer, and there will be no connection between Yokohama and Shanghai.

The celebrated *Stonewall* is still in custody of the Americans, but the final decision as to her disposal is expected by an early mail from the United States Government at Washington. The American Minister may, however, surrender at any moment should he feel satisfied that the present Government is securely in power.

The Japanese are getting into the way of running steamers. One leaves daily for Yokoska and one for Yedo. The latter is now under repair.

The club here is the emporium, and under the able management of Mr. W. H. Smith, generally named Public Spirited Smith, is of immense convenience to the community and the naval and military officers. Here one can be lodged and boarded for something under 3 dols. per day, and for board only 40 dols. per month. The reading-room is well supplied with papers, and the general discipline and comfort of the house speaks well for the manager. Mr. Smith's energies are considerable, and by no means exhausted in conducting the club. He is the leader of the fire brigade and other institutions of the place. A few days since he surprised everyone by starting for Yedo in a Rantoon velocipede, and certainly the sight was unique. Without guards and in his shirt-sleeves here was this Englishman on the dreaded Tokaido.

The Lock Hospital opened in the Owshawari, under the medical charge of Dr. Newton, detailed by the admiral's consent from the navy, is increasing in utility, and the extent much increased. The disease prevalent amongst Japanese women is of a virulent character, and causes much mischief to our men, both in the army and navy.

Dr. Willis, Vice-Consul, is attending on the wounded Southern soldiers in Yedo.

Signor Beato, the photographer, maintains his prestige in Japan, and his handywork is to be seen everywhere. Visitors to his studio can obtain a most interesting collection of photographs depicting the noted places, scenery and dress of Japan.

The P. and O. Company's steamers have made occasional trips to Hiogo, and it is intended at present to despatch one after the arrival of each mail. Hiogo is going ahead, and has already two papers, the *Hiogo News* and *Hiogo Herald*. The ground sold at Kobe and at Osaka is being built on fast. The American line to Shanghai calls in *en route*, and merchant steamers are constantly running. There have been good Japanese charters for the conveyance of troops and stores, and steamers have been in good demand. There are no sales of steamers going on, that is "played out." It is stated, however, that the American merchant steamer *Ashuelot* has been placed at 70,000 dols.

Mr. Grinwell, lately appointed as Inspector of the Japanese Navy, has been busy at Hiogo. This gentleman, an American, was educated in England by Lady Franklin, in recognition of the services of his father in the search for Sir John Franklin.

The English squadron for all China and Japan is Ocean (ironclad), Rodney, flag-ship, Admiral Keppel, Salamis (tender), Pearl, Perseus, Rifleman, Manilla, Zebra, Rinaldo, Argus, Algerine, Avon, Banterer, Bouncer, Bustard, Cockchafer, Cormorant, Dove, Drake, Firm, Forrester, Gnat, Havoc, Icarus, Slaney, Sylvia, Weasel, Insolent, Janus, Lever.

The French: Minerve, flag-ship, Commodore Huguetan de Chaillo, Venus, Dupleix, Flannore, Scorpion, Aspic, Lebrethen, Tardif. Expected, Junon and Morge.

The American squadron in China and Japan consists of the Piscatagua, flag-ship, Admiral Rawan, Oneida, Iroquois, Monocacy, Ashuelot, Manmee, Aroostooh, Unadilla and Idaho, nine in all.

## LATER ADVICES VIA SAN FRANCISCO.

The Pacific mail steamer *Japan* reached San Francisco on the 20th ult., with advices from Yokohama to Dec. 28—twelve days later than those by the mail delivered to-day. The New York papers publish the following budget of news, but we have once more to caution our readers against putting any faith in intelligence thus received, as it has in nearly every case proved entirely incorrect.

The city of Yedo has been tranquil since the arrival of the Mikado. The political condition of the Empire is still unsettled.

Prince Aidsiu has arrived at Yedo, and is treated with great honour by the Mikado and the Princes.

The civil war has not wholly ceased, but fresh disputes have broken out among the Princes of either party, and fights frequently take place in the interior. Prince Satsuma gained great advantages over Tosa and Hiogo, and had nearly reduced them to subjection.

The Council of Damios has voted unanimously to recall the ex-Shiogoon to Yedo, to assist them in restoring the administration of the Government.

Hakodadi was captured on the 6th December by the fleet of Tokugawa. An American-built war vessel, flying the Mikado's flag, and a Japanese boat under English colours, which was leaving the harbour with troops, were captured by the fleet.

The Japanese Government has sent official notification to the representatives of foreign Powers that Yedo and Nee-gata will be opened to foreign commerce Jan. 1, 1869.

The Mikado has issued an edict ordering the decapitation of all the inmates of a dwelling in which a conflagration originates, accidentally or otherwise. (!)

The ram *Stonewall* has not yet been delivered to the Japanese Government, and continues to hoist American colours.

The Mikado has issued a proclamation announcing that peace reigns throughout the land.

Aidsee justified his opposition to Satsuma and the Southern Princes. All seemed to be progressing favourably for the Southern cause.

The Northern Princes openly disavowed the conduct of Admiral Ennomatto in storming Hakodadi and the seizing of several of the Mikado's vessels of war. There is no Northern army now in the field, and the Southerners are disbanding. The troops participating in the attack and capture of Hakodadi were under the supervision of European officers. The Southerners offered but little opposition. Admiral Ennomatto has issued stringent orders to seize and confiscate foreign vessels conveying troops and stores, owing to the many breaches of neutrality by foreign ships.

The Shiogoon's brother, Mimboutayou, arrived from Paris on the 16th of December, and soon after had an interview with the Mikado. It is reported that he was intrusted with a mission of peace to his brother.

The financial troubles of the Japanese Government are great. Paper money is freely issued. The foreign merchants residing in Yokohama have requested their respective Ministers to protest against the issue of paper money, unless the Government keeps sufficient bullion on hand to redeem it at sight.

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## NAGASAKI.

A correspondent writes:—"The nine men charged with the murder of the sailors of the *Icarus* have been seized and brought

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o Nagasaki for trial. The lighthouse which has been so long in course of erection at Iwosima is completed, and its lantern is now brilliantly illuminated each evening at sunset. The want of a light has long been felt and complained of, but the entrance to the harbour is now perfectly safe.

"It is reported, but I do not know on what authority, that the Russians have advertised the Japanese Government that their treaty was made with the Shiogoon; that they never heard of the Micado as the Sovereign of Japan; and that they will consider their treaty binding as with the Shiogoon and none other. A very pretty pretext, if the rumour be true; but Russia may rest assured that no ruse of this kind will place the sovereignty of Japan in her hands."

## CHINA.

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### SHANGHAI.

Advices from this port are to the 23rd December. The French mail of Oct. 18 arrived out on the 9th Dec., with London telegrams to Nov. 2; but the latest telegraphic advices were to Nov. 24, received *via* Kiachta on the 16th Dec. The following items are from the *North China Herald*:—

We are glad to record the return of the party which left three months ago under the auspices of the Asiatic Society, to survey the Yellow River. They report the river navigable for vessels of light draught 250 miles from its new mouth in the Gulf of Pecheli.

A correspondent reports fearful excitement in the Customs' Department, and an anticipated rising of the Salt Guild. The *James Shepherd* has fifty tons of English salt on board, and Tingfutai anticipates grave disturbance among the Fengshuey on Hangchow Bay. Sir Rutherford Alcock is expected to issue a long notification, setting forth the iniquity of offering the Chinese good salt at half the cost of their own dirty product, and threatening to confiscate any ship which may venture to bring salt to China waters in future. In the meantime, the noble army of tidewaiters is to be largely increased, and strict watch is to be kept on the delinquent ship.

We hear of the arrival here of three officers who have been engaged, in England, under the auspices of the Customs' Department, to organise a river police on the Wongpoo.

British subjects of Chinese descent residing in Shanghai have addressed to Sir Rutherford Alcock a memorial proposing that their distinctive dress shall be that of the Ming (last native) dynasty; and begging that they may not be compelled to pay respect to Chinese officials in other modes than are compatible with their freedom and dignity as British subjects. Now the Ming dynasty costume does seem a rather absurd idea, inasmuch as it is only seen now on the stage, and is connected, therefore, in the Chinese mind with low associations. Besides, Sir R. Alcock's sanction to it would be a sort of countenance to a feeling of hostility against the present Government. A better suggestion is that Anglo-Chinese—if we may use the word in this sense—should discard the *queue*, or cease to shave their heads. This would be quite a sufficient distinction, and would be—since they desire that sort of thing—a return to the custom of the Mings, without expressing so pronounced an antagonism.

Growls both loud and deep are being uttered against the *Messageries Imperiales* for threatening to spoil the Christmas holidays. The mail for Europe is advertised to close "forty-eight hours after the arrival of the *Imperatrice*, which is expected on the 25th inst." Consequently people will be afraid to go away even from Thursday till Monday.

The *Recorder* gives the following items:—

A project for the establishment of a school for the education of Chinese girls has been set on foot, and subscriptions have been solicited from the ladies with a view to favouring the scheme. It has, however, become the subject of a somewhat original controversy. The *Daily News* backed it up, but the *Recorder*, replying to the remarks made in that paper, asked what class of girls it was supposed the Chinese would send to school to be instructed in English, and urged that respectable people would not avail of the proffered instruction, as this would be contrary to all the traditions and all the prejudices of the Chinese, and that the people who would do so were simply those too poor to bring their children up in the ordinary Chinese way; and concluded in the following words:—"To speak plainly, we are very much in doubt as to whether, in a great many instances, the schools will not be made use of for educating girls in English simply in order that they may become the more valuable as companions to the young men in the place. It would be mock modesty to ignore this possibility, and we do not, therefore, hesitate to assert our belief that it is very likely to occur; so that in fact the good-natured missionaries are calling upon the ladies of Shanghai to aid in what it is likely will be made into the means, not of improving native, but of further deteriorating foreign morality. We think it will be well that this view of the subject be not overlooked, as the missionary gentlemen who have identified themselves with this movement will scarcely wish to see their good work turned to such bad account."

This elicited a rejoinder from a correspondent, who argued that, supposing this idea was correct, perhaps it might be better, even if some of these girls should become the companions of the young men, that at least something be done to educate and elevate them, and that it was certain that educating Chinese girls would "not increase the extent of the immorality existing among foreigners, while it might, perchance, at least in some measure, diminish the degrading influence of constant association with ignorant, heathen women."

Another controversy of some interest has engaged the attention of our friends in the north, namely, the manner in which the allotment of the shares in the new North China Insurance Company has been effected; a shareholder in the former company complaining that, while a new applicant, who asked for ten shares (equivalent to two in the old company), had the full amount allotted, the former shareholder, notwithstanding that he was in precisely the same position as regarded business as he was before, had an application for five shares refused in toto. In support of the action of the company, it was contended that the new business was entirely distinct from the old one, and that they were not bound in any way by the fact of any person having been before accepted.

The increasing self-assertion of the Inspector of Maritime Customs, and his tendency to interfere in political matters, continue the subject of much comment, the last matter that has attracted attention being that the commander of a new Chinese gunboat, the *Titan*, has been styled a commander in the "Imperial Chinese Navy." The manner in which this new gunboat was obtained in itself is also worthy of attention. It was stated that a vessel of the kind was required to enable the Customs' department to commence erecting the lighthouses and beacons that have been so long promised, and as evidence that something was being done in this matter, a good deal was made of the fact that the steamer *Titan* had been purchased with that object. When completed, she proved to be a full fledged gunboat, and, by this clever stroke, a war vessel was got out of the tonnage dues. The *Titan* carries the green flag designed for Mr. Lay and Captain Sherard Osborn, as ensign for the fleet they were about to create, and is commanded by an Austrian, who, not being the subject of a treaty Power, cannot be restrained in the same way as others.

(FROM OUR OWN CORRESPONDENT.)

SHANGHAI, Dec. 22, 1868.

The past fortnight has been one of almost complete stagnation, so far as events of interest, either local or general, are concerned. You are already aware that the Shanghai Steam Navigation Company have lately had another line to contend with in the river traffic. The Union Company have placed the *Rona* and *Tunsin* on the Yangtze, and the profits of the new undertaking have fully justified the speculation. Thus the net profit for the half-year ended 30th Sept. was Tls. 37,563.55, including interest upon the unpaid portion of the *Rona's* purchase money, which has since been paid up in full, leaving the property of the company now quite unencumbered. Tls. 45,000 remain in the reserve fund, and even a sum of Tls. 15,000 has been returned during the half-year to shippers of heavy cargo. The full capital has been paid up, with the exception of Tls. 10,000, and the remaining shares will be assigned to those only who can give business to the company. Altogether the result of the half-year's operations reflect much credit on the energetic agents, Messrs. Glover and Co., to whose indefatigable exertions much of the company's success is due. The Yangtsze is now rapidly falling, a difference of 17 feet 5 inches being observable between the register at Hankow at present and that of the summer maximum. Some excitement has been caused by the disappearance of a native opium-dealer, who stood so high in public estimation that his cheques were taken for opium instead of the usual banker's orders. His liabilities are stated at Tls. 25,000, but this is below rather than above the mark. The sufferers are hardly pitied, for the practice of touting for trade in opium has run high to the detriment of the less rash speculators in the drug. Indeed, there was little excuse for the rapid alterations made in the facilities offered by certain houses to native opium-dealers, and it is gratifying to know that these houses are now the chief victims. Messrs. Elias and Hollingsworth, who have been absent from Shanghai about three months on an excursion up the Yellow River, have returned in safety, and report their success in sounding and mapping the stream from the point where it leaves its old course, near Kai-fung-fu, to its embouchure in the Gulf of Pecheli. They state that this year a portion of the river found a new bed, and leaving its bounds at a point a little to the westward of Kai-fung, at length emerged into the Yangtsze. The exploration was carried successfully as far as Tsi-nan-fu, the capital of Shantung, and it is said that up to this point the river is quite navigable for vessels of light draught. Very little could be learned about the trade, but the country in the neighbourhood of the river appeared to be barren and uninteresting.

The United States have a formidable fleet on this station. The vessels are as follows:—*Piscataqua*, *Iroquois*, *Unadilla*, and *Aroostook*, at Hong Kong; *Ashuelot*, at Foochow; *Monocacy* and *Maumee*, at Yokohama; *Oneida*, at Kobe; and *Idaho*, at Nagasaki. The Great Republic is evidently determined to be no longer beholden to European Powers for the protection of her commerce, but to take her fair share of the burden and heat of the day.

Your readers will regret to hear of the death of Monseigneur Monly, the Catholic Bishop of Peking. He was the head of the Order of Lazarists, and had been for thirty years a resident in China. His influence was, so far as we know, invariably exerted on the side of advance and liberality, and his advice was often

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sought by the Chinese authorities on questions regarding their relations with hostile foreign Powers.

From Formosa you will probably have heard, *via* Hong Kong. I need therefore do no more than mention the action which took place on the 20th November between the gunboats *Bustard* and *Algerine*, and the forts of Anping. The city was closely invested, but a storm having driven the gunboats off shore an attempt was made to engage them on their return. They, however, silenced the forts and seized the water batteries, killing and wounding a large number of Chinese. The natives then made a gallant attempt to retake the fort, but were repulsed with much loss by Lieutenant Gordon. Mr. Gibson had again demanded the removal of the local officers, but up to our latest advices no reply had been received. Meanwhile Dr. Maxwell, the Catholic missionaries, and the injured camphor merchants have been indemnified for their losses.

## FOOCHOW.

A correspondent writes as follows :—

The agency of Messrs. D. Lapraik and Co.'s steamers has lately been transferred to Messrs. Jardine, Matheson, and Co. A rendezvous flag is hoisted under the French flag on their bund on the arrival of the steamers. It is said that Messrs. R. R. Westall and W. P. Galton are to commence a new firm next season, under the name of Westall and Galton. Messrs. Hedge and Co. are occupying their new store, which is a very handsome and commodious building. Work is being pushed rapidly on the buildings of Messrs. Gilman and Co., J. Silverlock and Co., E. H. How and Co., Siemssen and Co., Gibb, Livingston, and Co., and others, and soon the burnt district will appear tenfold better than ever before. Our American houses are making large purchases of Oolong, Messrs. Olyphant and Co. taking the lead.

### MEETING OF FOOCHOW MERCHANTS CONCERNING FRAUDS BY CHINESE IN THE TEA TRADE.

At a meeting convened by the British and American Consuls, and held at the British Consulate, present the representatives of the following firms :—Birley and Co., John Forster and Co., Gilman and Co., E. H. How and Co., Rusden, Phipps and Co., J. Silverlock and Co., Bull, Purdon and Co., Gibb, Livingstone and Co., A. Heard and Co., Jardine, Matheson, and Co., Russell and Co., D. Sassoon and Co., John Odell and Co., the British Consul was requested to take the chair, and having explained the object of the meeting, read the draft of protest, drawn up by a committee of merchants, as follows :—

*Memorandum on which is based the Chop proposed to be Issued to Teamen and Others.*

We, the undersigned merchants trading at Foochow, do solemnly protest against the general carelessness in preparing and packing the tea brought to this market, and particularly against certain fraudulent and pernicious practices whereby the trade is brought into disrepute, and threatened with permanent injury.

Our causes of complaint are as follows :—

1st.—*The mixing of Old leaf with New Season's Tea.* These mixed teas arrive in England without any of the characteristics of new tea, and are rejected by the buyers there.

2nd.—*The excessive quantity of dust in Teas, as well as the mixing therewith of dust not belonging to the Chop.* This practice is extremely objectionable, not only because the quality of the tea is lowered, but also because it often arrives at the foreign market out of condition, and the continuance of this practice will render teas so mixed subject to a very heavy cut.

3rd.—*The insufficient leads which are used in packing.* By neglecting to have leads of sufficient thickness the teas arrive at their destination without freshness, and frequently out of condition. The proper weight of the lead for a chest is 6½ catties, and for a half-chest 3¼ catties.

4th.—The practice, which will be condemned by all men as fraudulent and unworthy of merchants, is that of sending to the various hongs small musters from which the coarse leaves have been picked, and the dust partly removed, or to which other teas have been added.

In many instances this season the small muster has proved to be superior to the chest muster, and the chest muster to the chop. This is a shameful action, and to be condemned by all honest traders.

These malpractices (which are contrary to the honourable and just customs of trade, by which Canton gained its high character) have been more frequent this season than hitherto, and from them have arisen many disputes, causing much annoyance and loss of money, both to buyers and sellers.

We therefore give notice to all whom it may concern, that we consider such practices as constituting fraudulent misrepresentations on the seller, which we are determined to visit with the severest penalties in our power, and particularly to carry into effect the proclamations which were issued by the Chinese authorities, and published by H.B.M. Consul in 1866 ; and we earnestly appeal to all those who love justice and honourable dealing, and who wish to see the tea trade of Foochow prosper and increase, to assist us by every means in their power in correcting these abuses.

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Copy of letter from A. R. Hewlett, Esq.,
Interpreter, H.B.M. Consulate.

Foochow, Nov 18th, 1868.

MY DEAR SIR,—With reference to my reply to your letter of the 10th inst., I now beg to hand you the translation of the notice you intend issuing to the teamen of the interior.

In preparing it, I have considered it best to put it into a shape in which I should be most likely to carry conviction on the points insisted upon, to the minds of those amongst whom it will be circulated. To do this it has been necessary to amplify it somewhat.

As it now stands, the protest begins by referring to the honourable practices of the tea trade since the opening of the port, shows how thereby both native and foreigner were benefited ; then points out the gradual growth of abuses, instancing a case of false packing in 1866, which led to interference of authorities. States how foreign merchants were unwilling to believe that these were other than single instances, when, to their astonishment and indignation, they find that the practice has become general. Denounces in strong terms the malpractices under the heads one and four. Shows how suicidal such practices are, and appeals to all honest traders to combine to put a stop to them.

In conclusion states that, should this appeal not have the desired effect, foreign merchants will have recourse to the authorities, in the hope of punishing severely all concerned in such illegal practices.

The above is a resume of the document. I have only to add that, if it will be of any assistance to you, I shall be happy to get the protest printed for you in the style usual amongst the Chinese. —I am, my dear Sir, your obedient servant,

A. R. HEWLETT.

The following resolutions were then proposed and carried unanimously :—

Moved by A. G. W. Rusden, Esq., seconded by R. J. Hamilton, Esq.,

Resolved, 1st.—That the protest, memorandum of contents of which has been circulated, be printed in China with the names and chops of foreign hongs attached.

Moved by D. King, jun., Esq., seconded by J. O. Lent, Esq.,

Resolved, 2nd.—That the committee take such steps as they may deem necessary to circulate the protest in accordance with resolution 1st.

Moved by H. S. Dalrymple, Esq., seconded by H. Sutherland, Esq.,

Resolved, 3rd.—That H.B.M. Consul and the Consul for the United States of America be requested to communicate with the authorities, and to endeavour to induce them to issue proclamations, to be posted in the various tea districts, in confirmation of the above protest.

H.B.M. Consul, on the part of himself and Col. Allen, Consul U.S.A., who was present at the meeting, expressed their desire to give all possible assistance to the endeavours of the merchants, and to obtain the co-operation of the Chinese authorities towards remedying the evils complained of.

After a vote of thanks to H.B.M. Consul for his conduct in the chair, the meeting separated.

The gentlemen who were not present at the meeting have requested that the names of their respective firms be also affixed to the protest, which will therefore be signed by all the foreign merchants of Foochow.

## HONG KONG.

Advices from this port are to the 29th of December. The outward mail of November 6 was received in Hong Kong on December 19. By this mail there is again a paucity of local news of interest. The *China Mail* gives the following few items :—

Her Majesty's transport *Himalaya* arrived at Hong Kong on the 21st Dec., bringing the 75th Regiment to relieve the 73rd, now stationed here. The *Himalaya* had an unusually favorable passage out, having averaged 230 miles a day from Portsmouth. She expects to leave this on the 31st Dec. or 1st January for Singapore and Galle, and may take a native regiment from Singapore to Madras. From Ceylon she is bound for Auckland, New Zealand, where she expects to arrive about the end of February, 1869. From Auckland she is to take the 18th Regiment to Brisbane, Sydney and Adelaide, and from those places she will collect the 50th Regiment, and, after calling at St. George's Sound, make the best of her way home.

The coolie trade is undergoing great tribulation. Driven from Macao, Hong Kong was tried, with what result the following paragraph from our contemporary will show :—

"If the number of Chinese emigrants who have already volunteered for the two ships, which have been sixty-five days on the berth, is to be taken as a criterion, emigration to the Dutch American Colonies is decidedly on the decline. The *Omba* and *Veritas*, two British vessels, the former almost one of the tea clipper class of ship, were placed on the berth for Surinam more than two months ago, and on Christmas Day, when the sixty lay-days for each ship had expired, there were 141 coolies on board the *Veritas*, out of about 300 she is to take, and 27 on board the *Omba*, out of the 395 which she is chartered to convey. At this rate, the latter vessel will probably get her complement of Chinamen about next July, a rather distant date."

The Hon. Julian Pauncefote and the Hon. Frederick H. A. Forth, having reported ther return to the Colony, the former has resumed his duties as Attorney-General, and the latter has resumed his duties as Colonial Treasurer.

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The Union Dock Company held their annual meeting on the 18th of December. The report of the board of directors shows a loss for the year ending June, 1868, but the affairs of the company appear to be in the most satisfactory condition, and the future prospects are of a very encouraging nature, after the hard struggle the company has experienced in bringing their new docks at Kowloon to completion.

Two local insurance societies, the Union and the Hong Kong Fire, have changed their organisation from being yearly offices into a three years' office and a permanent office respectively.

The principal topic of interest in the Hong Kong papers is the present aspect of the Formosa difficulty. The republication of all the details with which the local journals are filled would occupy some dozen columns of our space, but the position of affairs according to the last advices is thus briefly summed up in the *Overland Trade Report*:—"On the 26th November, when Mr. Gibson's demands were acceded to, it was agreed that the British gunboat should hold military occupation of Anping, until the offending Governor and his associates were, as promised, removed from office; but on the 25th Nov. the Taiwanfoo authorities sent down 500 men to attempt to reoccupy the place. Lieutenant Gordon, of the *Algerine*, determined to retake it, and landing with twenty-five volunteers at night made his way to the Hap Tai's yamen. The Chinese refusing to lay down their arms and showing fight, Lieutenant Gordon opened fire, killing eleven men and wounding six. The remainder then took to flight. This speedily brought about a settlement of the affair on the terms before agreed, and a claim of 10,000 dols. has been enforced, 5,000 dols. to pay expenses, and 5,000 dols. as prize money for the officers and men of the *Algerine*."

## STRAITS SETTLEMENTS.

### SINGAPORE.

From this port our dates are to the 5th January. The outward mail of November 20 was received on the 24th December. The news, which is not of very great importance, is thus summarised by the *Straits Times*:—

For political news the fortnight has been almost a blank. In our last we alluded to the Governor's Speech closing last year's session of the Legislative Council in Penang, on the 19th ult. Twenty Ordinances have been passed during 1868, all of more or less importance, the last being the Penang Water-rate Bill, which seems to have met with general approval. His Excellency's admission that the estimated surplus of revenue will possibly be somewhat reduced on the settlement of outstanding accounts with the late Government has attracted notice, and certainly not increased confidence in the prudence of the Executive or the accuracy of its budgets. His Excellency continues still on Penang-hill. At the closing of the Council the principal of the ringleaders of the rioters in Penang in 1867 had their sentences mitigated or remitted altogether, according to the circumstances of each case. This exercise of clemency on his Excellency's part, especially in the case of the Head of the Toh Peh Kong Hoey, Khu Tian Tek, has been disapproved of by some, but was, we are inclined to think, on the whole judicious, and will probably have a beneficial effect on the Chinese emigration from Province Wellesley. In consequence of the Hon. W. W. Cairns, Lieut.-Governor of Malacca, having been appointed Governor of St. Kitts, some minor official changes have taken place, but Mr. Cairns' successor in Malacca has not yet been named.

H.M.'s surveying steamer the *Serpent*, Captain Bullock, arrived on the 19th ult. from surveying between the islands east of Java and the north coast of Australia, with a view to the laying down of a telegraphic cable between Java and Australia. She had cholera on board of her on her arrival, but it has now disappeared, and she proceeds to England shortly.

A new paper, entitled the *Straits Observer*, made its appearance on the 1st inst., and, judging from the quantity and ability of the editorial matter which it contains, should prove a success. It is understood to be the organ of the "Straits Association."

### NEW JOURNAL FOR THE STRAITS SETTLEMENTS.

The following is the prospectus of a new paper about to be started in place of the *Singapore Free Press;* it will be called the *Straits Observer*:—

It has been considered desirable to publish in the Straits Settlements a newspaper under a direction that may express, without either fear or favour, public opinion regarding the position and progress of the Colony. The projectors believe there is a fair opening for a journal combining publication of matters of general interest with energetic encouragement of all views tending to extend our commercial and general prosperity.

Since the transfer of these Settlements to the colonial rule the necessity for greater watchfulness and care of public interests has very gravely been impressed on the public mind; and it will be the aim of the new journal to observe and note the proceedings of the local Governmedt, and while giving credit for every honest and unselfish measure, to set a firm face against all that may be mischievous or extravagant.

The rule of the great Company under which the prosperity of these islands and territories was fostered and matured still bears excellent fruit, while much that has been done under the new regime is yet unproved. Care will be taken that while supporting all measures that local experience may call for, the wisdom inherited from the old rule will not be forgotten.

Above all, the projectors pledge themselves to maintain to the best of their power the principles of free trade and non interference with the commerce of these possessions so happily established by Sir Stamford Raffles, and followed as long as these settlements were under the Government of India.

Great encouragement has been offered by the leading classes and others of the Community to the enterprise now laid before the public, and the opinions of the journal will be expressed by gentlemen acquainted with the requirements of the settlement, and every effort will be made to secure for it a high and permanent position.

Every facility will be afforded to those who may wish to ventilate public or social questions by correspondence.

It is conceived that a newspaper on the plan referred to can be instituted without rivalry with any of the established papers in the Straits; taking, as it will, the place of the old *Free Press*, it will gain, it is hoped, from its contemporaries and from the public the good opinions that newspaper enjoyed in its best days.

The paper will be published by the title of the *Straits Observer*, and will be published on Tuesday and Friday, and circulated in Singapore, Penang and Malacca.

For the convenience and information of those resident at home and elsewhere, who are interested in the Straits Settlements, an overland edition will be published and forwarded by the contract steamers fortnightly, embodying the main intelligence for that period.

It is expected that the circulation of the paper through the three Settlements will make it an excellent medium for advertisements.

The first number will be published on Friday, the 1st January, 1869. All further particulars can be obtained on application to Mr. J. F. Hansen, Commercial Press.

Subscription 20 dols. per annum; Overland Edition, 7.20 dols.

The British steamer *Niger*, from London, is reported disabled, and is being towed into harbour by the *Batavia* steamer.

The summary would be incomplete without our noticing the appearance of a clever, witty, and wicked *jeu d'esprit*, entitled *Straits Produce*. It is a Christmas *brochure*, after the manner of *Punch*, not a regular periodical, and is illustrated with really superior artistic ability. Hardly a local subject, political or social, escapes its biting satirical notice, but H. E. the Governor and his officials have been especially favored with attention. It has been received with much favuor by the public, and has contributed not a little to the fun and enjoyment of the festive season which is just over.

# Commercial Report.

## CHINA AND JAPAN IMPORTS.

YOKOHAMA.—The market throughout the interval had continued in a most depressed state, and the trade generally was most disappointing to importers, who, with comparatively light stocks and by no means excessive supplies on the way, find a gradually declining market. The dread of an issue of paper-money, further Government squeezes, and a depressed currency fully accounted for this state of things. Grey Shirtings: There were no transactions reported in these goods, and prices were nominally $2.90 to 2.95 per piece for 8.4 lb. weight. Cotton Yarn: Some forced sales had established a lower range of prices, and Nos. 28 to 32 were quoted $49 to 50½. Black Velvets and Plain Black Lustres were saleable at low rates. The demand for Blankets had subsided, but there was some inquiry for Heavy Union Cloth at rather better prices.

TIENTSIN.—The import market was generally inactive, Piece Goods being dull of sale and in heavy stock. Grey Shirtings, 8¼ lbs., were quoted Tls. 2.1.7.

SHANGHAI.—Cottons: There had been but little doing in Plain Cottons or Fancy Goods. For the North scarcely any purchases were reported, and steamers had ceased running for the season. Grey Shirtings, owing to fresh arrivals, and very limited demand, had again declined in value; 8¼ lbs. had changed hands at Tls. 2.1.1 to 2.1.7; 7 lbs., Tls. 1.9 8 to 2.0.3, but latest quotations were rather lower. T-Cloths had been sold to a very moderate extent. White Shirtings, of medium quality, had met with buyers at about last mail's quotations. Drills had also been sparingly dealt in. Fancy Cottons were neglected. Woollens and Worsteds: Scarlet Long Ells—A few sales at Tls. 6.1.5. Crape Lustres were in fair inquiry, but prices offered were still very low. Figured Lustres in rather better demand. Camlets dull of sale. The current quotations were as follows:—G. E. Grey Shirtings, 38½ yards 39 inches, 7 lbs., per piece, Tls. 1.9.5 to 2.0.0; 8¼ lbs. to 8½ lbs., Tls. 2.1.1 to 2.1.5; G. E. White Shirtings, Tls. 1.8.5 to 2.6.0; T-Cloths, Tls. 1.4.0 to 2.1.5; Spanish Stripes, per yard, Tls. 0.5.5 to 0.6.0; Medium and Habit Cloths, Tls. 0.9.0 to 1.2.5; Camlets, English S, 56 yards 31 inches, per piece, Tls. 13.5.0 to 14; SS, 11.5.0 to 12 5.0; Iron, Flat and Round, per picul, Tls. 2.3.0 to 2.4.0; Nail Rod, Tls. 2.2.5 to 2.3.5; Hoop, Tls. 2.3.0 to 2.4.0, Pig, per ton, Tls. 18 to 19; Lead, per picul, Tls. 5.7.5 to 5.9.0; Coals, English, per ton, Tls. 10; Cardiff, Tls. 11.2.5; American Anthracite, Tls. 12.

HANKOW.—Sales of piece goods, chiefly cottons, had been on an improved scale, but prices were in many instances lower. Grey Shirtings, 8¼ lbs., a fair business had been done; 7 lbs. continued scarce. Closing quotations:—8¼ lbs., Tls. 2.1.4 to 2.1.9; 7 lbs., Tls. 2.0.4 to 2.0.7. White Shirtings had met with some inquiry for 56 and 66 reed, chiefly for the

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latter. T-Cloths, 7 lbs., of good quality, had been largely dealt in, but holders, being willing sellers, prices were again lower; 8 lbs. were in little request. Drills had advanced five candareens to one mace, and kept in good demand. Fancy cotton goods met but with little inquiry. Woollens and Worsteds: Camlets had declined about a mace a piece, after fairly large sales at the commencement of the fortnight. Long Ells: Scarlet had slightly advanced, but assortments were still neglected. Spanish Stripes and Medium Cloths were dull. Lastings and Figured Lustres had found buyers to a moderate extent. Lead had been in good demand, and sales were reported at Tls. 6.5.0 on the spot, and Tls. 6.4.0 per picul for ten days' arrival.

FOOCHOW.—The following were the transactions effected during the interval:—600 pieces 8¼ lbs. Grey Shirtings at $2.95 per piece, 1,000 pieces 7 lbs. T-Cloths at $2.45 per piece; and 350 piculs Lead at $7.25 per picul.

HONG KONG.—The following is from Messrs. Olyphant and Co.'s Circular, dated Dec. 28:—Cotton Yarn: Two trifling sales were made during the early part of the interval at about former values, but latterly nothing has been done, and sales could only be effected at a decline of $5 per bale, dealers being well aware that a large quantity of damaged goods must soon be disposed of by auction, and preferring to take their chances of securing such goods at relatively lower prices than those demanded for sound parcels at private. Piece Goods: A very limited business has been done, owing in part to the same causes that have affected the trade in Yarn—expected offerings at auction of large parcels of damaged goods—but a better feeling pervades the market for Manchester goods, and though some few small sales have been made on easier terms, holders generally are firm, and not at all anxious to realise at present quotations. About 500 pieces 40 yard American Drills—the only parcel on the market—have been quitted at $5.25, and quotations for American Cottons, of all descriptions, are now quite nominal. There are no Dutch imitations in the market, and no buyers of English, stocks of which have been increased by imports from Singapore. Woollens: The demand is very slack. Scarlet Long Ells are out of favour, and 10 cents lower, the native fancy now running on Green and Gentian. Assorted are saleable at former rates, though no transactions have been reported. Spanish Stripes are unchanged in values, but the only sale has been of a few pieces of best Scarlet. Lastings, Crapes, and Camlets are weaker. Some 400 pieces of a favourite make of the first-named have been quitted at $14.75, and as further parcels can be had upon similar terms, less known makes and marks attract no attention. Blankets are quiet, and easier. Metals: Nail Rod Iron is inquired for at higher rates, and Bar has an upward tendency; Hoop, on the other hand, is 5 cents lower. Wire and Steel are dearer. A large business has been done in Lead, at enhanced prices. Sales comprise common quality, and up to L.B. W.B. is still out of stock. Tin, too, is in good demand, at higher rates. Tin Plates are unchanged. Nothing doing in Quicksilver. Coal: Receipts amount to 405 tons English, and 2,796 tons Welsh (1,704 to consumers). There is no inquiry for either of these descriptions. Sales of 1,050 tons Australian have been made at $7. Ginseng: Sales have been 23 casks Crude at $130, and 30 do. at $100 to 128 per picul. No important change has taken place, but the inquiry now existing is expected to subside as the native New Year approaches.

## CHINA AND JAPAN EXPORTS.

### TEA.

YOKOHAMA.—The market had continued fairly active during the fortnight, and the total settlements amounted to about 2,500 piculs, consisting of all grades; some of these settlements had been made for the London market, but the larger portion for America. Prices had ruled as last quoted, but at the close were slightly firmer. Supplies having come in somewhat scantily, stocks had been reduced. The Brave, N.B., Palmer, and Pallas were loading for New York, and the Alexandra sailed on the 8th December for New York with 276,118 lbs., making the export to that date 4,995,253 lbs., against 4,130,677 lbs. at the same date of 1867. The current quotations were as follows:—Common, $18 to 21 per picul; good common, $22 to 23; medium, $24 to 26; good medium, $27 to 29; fine, $30 to 34; finest, $35 to 40; choice, nominal.

SHANGHAI.—Black: The business of the fortnight had been small, owing to the firmness of the teamen and the inferiority of the stock left to select from. Prices, however, had been well maintained, some settlements showing even a slight advance. Settlements for the fortnight, 3,555 chests; reshipments on owners' account, 750 chests; stock, 33 chops, or 10,035 chests. Quotations (duty paid, exchange for credits, at 5s. 10½d. per tael, and freight at £2 per ton) were as follow:—Hohow, common, 11¾d.; Ooonam, common, 11¾d.; Ningchow, common to fair, 1s. to 1s. 1¾d.; Oopack, fair, 1s. 1¼d. to 1s. 1¾d. Green: In Green Teas also we have to note a somewhat quieter market, but no great change in quotations. Finest still commanded extreme prices, and we cannot now look for any decline in them this season, as the supply was almost exhausted. In other kinds, again, there was an evident desire to sell, and as the stock was large and accumulating, we may confidently predict lower rates, though teamen held very firmly. Settlements and reshipments 21,762 half-chests Moyune and Tienkai, at Tls. 33.5.0 to 45.0.0; 1,455 half-chests Fychow, at Tls. 29.5.0 to 33.2.5; 2,100 half-chests Pingsuey, at Tls. 24.5.0 to 34; and 1,548 half-chests Shanghai-packed, at Tls. 24.5.0 to 28.0.0. Settlements for the fortnight, 24,495 half-chests; re-shipments on owners' account, 2,370 half-chests; stock, 136 chops, or 80,000 half-chests.

HANKOW.—One small parcel 150 half-chests had changed hands at Tls. 13.5.0. There was no stock, and the season at this port may be considered at an end.

FOOCHOW.—The following is from Messrs. Odell and Co.'s Circular:—Congous.—Immediately after the departure of the last mail several English buyers entered the market, and have continued to purchase freely; there has also been a fair business transacted on Australian account. Arrivals from the country have not been large, and with reduced stocks prices have gradually advanced, and the decline noticed in our last issue has been recovered. Further receipts from the country are variously estimated at from 10,000 to 20,000 chests. Souchong have been in limited demand at previous quotations. Oolongs.—The small stock remaining on offer at the date of our last has been taken on American account, and the quantity to arrive from the country does not exceed 1,000 half-chests. Scented Teas have found buyers to a small extent at previous quotations. Flowery Pekoes continue in but limited demand. Settlements for the fortnight have been:—Congou, 21,942 chests, at Tls. 8.3 to 18.8 per picul, ship off; Souchong, 206 chests, at Tls. 18.8 per picul, ship off; Oolong, 33,452 ½-chests, at Tls. 14.8 to 23.3 per picul, ship off; Scented Teas, 1607 boxes, at Tls. 8.3 to 22.3 per picul, ship off; Flowery Pekoe, 106 chests, at Tls. 20.8 per picul, ship off.

### SILK.

YOKOHAMA.—The paucity of supplies of good Hanks had become very marked; and, with a fair demand, prices had advanced on last quotations, especially for inferior qualities. For some superfine $1,070 had been paid. The stock was largely composed of Oshus and other book-silks; these had sold freely at quotations. Settlements amounted to 900 bales. Stocks were reduced to about 500 bales. The current quotations (laid down in London at exchange 4s. 5d.) were as follows:—Hanks—Mybash, Sinchu, &c., extra, 39s. 8d. to 42s. 1d.; best, 36s. 7d. to 38s. 5d.; medium, 33s. 11d. to 35s. 9d.; inferior, 30s. 11d. to 32s. 9d.; Oshu, extra, nominal, 36s. 7d. to 37s. 4d.; best, 33s. 7d. to 35s. 5d.; medium, 29s. 1d. to 31s. 8d.; inferior, 24s. 3d. to 28s. 0d.; Coshu, best, 32s. 1d. to 34s. 3d.; medium, 28s. 9d. to 30s. 11d.; inferior, 24s. 3d. to 28s. 0d.; Sodai, best, nominal, 29s. 10d.; medium, 26s. 1d. to 28s. 9d.; Etchesen, best, 27s. 8d. to 29s. 1d.; 2, 24s. 3d. to 26s. 6d.; inferior, 20s. 5d. to 23s. 5d.; Mashta, best, 24s. 3d. to 26s. 1d.; inferior, 20s. 5d. to 23s. 5d.; Hatchogee Tussah, 23s. 5d. to 25s. 0d.

SHANGHAI.—Messrs. Skegg's and Co.'s report, dated 22nd December, offers the following remarks:—Settlements for the fortnight amount to about 800 or 900 bales, most of which has been purchased within the last two or three days, and consists chiefly of medium to common Tsatlees and re-reeled silks. In chops, the "Dragon" has been placed at Tls. 582½, and Blue Peacocks at Tls. 540, showing little variation from last mail's prices, whilst the quotations for other grades must be left unchanged, although we may say that there are hardly any Tsatlees now offering under Tls. 455 to 460. No transactions are reported in Kahings, except for a few bales of very common stuff, at Tls. 400 to 410. Chincums get more and more scarce, being taken for native consumption, and an advance of fully Tls. 10 would now have to be paid on this class. Long Reels are also in short supply, and Tls. 410 proportion for Nos. 1 and 2 is wanted for the only lot on offer. In Hainins, the Gold Lion Chop has been taken at Tls. 520, and Tls. 545 has been paid for a small parcel of very fine Yuenfaas. The very finest Re-reeled Hainins are firmly held for previous rates, but good, medium, and common sorts are considerably lower.

## EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

| At | Bank Bills. | Credits. | Documentary. |
|---|---|---|---|
| Yokohama, 6 m. s. ... | 4s. 4¼d. | 4s. 4¾d. | 4s. 4¾d. |
| Shanghai ,, ,, ... | 5s. 10d. | 5s. 10¼d. | 5s. 11d. |
| Canton ,, ,, | 4s. 4¾d. | 4s. 5¼d. | 4s. 5¼d. |
| Hong Kong ,, ,, | | | |
| Macao ,, ,, | | | |
| Singapore ,, ,, ... | 4s. 5¼d. | 4s. 6d. | 4s. 6¼d. |
| Manila ,, ,, ... | 4s. 2d. | — | — |

MISCELLANEOUS.

| — | At Shanghai. | At Hong Kong. |
|---|---|---|
| Bills on India ... ... ... | 299½ to 300 | 220½ to 221 |
| ,, Hong Kong ... ... | 25¼ to 26 dis. | — |
| Bar silver ... ... ... | 111 7·0 | 9½ prem. |
| Mexican dollars ... ... ... | 76 8·0 | ¾ prem. |

Bous, at Yokohama, 326 to 327 per 100 dols. At Nagasaki, — to — per 100 dols.

SHARES.

Hong Kong and Shanghai Bank, New, 4; Old, 24 per cent. premium
Hong Kong Gas Company, 42 dols. per share.
Hong Kong and Whampoa Dock, New, 27; Old, 12 per cent. discount.
Union Dock Company, 20 per cent. discount.
China Traders' Insurance, 500 dols. premium.
Hotel shares, 50 to 55 per cent. discount.
Hong Kong and Macao Steamboat Company, 5 per cent. discount.

# Shipping Intelligence.

### ARRIVALS.

At YOKOHAMA.—From Cardiff, Dec. 8, Agra; 9, Sarah Anderson; from New York, 11, Suliate.

At SHANGHAI.—From London, Dec. 14, Peterborough; 20, Merse; from Sunderland, 13, Alphonsine; from Philadelphia, 12, Amie.

At AMOY.—From Cardiff, Dec. 7, Herald of Light; from London, 20, Chanticleer.

At HONG KONG and CANTON.—From London, Dec. 16, United Service; 26, Cessy; Sir Lancelot (reported by telegram); from Liverpool, 23, Odence, Lota; 24, Ercilla; from Glasgow, 26, Alida; from Newport, 19, Joachim Christian; from Cardiff, 20, Nelly; 22, Deutschland; from Portsmouth, 21, H.M.S. Himalaya.

At MANILA.—From Liverpool, Dec. 8, Loyola; 21, Feliz; Aurora (reported by telegram).

At SINGAPORE.—From London, Jan. 2, Bristow; from Cardiff, Dec. 29, Suwa; Jan. 3, Neptune; from Liverpool, 1, Diomed (str.).

### DEPARTURES.

From YOKOHAMA.—For New York, Dec. 7, Alexandra.

From SHANGHAI.—For New York, Dec. 12, Burnside,; 18, Sir W. Wallace; for Boston, via Foochow, 15, Velocity.

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From FOOCHOW.—For New York, Dec. 14, E. Nicholson; for Boston, 19, Kjobenhavn.
From AMOY.—For New York, Dec. 10, Formosa.
From HONG KONG and CANTON.—For Hamburg, Dec. 18, Glenisla.
From MANILA.—For New York, Dec. 12, Anna; 16, Galatea.
From SINGAPORE.—For New York, Dec. 23, Bertha; for Bordeaux, Deaux Freres.

## VESSELS LOADING.

At YOKOHAMA.—For London, Johanne Maria; for New York, Alcyone, Pallas, Brave, N. B. Palmer.
At SHANGHAI.—For London, Harlaw, Elmston, J. M. Joshua; for New York, Dartmouth (full), Etha Rickmers.
At FOOCHOW.—For New York, Cleta, Glenaros, Surprise, Lauderdale, Velocity, Lamel.
At HONG KONG and CANTON.—For London, Kelso, Roslin Castle.
At MANILA.—For London, Ardanza; for Liverpool, Amigos.
At SINGAPORE.—For London, Bristow, Coleroon, Napier; for Boston, Margaret, Rocket.
At PENANG.—For London, Alice; for New York, Pauline.

## FREIGHTS AND CHARTERS.

At YOKOHAMA.—To London: £4 per ton of 50 cubic feet. To New York, £3 per ton of 40 feet, per steamer, $45.
At SHANGHAI.—In coast charters there is no improvement. To London the rate has declined to £2 per ton.
At FOOCHOW.—There is no vessel on the berth for London. To New York the rate is £3 5s.
At HONG KONG and CANTON.—The freight market is quiet. The only home charters are as follows:—Dunkeld, 699, Saigon to United Kingdom or Continent, £3 5s. per ton; Najaden 237, ditto, £3 10s. per ton; Stanley, 384, ditto, £3 7s. 6d.; or Continent, £3 12s. 6d. per ton; Glendoveer, 489, Whampoa to New York, £2 15s. per ton.
At MANILA.—Freights: The following settlements are reported:—Ardanza, 283 tons, hence to London direct, £3 for dry sugar; £3 5s. for wet sugar, and £3 10s. for hemp, per 20 cwt., filling up with light freight at £3 15s. per 50 cubic feet. Amigos, Spanish Bark, 350 tons, for Liverpool, with dry sugar at £3, and hemp at £4 per 20 cwt.
At SINGAPORE.—To London, dead weight and light freight £3.

## SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—Feb. 4, at Queenstown, from Bassein, Chrysolite; 6, at Liverpool, from Rangoon, Denmark; 4, at Brouwershaven, from Batavia, Helena Anna; Jan. 24, at New York, from Foochow, Camilla; 25, from Yokohama, Yokohama; at Boston, from Batavia, Naples; Feb. 6, at Deal, from Foochow, Windermere; at Liverpool, from Rangoon, Victoria (str.); 5, at Clyde, from Rangoon, Maythorn; at Queenstown, from Maulmain, Emily McNear; at Deal, from Singapore, Zenobia; Jan. 18, at New York, from Shanghai, Asphodel; 18, at Boston, from Foochow, Tientsin; Feb. 7, at London, from Hong Kong, John Banfield; in the Downs, from Shanghai, Rimac, at Falmouth, from Bassein, Nestor.

DEPARTURES.—Feb. 6, from London, for Cardiff and Hong Kong, Dr. Petermann; 5, from Cardiff, for Singapore, Cornelis Smit; —, from Amsterdam, for Batavia, Jupiter; 3, from Newport, for Hong Kong, Herzogin v. Brabant.

CASUALTIES.—The Jupiter, Kiewit, from Amsterdam, for Batavia, arrived at Falmouth, Feb. 5, with sails split. The Josephine Amedee, Lagarde, which arrived at Havre from Hong Kong, reported having experienced severe weather, and in consequence of the pumps being out of order, had in her hold two feet of water, which was afterwards pumped out.

## THE LOSS OF H.M.S. "RATTLER" IN JAPAN.

The following letter appeared last week in the columns of a morning contemporary:—

SIR,—Apropos of the very interesting letters daily addressed to your valuable journal on the subject of saving lives at sea, can you inform your readers what action has been taken by our Government in the recent wreck of the *Rattler* on the coast of Japan, when 140 British sailors had been saved by the French man-of-war *Dupleix*, commanded by Captain Du Petit Thouars.

More than a month since I read in the French papers a highly interesting narrative of the return to Yokohama of the officers and crew of the unfortunate *Rattler*, and the humane and considerate treatment they experienced whilst on board the *Dupleix*.

Independently of the great number of lives thus providentially rescued, a valuable amount of stores had also been saved.

The French Government has not been slow in appreciating, the very efficient service rendered to a friendly nation, as I have heard of its having substantially recognised and rewarded their officers for their energetic conduct on so trying an occasion.

Permit me to renew the question. What, beyond poor official thanks, has our ministry done in recognition of the valuable aid thus rendered by the Marine of our humane and chivalrous neighbour.—Yours, &c.,
Feb. 2. A SUBSCRIBER.

THE GUNBOAT "GNAT."—The following notification has been issued from the Admiralty, Whitehall, for public information:—"Her Majesty's gunboat *Gnat*, lost on the 15th November on a coral reef, about four miles off the south-west coast of Balabac. Officers and crew expected at Manila about the 15th December in the Spanish steamer *Sudoesta*. The *Leven* left Hong Kong on the 10th December for Manila to bring them on to Hong Kong. The British Consul at Manila reports it doubtful whether the *Gnat* can be got off the reef."

## REUTER'S TELEGRAMS.

RECEIVED VIA GALLE, JANUARY 29.

### JAPAN.

YOKOHAMA, DEC. 30.—The Japanese Government has officially notified to the representatives of foreign Powers the opening of the port of Neegata to foreign trade.

### CHINA.

HONG KONG, JAN. 11.—Gray shirtings: Limited business. Water twist, 16-24, unchanged. Cotton, Bengal, fair medium, $16¼. Tea: Inanimate. Total exports (China and Japan), 127,000,000 lbs. Exchange on London: Bank bills, six months, 4s. 5d.

SHANGHAI, JAN. 5.—Gray shirtings, 6½ catties, 8¼ lbs., 205 taels; Cotton, Shanghai, 15½ taels; Tea, quiet, and little inquiry; Silk, quiet, and unchanged. Settlements since departure of last mail, 1,200 bales. Export to date (China and Japan) from commencement of season, 56,750 bales. Exchange on London: Bank bills, six months, 5s. 10½d.

## THE ADULTERATION OF TEA

The following letter relating to the adulteration of tea practised in China appears in the *Daily News* of this morning:—

SIR,—If my memory correctly serves me, it was your valuable paper which, some time in the autumn of 1867, denounced and warned against the practice then for the first time introduced by the Chinese of mixing the young and fragrant pickings of tea with old and inferior leaves. In your yesterday's telegraphic summary I note the following, under date Hong Kong, Dec. 29:—"A meeting of the leading merchants has been held at Foochow in reference to the fraudulent practices of the Chinese in mixing and packing teas. Every assistance has been promised by the consuls at Shanghai to prevent the frauds." This meeting has doubtless originated from the almost incredible losses resulting from the present season's supply from Foochow, a loss principally falling upon firms here who have bought teas through commission merchants in China. I have for some years been in almost daily contact with the principal tea importers, but I have never yet seen or heard amongst the many excuses urged by their China agents for improper action, the imputation that the Chinese delivered otherwise than as sample bought by; indeed the natives sell by sample chests to practised tea tasters, who examine and approve of the bulk on delivery. The application to the consuls would therefore appear to be childish. It is simply a question of trade, and will right itself. The Chinese have a perfect right to mix their common teas with fine, and will continue to do so as long as Europeans are found to purchase mixed at the prices formerly paid for fine. The word fraud, too, would appear to have been freely used at the meeting alluded to; it seems a doubtful question whether the Chinese in mixing their produce, which they sell fairly by sample, are guilty of fraud, or whether these European merchants have not found the right term for the proceedings of some of their body, who, with the full knowledge that the tea is so mixed, for the sake of their commissions execute their orders from home and buy these teas at the limits given for pure and fine teas. Latest advices are to the effect that the Chinese admit that some 15 or 20 million lbs. of old leaf has again been stored in the interior for mixing with next season's crop; it is, therefore, important that China firms should know that the public at home form pretty correct judgment on such matters.—I am, &c.,
9, Mincing-lane, Feb. 6. LEX.

## BIRTHS, MARRIAGES, AND DEATHS.

### BIRTHS.

BOURNE—On the 12th Dec, at Yokohama, the wife of Mr. William Bourne, of a daughter.
COWIE—On the 10th Dec., at Shanghai, Mrs. G. J. W. Cowie, of a son.
GODDARD—On the 2nd Dec., at Tientsin, the wife of J. B. Goddard, Esq., H.B.M. Vice-Consul at Taku, of a son.
HELMS—On the 24th Dec., at Sarawak, the wife of L. V. Helms, Esq., of a daughter.
HOLTZ—On the 25th Jan, at Twyford Abbey, Acton, Middlesex, the wife of Andreas Holtz, Esq., of a son.
JOHNSTON—On the 3th Jan., at Fairfield, Harrow Weald, the wife of A. R. Johnston, Esq., of a son.
TOMLIN—On the 26th Dec., at Hong Kong, the wife of G. L. Tomlin, Esq., of a daughter.
WISE—On the 1st Feb., at the Redlands, Reading, the wife of John Wise, Esq., of a daughter.

### MARRIAGES.

BING—HUXTABLE—On the 2nd Jan., at St. Andrew's Church, Singapore, by the Rev. J. A. Beckles, Colonial Chaplain, A. C. Bing, Esq., to Mrs. Huxtable, of Beach House.
BURR—WINSOR.—On the 9th Dec., by the Rev. Robert Nelson, in the presence of George F. Seward, Esq., Consul General for the U.S. of America, Mr. Thomas Francis Burr, of New York, to Jane Pearn, eldest daughter of Mr. Henry Ford Winsor, of Exmouth, Devonshire.
HALTON—HOLLIDAY.—On the 6th Feb., at St. George's, Hanover-square, by the Rev. Gerard Bancks, vicar of Cobham, Eldred Halton, Esq., 4, Leinster-gardens, to Eliza Jane Hamilton, eldest daughter of John Holliday, Esq., Alderley Edge, Cheshire.
HART—GRAY.—On the 24th Dec., at the Cathedral, Hong Kong, by the Rev. W. R. Beach, M.A., Thomas Hart to Mary Ann Matilda Gray.
HART—PATRIDGE.—On the 8th Dec., at Ningpo, by the Rev. George Ensar, George Mercer Hart to Ada, youngest daughter of the late Andrew Symes Patridge, formerly of Madras.
NEWMAN—PEEKE.—On the 19th Jan., at South Molton, by the Rev. J. H. Maitland, John Campin Newman, Esq., of Finchley, in the county of Middlesex, to Fanny, only daughter of the late Roger Peeke, Esq, of St. Margaret's, Kilburn, and Park House, South Molton, North Devon. No cards.
ROWSELL—HYSLOP.—On the 26th Jan., at Holy Trinity Church, Paddington, by the Rev. T. J. Rowsell, rector of St. Margaret's, Lothbury, assisted by the Rev. T. Homan Rowsell (the father and brother of the bridegroom), the Rev. Herbert Rowsell, late curate of Holy Trinity, to Fanny, second surviving daughter of Walter Hyslop, Esq., Addison-crescent, Kensington. No cards.
SERGEL—SCOTT.—On the 12th Jan., at Christ Church, Forest Hill, by the Rev. J. M. Clarke, M.A., Charles J. S. Sergel, Esq., son of the late Rev. Charles H. Sergel, of Hanover, to Clementina Augusta, only child of the late Clement A. Scott, Esq., C.E., and late of 21, Victoria-grove, West Brompton. No cards.

### DEATHS.

GALE—On the 28th Dec., at Hong Kong, Alfred Gale, master of the British barqu *Three Brothers*, aged 36 years.
GUNDRY—On the 19th Jan., at the residence of his brother, in Toronto, on his way to England, Alfred Andrew Gundry, of Shanghai, aged 31, fourth son of the la e William Gundry, of 1, Soho-square. (By Atlantic Cable.)
HEWLETT—On the 9th Dec., at Foochow, the wife of A. R. Hewlett, Esq., H.M Consular Service.

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# The London & China Telegraph.

*LONDON, MONDAY, FEB.* 8, 1869.

## THE CHINESE EMBASSY IN PARIS.

MR. ANSON BURLINGHAME and his associate Ministers have been received by the French EMPEROR at the Tuileries with a degree of state and ceremony that, so far as the French Court is concerned, places China on a diplomatic level with the Great Powers of Europe. A preliminary reception had previously been accorded by the MINISTER OF FOREIGN AFFAIRS, at which the date of the audience was fixed; and M. FEUILLET DE CONCHES, Master of the Ceremonies, called at the Embassy, received from Mr. BURLINGHAME a copy of the address to be spoken by him, and handed him a copy of the EMPEROR'S intended reply. On Sunday, the 24th inst., about 2 P.M., M. FEUILLET DE CONCHES, accompanied by M. BERTORA, went to fetch the Ambassadors in two Court carriages, preceded by outriders and followed by grooms on horseback. Mr. BURLINGHAME took his seat in the first carriage, with M. FEUILLET DE CONCHES, the first Chinese Minister, and the COMTE DE KLECSKOWSKI, Interpreter and Translator of Eastern languages to the EMPEROR; the other Chinese Minister and the secretaries took their places in the second carriage. At the Tuileries their arrival was announced by the drums beating to arms, and troops in line. At the entrance of the Palace they were received by the DUC DE CAMBACERES, Grand Master of the Ceremonies, and mounted the grand staircase between double rows of the *cent gardes* and Imperial footmen in full dress to the reception-room. Here the Grand Chamberlain, the DUC DE BASSANO, met the Ambassadors and announced "The EMPEROR," who made a few steps in advance and shook hands with the Ambassadors. There were present at the interview the EMPRESS and the PRINCE IMPERIAL, the MINISTER of FOREIGN AFFAIRS, and the ladies and gentlemen of the Imperial household, and several generals. Mr. BURLINGHAME wore an ordinary Court dress, black, with steel buttons, and thus presented a striking contrast with the Chinese, who, of course, were resplendent in satin, embroidery, fur, and ornaments.

Our Paris Correspondent gives the following as the text of Mr. BURLINGHAME'S address to the EMPEROR:—"The "mission with which we are charged is new. It is the first "time that China has sent an embassy to the Western na- "tions. This mission is the expression of the sincere desire "which China entertains of entering into the family of "nations, to submit her affairs to the enlightened judgment "of humanity as you submit yours, and, finally, of parti- "cipating in the advantages and benefits which international "law affords, and of which she desires to accept also the "obligations. This desire arose naturally when China was "able better to appreciate Western civilisation, in conse- "quence of the equitable policy inaugurated and maintained "by the representatives of the high contracting Powers "when they came into relationship with the eminent men of "the Empire." To this his MAJESTY replied by an expression of satisfaction at seeing China take such an important step, and at having to co-operate with such enlightened representatives, concluding with a few polite expressions towards each of the Ambassadors.

Mr. BROWN, the secretary, then advanced, and drew the letter of the Emperor of CHINA, containing the credentials, from a yellow satin case, embroidered with the Imperial dragons, and presented the document to the MINISTER of FOREIGN AFFAIRS. The letter was five or six feet in length, written on thick yellow paper, within a dragon border. The contents are written both in Chinese and in Manchou. After the official presentation the Ambassadors were carried back to their residence in the Champs Elysées in the carriages which had taken them to the Tuileries. All this may seem very trivial, but we think it worth while to recount it on account of the marked contrast it exhibits to the reception of the Mission in London—a difference which the French will not be slow in endeavouring to turn to their own advantage.

## THE TELEGRAPH TO INDIA AND CHINA.

HOWEVER distant the day when we may hope for a direct and efficient line of telegraph to the Straits and China, every improvement effected in the communication with India must be hailed with satisfaction as a step towards that much-desired end. We are glad therefore to see that the completion of the first portion of a new line—so successfully achieved last year by the Anglo-Mediterranean Company—is to be followed, without loss of time, by a renewed effort to lay a cable in the Red Sea, connecting Suez with Aden, and thence on to Bombay. As our readers are aware, the scheme has been some time in preparation, under the auspices of the promoters of the first section; but the capital will be furnished by a separate company, whose prospectus has been for some days before the public—long enough, indeed, for all the available shares to be taken up. The need of an independent line of telegraphic communication between this country and India, which shall be entirely under British control throughout, has now become imperative; and since the first Red Sea cable was submerged, and proved a failure, such vast strides have been made in the science of submarine, and in fact sub-oceanic telegraphy, that the project really presents no difficulties of importance. Should the enterprise be carried through successfully—of which there can hardly be a doubt—it will of course form a basis for further operations, with a view to the necessary extensions to China and Australia. It seems, however, that the British Indian Submarine Telegraph Company is not to remain the sole candidate for support in undertaking to provide direct communication with India, for another company is preparing its prospectus, and will be in the field in a few days, under the title of The Indian and Australian Submarine Telegraph Company. This company proposes to lay submarine telegraphic cables direct from England to India and Australia, via the Mediterranean and Red Seas, but it is intended, in the first instance, to construct the section between Suez and Bombay. In this instance, also, it is stated that large subscriptions of capital have already been promised, and the composition of the board is highly respectable. The cable is to be provided by the India-rubber, Gutta-percha, and Telegraph Works Company.

An ably-written pamphlet by Major LEVESON — better known to the reading world by his famous *nom de plume* of "The Old Shekarry"—advocates the adoption of an entire system of submarine cables, from Falmouth *via* Gibraltar and Malta, as the only plan which will secure entire freedom from all foreign political complications, inasmuch as the wire would then touch foreign territory at no point save where it crosses the Isthmus of Suez. The plan has decidedly great merit, and will most likely be some day carried into execution. A considerable portion of the pamphlet is devoted to an exposition of the inefficiency, insecurity, and excessive cost of the existing land lines; but these facts are now generally admitted, and the new Red Sea cable will render us independent of at any rate all land lines except those through Western Europe. The causes why the first Red Sea cable broke down are summed up as follows:—Firstly, no accurate preliminary survey was made, and the cable was laid without due regard to the inequalities and nature of the bed of the sea; secondly, it was laid in shallow water, over rocks and reefs, instead of in mid sea, where the bottom is mud and sand; thirdly, it was from the first injured by over-tension and jerks caused by the rude and imperfect paying-out machinery; and, lastly, its very construction was far inferior to those constructed of late years. These considerations are doubtless conclusive in favour of success in a new endeavour. As regards finance, our relations with Egypt, India, Australia, China, and Japan are much more extensive than with America, yet the submarine cable under the Atlantic Ocean is now gaining £250,000 a-year, and the traffic is so increasing, that another cable is now being constructed, at a cost of £1,100,000, to meet the required demand. There is little doubt that by the time two direct lines of telegraph to India can be completed there will be ample work for both.

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## FRANCE AND JAPAN.

THE Ministry of Commerce in France is laudably occupied with the subject of the extension of trade with all parts of the East, and is taking very sensible measures to that end. M. JAQUES SIEGFRIED was sent out by the Minister some time since to report on the state of foreign trade with British India, Cochin China, China, and Japan, and has remitted to his Government four reports, the last of which—that relating to Japan—is now before us. This is in two parts, one relating to the commerce with Japan generally, the other relating to the means of developing French commerce with that country. M. SIEGFRIED prefaces the former of these with the cautious remark that we have as yet so much to learn respecting the economic, social, and political conditions of Japan, that all observations must be regarded rather as expressing probabilities than positive affirmations, and especially as wanting in anything like official information. He states that he has visited all the open ports with the exception of Ne-e-gata and Hakodadi, the former being one of the seats of war, while the latter, situated in the Island of Yesso, he considers as possessing little interest, and carrying on scarcely any trade but that in edible seaweed with China.

Nagasaki, M. SIEGFRIED believes, cannot be regarded as of much future importance, and recommends his countrymen to seek the other ports; he adds, however, that this port will always export three to four million pounds of tea, and a certain quantity of camphor and vegetable wax, and will supply the island of Kiu-siu with European manufactures, while its fine port must always attract a portion of the vessels navigating the Japanese seas.

Yokohama and Yedo.—The French commerce is stated as follows:—Principal imports, raw silk, to the extent of £1,400,000 to £1,600,000; silkworms' eggs, £600,000 to £1,000,000; tea, £400,000. Exports: Cotton yarn and prints, £800,000; woollen and mixed fabrics, £600,000; arms and steam vessels, £480,000; sugar from China, about £120,000; wine and liqueurs, £40,000; rice at times, from Hong Kong and Saigon, and some cotton from China. As regards the export trade, he says, the French do not yet sufficiently understand the tastes and fashions of Japan, and with the exception of cotton yarn and English shirtings, which are already looked upon as of first importance, the demand for goods is most uncertain. The new European concession at Yedo he considers well situated, and calculated to increase relations with this country, but he does not think that either this or the ports of Hiogo and Osaka will materially affect Yokohama, although the two latter ports may take away the tea trade and some of the exports of silk.

Osaka and Hiogo.—M. SIEGFRIED thinks that the European diplomatists made a mistake in asking for the opening of these two ports in the same district as entailing on the mercantile community double establishments; but, he adds, they will probably become the grand *entrepots* for the import of manufactured goods into Japan.

Speaking of the commercial relations between Europe and Japan, M. SIEGFRIED says: There are two kinds of undertakings which the Japanese must one day or other confide to Europeans—namely, the working of their mines and the construction of railways. If we believe rumour—which may exaggerate, no doubt, but which is doubtless based on truth—Japan possesses superb mines of gold, silver, copper, and coal, very badly worked at present, but which would give very excellent results under skilful treatment. Lastly, railways will captivate, and that before long, the imagination of the Japanese, and there will be several productive lines to establish—as, for example, from Hiogo to Osaka and Kioto, or from Yokohama to Yedo; and also, perhaps, from Kioto to Yedo. M. SIEGFRIED says that the commerce of India, China, and Japan with Europe amounted in 1867 to a total of one hundred and forty millions sterling, or more than double what it was ten years before; and when we consider that we are dealing with six hundred millions of inhabitants, the increase in this commerce ought to be still great and rapid. He thinks it therefore the duty of every Government to give its attention to the subject, and completes his report with a review of the part played by the principal nations of Europe at present, and a consideration of the position which France might and should take in the Far East.

At a first view, he says, the advantages are exclusively in favour of the English; they furnish nearly all the manufactured articles taken by the Orientals, who receive in exchange the major part of the productions of their soil. The French and Germans only import directly a portion of the raw materials they require, and have to go to London or Liverpool for the remainder, singular as may appear such an anomaly in the present day. As to the report of manufactured articles from Europe, France can scarcely be said to contribute, and though Germany and Switzerland have made notable progress during the last few years they cannot yet enter into comparison with England. The English then hold the first rank both as regards imports and exports, and their proportion of the trade is overwhelming.

It is not quite the same as regards the nationality of the merchants who preside over this commerce; the English still hold the first rank, but their preponderance is no longer exclusive. Formerly there were colossal firms in the East who, supported by immense capital and old and steady connections, carried on their operations with a very high hand and on a grand scale on their own account, and seemed to despise those more modest, but more sure and regular, advantages to be obtained by means of commission. The English then had a kind of monopoly, for large, daring and exciting business suits their enterprising character; they liked to act independently, to give their attention to large combinations and ventures, rather than to follow the detailed instructions of correspondents whose goodwill they must cultivate. These conditions have undergone a change; numerous banks have been established with enormous capital, facilitating business for all the world, and enabling men of small fortunes to compete with rich and generally less active firms. Old connections are undermined by the facilities afforded by railways, steamboats and telegraphs, and they, moreover, lose their preponderance in the general growth of commerce. It is no longer a question of monopoly of the aristocracy of capital; the trade with the East is now open to all the world, and everyone may take his small share.

Germans and Swiss have profited largely by this change; more active, harder workers, following their business closer than the English, they are no longer content to confine themselves to the growing yet still small business of their own country, but mix themselves up more and more with the commerce of England every day. The French, I regret to say, adds M. SIEGFRIED, are far from having done as much; not only have they taken no part in English trade, properly so called, but they have not assumed that position which the wants and situation of France and her company of steamers, making Marseilles its headquarters, should have secured. The French only carry on a portion of their own trade with India, China, and Japan. The exports of France consist of little more than some wine and liqueurs, a few woollens and haberdashery; and they can scarcely be increased until the progress brought about by the treaty with England shall have been felt in all branches of our industry, when our manufacturers, better informed respecting the tastes and habits of far-off countries, shall decide to produce articles adapted to the demand, and, by sacrificing a little quality, arrive at cheapness, and conform to certain indispensable changes in lengths and breadths of fabrics. As regards imports, France should not be content with the amount of her present considerable commerce with the extreme East. She has the right to assume a very good position, and I shall now examine into the means by which she may best achieve that object.

We, the French, says M. SIEGFRIED, are as intelligent as any nation; we are harder workers, more careful and more prudent than the English, and the few French houses that exist in India and Japan need not fear comparisons; what we want is, in the first place, that our young men should know what is passing abroad, and, secondly, that their education should render them more fit to quit their own country. As to the notion that the French are indifferent to foreign countries because they have more love for their own than the people of other nations, M. SIEGFRIED, like a sensible man, puts it aside at once, and says:—It would be difficult to persuade me that many young Frenchmen would not enter into foreign trade if their education had prepared them for it. The instruction given in France is not in unison with modern wants; we neglect modern languages too much, and hence we labour under a deficiency of practical men; it is necessary, above all, to teach English, the language of commerce, &c. This want in French education I regard as the gravest cause of the inferiority of our foreign commerce. We have our superior schools for the army and navy, for mining, civil

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engineering, and even for industry. Why have we not the same for commerce?

Now, every English reader will be struck with the fact that the world gives France credit for the very thing which M. SIEGFRIED points out as her greatest deficiency. The organisation of schools has never been carried to such a pitch as of late years in France, who is held up daily as a model to England in this respect, often most ignorantly; there are two colleges in Paris alone principally devoted to commercial education. Mulhouse has done much in the same tract, the Chamber of Commerce of Paris has an admirable school of commerce, now five years old; in short, if education could supply the want there would be no cause to complain. M. SIEGFRIED misses the real causes, or rather, in drawing up a report for the Government, was compelled to avoid touching upon them. These are—the absence of individual action, which excessive organisation tends to lessen, and the conversion of all the able-bodied young men of France into soldiers. When agriculture complains of want of hands, it is not likely that foreign commerce will be well supplied. While Algeria languishes for active self-dependent men France is not likely to assume a place worthy of her in the Far East. M. SIEGFRIED could not lay his finger on the wound, which is open enough to economists in France, but he touches it when he says in his closing paragraph, in which he speaks of what has been done for commerce and communication—"I applaud with all my heart what has been done, for it has been well done; there remains only to fill up the plan that has been sketched, and this cannot be done without extending commercial education, and thus giving the taste for and possibility of the expansion of the individual action."

We have given the chief points of M. SIEGFRIED'S highly interesting reports, but we recommend our readers to read for themselves the documents *in extenso*. As already stated, this is the last of a series of reports on the Far East by the same gentleman. If these notes interest our readers, we propose to follow them by notices of the reports on China and Cochin-China.

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THE Brindisi Route for the India mails has found a new advocate in the Duke of SUTHERLAND, who, while on his way to Egypt with other members of the Prince of WALES'S suite, has been visiting Brindisi, and seems to have examined with some attention the extensive works which are in progress at that port. After completing his inspection he was entertained at a dinner given in his honour by the authorities of the town. In proposing prosperity to Italy, his Grace said that Brindisi must undoubtedly become, *bon gré mal gré*, the port for the arrival and departure of the India mail. In a letter to the *Nazione*, he praises very highly the management of the Southern Railway Company, and says that he and his friends were surprised at the rapidity with which the journey to Brindisi was accomplished. The Duke appears to think that special arrangements were made for him, or at all events that the servants of the company had been instructed to treat him with special attention; but the *Nazione* says that such was not the case. He travelled by an ordinary train, as an ordinary passenger, and it was an ordinary saloon carriage that was placed at the disposal of himself and his friends.

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IN our next issue will appear a highly interesting journal of a voyage from England to Japan by the Pacific mail route. We call particular attention to this, as the information it conveys will be found useful by passengers intending to proceed either to China or Japan by this new route.

## Monetary and Commercial.

At the meeting of the London Joint-Stock Bank, Mr. Donald Larnach in the chair, the report showed a net available profit of £58,592, which, together with £16,408 taken from the guarantee fund, was appropriated to the declaration of a dividend at the rate of 12½ per cent. per annum, being the same as at the corresponding date of last year. The liabilities of the bank on deposits and acceptances, which are lumped together, are £14,779,010, being an increase of £2,801,679, the paid-up capital is £1,200,000, the guarantee fund is £408,285, the Government securities held are £1,080,000, and the cash in hand is £2,023,462.

In th report of the National Bank, presented on the 26th inst., the directors have declared the usual dividend of 8 per cent. per annum, but they regret that they cannot on this occasion declare any extra dividend. The proposed distribution will absorb £60,000, leaving at credit of profit and loss £18,161. Since the last official reports the assets of the Bank have undergone a thorough investigation, and the directors have adopted the conclusions regarding the several items arrived at by the auditors. This will render it necessary to write off from the Rest the sum of £107,065 for losses on depreciated securities, and makes it expedient for the present to deal with the balance of that account (£323,400) by placing it as a guarantee account pending the realisation of collateral securities held for special advances.

The second ordinary general meeting of the Indo-European Telegraph Company (Limited) is convened for the 25th of February.

Circulars have been received from the legal advisers of Mr. A. Winterbottom, of Manchester, and Messrs. J. Oldfield and Co., of Bradford, announcing the necessity of each firm to suspend payment, in consequence of the long depression of trade. The liabilities of Mr. Winterbottom, a name greatly respected in mercantile circles, are estimated at £50,000, and the liabilities of Messrs. Oldfield and Co. are estimated at £22,000. The liabilities of both fall largely on Bradford. Another small firm at Bradford has also been obliged to succumb to the pressure.

A circular just issued by Mr. Herbert Townend, from 16, Mincing-lane, says:—"I beg to inform you that my business connections with the firm of Messrs. Townend Brothers (now Townend Brothers and Bovet) ceased on the 31st December last, and that I purpose continuing the business of a tea broker in my own name at the above address."

It is announced that the allotment of shares in the British-Indian Submarine Telegraph Company (Limited) has been made, and that Mr. George Gordon Nicol, chairman of the Chartered Mercantile Bank of India, London, and China, has joined the board.

For some time past there has been a considerable demand for bar silver for India, and the price has gradually advanced within the last fortnight from 60⅝d. to 61d. per oz. As the arrivals from the usual sources have not been extensive the greater part of the demand has been supplied by importations from the Continent. The price of Mexican dollars has naturally been influenced by the rise in other descriptions of silver, and they are firm at 59⅜d. to 59½d. per oz.

The dissolution is announced of the partnership heretofore existing under the style of Alt and Co. in Japan, and Alt, Hooper, and Co. in London. The business will be continued in Japan by Mr. W. J. Alt and Mr. R. Lindau, under the firm of Alt and Co., as formerly, while Mr. Hooper establishes a separate firm here as John R. Hooper and Co., who will act as agents for Alt and Co.

The call of £5 on the shares of Overend, Gurney, and Co. (Limited), recently stated to be necessary to meet the promissory notes due the 15th of March, has been sanctioned by Vice-Chancellor Malins. It is to be paid on the 1st of March.

Mr. H. G. Gordon has resigned the position of Chairman of the Oriental Bank, of which important establishment he had been a director for nearly a quarter of a century. Mr. Gordon is understood to have intimated that while conscious of his entire innocence of wrong in the affair of Overend, Gurney, and Co., he could not permit the possibility of the Oriental Bank being, under existing circumstances, prejudiced by his connection with it, and the board, in reply, are stated to have conveyed to him their unaltered sense of his honour and integrity.

The amount of bullion by the P. and O. Company's steamer Massilia, from Southampton on the 6th inst., was, in gold, to Galle, £2,934; to Bombay, £13,900; to Madras, £1,195; in silver, to Bombay, £82,000; to Madras, £2,000; to Hong Kong, £25,688; total in gold, £18,029; in silver, £109,688.

At the meeting of the London and County Bank, Mr. William, Nicol in the chair, the report showed an available total of £88,742 including a previous balance of £4,092, and a dividend was declared of 6 per cent. for the half-year, with a bonus of 2½ per cent., making with the previous distribution 16½ per cent. for the year, and leaving £5,817 to be carried forward. For the year 1867 the distribution was 20 per cent. The deposits held are £12,462,789, being an increase of £267,640 on the corresponding period of last year, and the acceptances covered by securities are £3,242,930, an increase of £1,452,770. The paid-up capital is £985,356, and the reserved fund £500,000.

A circular issued in New York, under date Jan. 1, announces that the late business of Messrs. Westray, Gibbes and Hardcastle will be continued henceforth by Mr. Fletcher Westray and Mr. Alfred H. Gibbes, under the firm of Westray and Gibbes.

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# LONDON PRICES CURRENT.

Articles in the following list subject to duty are quoted with the duties paid as annexed, unless marked "in bond." Those articles against which no rate of duty is placed are admitted free.

NOTE.—Besides the duties of Customs payable on certain articles as mentioned below, an addition of ¼ per cent. in the said rates is also payable on entry for consumption, except Tobacco, on which the extra duty is five per cent. and ½ per cent.

| | s. | d. | s. | d. |
|---|---|---|---|---|
| **ARROWROOT.** | | | | |
| (*Duty 4½d. per cwt.*) | | | | |
| East India ... ... | — | | — | |
| **CANES, Bamboo—each** | 0 | 0½ | 0 | 2½ |
| Malacca ... ... | 0 | 1 | 0 | 9 |
| Partridge ... ... | 0 | 0½ | 0 | 3½ |
| Tonkin & Carolina ... | 0 | 0½ | 0 | 1½ |
| Rattans, com., per 100 | 2 | 0 | 4 | 0 |
| Good and fine „ | 4 | 6 | 7 | 6 |
| **CHEMICALS.** | | | | |
| Alum ... ...per ton | 150 | 0 | 155 | 0 |
| Antimony, ore ... | 280 | 0 | 300 | 0 |
| crude ...per cwt. | 26 | 0 | 27 | 0 |
| regulus, bowl ... | 48 | 0 | 50 | 0 |
| star ... ... ... | 48 | 0 | — | |
| Brimstone, roll ... | 12 | 0 | — | |
| Calomel ...per lb. | 2 | 5 | — | |
| Corros. Sublim. ... | 1 | 11 | — | |
| Iodine, dry per oz. | 0 | 9½ | 0 | 10 |
| Ivory Blk. dry, p. cwt. | — | | — | |
| Lime, Acet. wh. ... | 12 | 6 | 22 | 0 |
| Magnes. Carb. ... | 42 | 6 | — | |
| Prussian Blue, per lb. | 1 | 0 | 1 | 10 |
| Quinine Sulph., per oz. | — | | — | |
| British, in bottle,... | — | | 5 | 2 |
| French ... ... | 5 | 0 | 5 | 2 |
| Vermilion, Eng., pr. lb. | 2 | 6 | 3 | 0 |
| China ... | 2 | 6 | — | |
| **COALS, best per ton** | 17 | 0 | 18 | 0 |
| other sorts ... ... | 14 | 9 | 16 | 6 |
| **COCHINEAL per lb.** | | | | |
| Honduras, black ... | 3 | 2 | 4 | 5 |
| silver ... | 2 | 10 | 3 | 7 |
| pasty ... | 1 | 6 | 2 | 8 |
| Teneriffe, black ... | 3 | 1 | 5 | 4 |
| silver ... | 2 | 10 | 3 | 4 |
| **OFFEE, in bond per ct.** | | | | |
| (*Duty 3d. per lb.*) | | | | |
| Ceylon | | | | |
| Native, fine bold ... | 52 | 0 | 58 | 0 |
| gd. and fine ord. | 48 | 0 | 51 | 0 |
| small and ordinary... | 41 | 0 | 47 | 0 |
| Plantation, fine ... | 90 | 0 | 95 | 0 |
| fine middling ... | 86 | 0 | 89 | 0 |
| good middling ... | 77 | 0 | 85 | 0 |
| middling ... ... | 70 | 0 | 76 | 6 |
| fin. ord. to low mid. | 62 | 0 | 69 | 0 |
| mixed and triage ... | 25 | 0 | 54 | 0 |
| Other British E. I. | | | | |
| fine and superior ... | 87 | 0 | 97 | 0 |
| good and fine ... | 82 | 0 | 86 | 0 |
| mid. to good mid.... | 71 | 0 | 81 | 0 |
| fine ord. to low mid. | 58 | 0 | 70 | 0 |
| good ord. Native ... | 50 | 0 | 53 | 0 |
| ordinary ... ... | 48 | 6 | 49 | 6 |
| Batavia, yellow ... | 68 | 0 | 80 | 0 |
| pale and mixed ... | 47 | 0 | 65 | 0 |
| Manila... ... ... | 44 | 0 | 57 | 0 |
| Singapore ... ... | 38 | 0 | 67 | 0 |
| Sumatra ... ... | 36 | 0 | 44 | 0 |
| **COTTON ...per lb.** | | | | |
| Surat ... ... ... | 0 | 8 | 0 | 11¼ |
| Sawginned Dharw ... | 0 | 10½ | 0 | 11 |
| Madras, Tinnevelly ... | 0 | 9½ | 0 | 10½ |
| North, and Westrn. | 0 | 9½ | 0 | 10 |
| Cocanada ... ... | 0 | 8¼ | 0 | 9¼ |
| Bengal and Rangoon | 0 | 8½ | 0 | 9½ |
| Scinde ... ... ... | 0 | 8½ | 0 | 9 |
| China ... ... ... | — | | — | |
| Egyptian ... ... | 0 | 11 | 1 | 6 |
| Smyrna ... ... | 0 | 9½ | 0 | 11½ |
| Sea Island ... ... | 2 | 0 | 4 | 8 |
| Upland... ... ... | 0 | 11 | 1 | 1 |
| Mobile... ... ... | 0 | 11 | 1 | 1 |
| New Orleans ... ... | 0 | 11 | 1 | 1½ |
| **CUTCH.** | | | | |
| See Terra Japonica ... | | | | |
| **DRUGS.** | | | | |
| Aloes, Hepatic, per ct. | 90 | 0 | 200 | 0 |
| Socotrine ... .. | 140 | 0 | 280 | 0 |
| Aniseed, Chi. Star ... | 97 | 6 | 102 | 6 |
| Beans, Tonquin, per lb. | 1 | 2 | 1 | 6 |
| Camphor, per cwt. ... | — | | — | |
| Japan ... ... | 110 | 0 | 115 | 0 |
| China ... ... | 110 | 0 | 115 | 0 |
| Cardamoms, per lb. ... | | | | |
| Malabar, good ... | 9 | 6 | 10 | 0 |
| inferior ... ... | 6 | 6 | 9 | 0 |
| Ceylon ... ... | 2 | 9 | 3 | 3 |
| Corosos Nuts, per cwt | 12 | 0 | 16 | 0 |
| Cassia Fistula ... | 15 | 0 | 28 | 0 |
| China Root ... ... | 30 | 0 | 40 | 0 |
| Cubebs... ... ... | 40 | 0 | 41 | 0 |
| Dragon's Blood, reed | 100 | 0 | 220 | 0 |
| lump ... ... | — | | — | |
| Galanzal Root ... | 14 | 0 | 16 | 0 |
| Gentian Root... ... | 16 | 0 | — | |
| Ginger, prsd. (*Duty 1d. per lb.*), per lb.... | 0 | 6 | 0 | 10 |
| Ipecacuanha ... ... | 6 | 0 | 6 | 3 |
| Isinglass, Brazil ... | 3 | 2 | 4 | 2 |
| Tongue sort ... | 3 | 6 | 5 | 1 |
| East India ... ... | 2 | 3 | 4 | 1 |
| Myrabolanes, per cwt. | 11 | 0 | 17 | 0 |
| **OILS.** | | | | |
| Aniseed ...per lb. | 9 | 0 | — | |
| Cassia ... .. | 5 | 6 | 5 | 8 |
| Cinnamon ...per oz | 1 | 0 | 4 | 3 |
| Citronel ... ... | 0 | 2½ | — | |
| fine ... ... .. | 0 | 3½ | — | |
| Clove ... ...per lb | 2 | 8 | — | |
| Lemon... ... ... | 3 | 6 | 6 | 0 |
| Lemongrass ...per oz. | 0 | 4½ | 0 | 5 |
| Mace, expressed ... | 0 | 0½ | 0 | 2½ |
| Nutmeg ... ... | 0 | 4 | 0 | 7½ |
| Orange ... per lb | 5 | 0 | 7 | 0 |
| Orris Root ... per ct. | 38 | 0 | 42 | 0 |

| | s. | d. | s. | d. |
|---|---|---|---|---|
| **DRUGS** | | | | |
| Rhubarb ... per lb. | | | | |
| China, good and fine | 4 | 6 | 8 | 0 |
| gd mid. to ord.... | 1 | 0 | 4 | 0 |
| Dutch trimd. ... | — | | — | |
| Saffron, Spanish ... | 28 | 0 | 35 | 0 |
| Squill's... ... ... | 0 | 1 | 0 | 2½ |
| Tamarinds ... per ct. | | | | |
| East India ... ... | 26 | 0 | 29 | 0 |
| Vanilla, large...per lb. | 10 | 0 | 16 | 0 |
| **DYE STUFFS.** | | | | |
| Galls, Buss. bl. per ct. | 85 | 0 | 100 | 0 |
| in sorts ... ... | 75 | 0 | 80 | 0 |
| white ... ... | 50 | 0 | 55 | 0 |
| China ... ... | 48 | 0 | 50 | 0 |
| Turkey, blue ... | — | | — | |
| Japan ... ... ... | 47 | 0 | 49 | 0 |
| Madder Root ... ... | — | | — | |
| Bombay ... ... | 40 | 0 | 50 | 0 |
| Orchella, Angola ... | 30 | 0 | 37 | 0 |
| Bombay ... ... | — | | — | |
| Turmeric per cwt. | — | | — | |
| Bengal ... ... | 20 | 6 | 21 | 6 |
| Madras ... ... | 19 | 0 | 30 | 0 |
| Malabar ... ... | — | | — | |
| Java... ... ... | — | | — | |
| China ... ... | 30 | 0 | 35 | 0 |
| **GAMBIER.** | | | | |
| See Terra Japonica | | | | |
| **GUMS** ... ...per cwt | £ | s. | £ | s. |
| Arabic... ... ... | — | | — | |
| E. I. fine pale ... | 4 | 0 | 4 | 3 |
| sorts, mid. to fine | 3 | 3 | 3 | 16 |
| garblings ... | 2 | 5 | 3 | 0 |
| Assafœtida, com. to gd. | 3 | 5 | 5 | 5 |
| Benjamin, Siam, 1st | | | | |
| and 2nd ... ... | 18 | 0 | 32 | 0 |
| Sumatra, 1st and 2nd | 7 | 0 | 11 | 10 |
| Copal, Angola red ... | 4 | 10 | 5 | 0 |
| Manila ... .. | 1 | 10 | 2 | 5 |
| Dammar, Batavia, pale | 4 | 7½ | 4 | 12½ |
| Singapore ... ... | 3 | 14½ | 4 | 5 |
| Gamboge, pkd. pipe... | 13 | 0 | 16 | 0 |
| Guaiacum ...per lb. | 0s | 8d | 1s | 4d |
| Kino ... per cwt. | 60 | 0 | 120 | 0 |
| **GUTTA PERCHA.** | | | | |
| per lb. genuine ... | 1 | 9 | 3 | 6 |
| **HEMP.** per ton | £. | s. | £. | s. |
| Sisal ... ... ... | 40 | 0 | 46 | 0 |
| Bombay & Kurrachee | — | | — | |
| Manila... ... ... | 44 | 0 | 51 | 0 |
| do., good & fine white | 70 | 0 | 90 | 5 |
| China grass ... ... | — | | — | |
| **COIR** ... per ton | | | | |
| Rope... ... ... | 19 | 10 | 33 | 0 |
| Yarn, good & fine... | 38 | 0 | 71 | 0 |
| ord. to fair ... | 26 | 0 | 37 | 0 |
| Bombay, cm. to fn. | — | | — | |
| Junk ... ... | — | | — | |
| Fibre ... ... | 20 | 0 | 30 | 0 |
| **HIDES.** | | | | |
| Sourabaya & Batavia | | | | |
| Ox and cow hides, dry, best, 6lb. to 10lb. ... ... | s | d | s | d |
| | 0 | 8 | 0 | 9½ |
| Seconds ... ... | 0 | 6 | 0 | 7· |
| Thirds ... ... | 0 | 4 | 0 | 5 |
| Buffalo hides, yellow, best, 17lb. to 22lb. ... | 0 | 6½ | 0 | 7½ |
| Seconds ... ... | 0 | 5 | 0 | 6 |
| Thirds ... ... | 0 | 3 | 0 | 4½ |
| Dark, best, 20lb. to 28lb. ... ... | 0 | 5 | 0 | 6½ |
| Seconds ... ... | 0 | 3 | 0 | 4½ |
| Singapore, | | | | |
| Ox and cow hides. dry, best, 6lb. to 10lb. ... ... | 0 | 8½ | 0 | 9½ |
| Seconds & Thirds | 0 | 5 | 0 | 7½ |
| Buffalo hides, best, 17lb. to 20lb. ... | 0 | 5 | 0 | 6½ |
| Seconds ... ... | 0 | 4½ | 0 | 5½ |
| Manila, | | | | |
| Buffalo hides. best, 18lb. to 27lb. ... | 0 | 4 | 0 | 5 |
| Seconds ... ... | 0 | 3 | 0 | 3½ |
| **HORNS, BUFFALO,** | | | | |
| Calcutta, Madras and | | | | |
| Bombay, 1lb. to 2lb., per cwt. | 25 | 0 | 41 | 0 |
| Singapore, 2½lb. to 4lb. | 35 | 0 | 47 | 0 |
| **INDIA RUBBER,** pr lb. | | | | |
| East India ... ... | | | | |
| Assam and Pegu ... | 0 | 11 | 1 | 2 |
| Penang, &c. ... ... | 1 | 5 | 1 | 7½ |
| **LAC.** | | | | |
| STICLAC per cwt. | 50 | 0 | 63 | 0 |
| **METALS.** | | | | |
| **IRON** ... ...per ton | £ | s. | £ | s. |
| Welsh Rails in Wales | 6 | 10 | 6 | 15 |
| Welsh Bars in Wales | 6 | 0 | 6 | 5 |
| Welsh Bars in London | 6 | 10 | 6 | 15 |
| Staffordshire Bst. Bars in London ... ... | 7 | 10 | 7 | 15 |
| Staffordshire B. Nail Rods... ... ... | 7 | 12½ | 7 | 15 |
| Staffordshire B. Hoops | 8 | 5 | 9 | 0 |
| Staffordshire B. Sheets | 9 | 0 | 9 | 10 |
| Scotch Pig No. 1 in the Clyde ... ... | 2 | 15½ | 3 | 3 |
| Swedes Bars in London ... ... ... | 10 | 0 | 10 | 15 |
| Swedes Steel in kegs, ½ in. and ⅝ in. | 15 | 10 | 15 | 15 |
| **COPPER** ... ... .. | | | | |
| Ore ... per unit | — | | 0 | 15 |
| Chili Slabs per ton | 74 | 0 | — | |

| | £. | s. | £. | s. |
|---|---|---|---|---|
| **METALS.** | | | | |
| Spanish Cake... ... | 72 | 0 | 73 | 0 |
| Australian Burra ... | 86 | 0 | 87 | 0 |
| Australian Wallaroo... | 86 | 0 | 87 | 0 |
| English tough quality | 81 | 0 | 82 | 0 |
| English best selected | 83 | 0 | 84 | 0 |
| English Sheets,— | | | | |
| Sheathing, &c. ... | 83 | 0 | 85 | 0 |
| English Bottoms ... | | | | |
| rolled ... ... | — | | 88 | 0 |
| English Bottoms ... | | | | |
| hammered ... ... | — | | 92 | 0 |
| | s. | d. | s. | d. |
| Yellow Metal Sheets. 4 by 4 ft. ...per lb. | 0 | 7 | 0 | 7½ |
| Yellow Metal Sheathings and Rods ... | 0 | 7½ | 0 | 7½ |
| **LEAD.** ... ...per ton | £. | s. | £ | s. |
| Pig, W.B. ... ... | 21 | 0 | — | |
| Pig, other brands ... | 19 | 0 | 19 | 7½ |
| Spanish soft, ex ship | — | | 18 | 12½ |
| Sheet ... ... ... | 20 | 0 | — | |
| Shot (kegs extra) ... | 22 | 0 | 22 | 5 |
| White (kegs extra) ... | 27 | 0 | 30 | 0 |
| Red (kegs extra) ... | 20 | 10 | 21 | 0 |
| **SPELTER.**... ... ... | | | | |
| Silesian ... ... | 21 | 0 | 21 | 5 |
| English (smelted from ores)... ... | 21 | 0 | — | |
| **ZINC.** | | | | |
| English Sheet .. | 25 | 10 | 26 | 0 |
| **MOLASSES,** (*duty 3s. 6d.*) | | | | |
| East India ... ... | — | | — | |
| **OILS** | £ | s. | £ | s. |
| Cocoa-nut, Coch. p.tn. | 48 | 0 | — | |
| Ceylon ... ... | 46 | 0 | — | |
| Sydney ... ... | 40 | 0 | 45 | 0 |
| Rapeseed—Eng. pale | 34 | 0 | 34 | 10 |
| „ brown | 32 | 0 | — | |
| **PLUMBAGO.** | s. | d. | s. | d. |
| Ceylon, Lump ... | 20 | 0 | 33 | 0 |
| Dust ... ... | 12 | 0 | 17 | 0 |
| German ... ... | — | | — | |
| **PROVISIONS,** per cwt. | | | | |
| Butter— | £ | s | £ | s |
| Cork, 3rd to 1st ... | 6 | 4 | 7 | 6 |
| Beef ... per tierce | | | | |
| Foreign, India ... | 7 | 10 | 8 | 7½ |
| mess, and Ind. mess | 5 | 0 | 7 | 0 |
| Pork— | | | | |
| Pickled middles ... | 3 | 6 | 3 | 10 |
| Irish, prime In. new mess. prime p. brl. | 5 | 5 | 5 | 10 |
| Foreign Ind. per trc. | | | | |
| mess per barrel | 5 | 0 | 5 | 10 |
| Hams, Irish ... ... | 4 | 6 | 5 | 8 |
| American ... | 3 | 14 | 3 | 18 |
| Lard, Irish bladder ... | 4 | 4 | 4 | 14 |
| keg and firkin ... | 4 | 4 | 4 | 14 |
| **RICE** ... per cwt. | s. | d. | s. | d. |
| Bengal, white ... | 8 | 9 | 16 | 0 |
| Ballam and Moonghy brkn. and ord. white | 8 | 9 | 9 | 6 |
| mid. to good white | — | | — | |
| red cargo ... ... | 8 | 6 | 9 | 0 |
| Madras ... ... | 8 | 9 | 10 | 0 |
| Arracan ... ... | 9 | 6 | 10 | 6 |
| Moulmein ... ... | 10 | 6 | 11 | 3 |
| Rangoon and Bassein | 10 | 0 | 10 | 6 |
| Saigon... ... ... | 9 | 0 | 10 | 0 |
| Java ... ... ... | — | | — | |
| Patna-cleaned ... | 16 | 0 | 23 | 0 |
| Ballam do. ... | 11 | 0 | 12 | 0 |
| Rangoon do. ... | 11 | 6 | 20 | 0 |
| Java do. ... | 29 | 0 | 35 | 0 |
| Do. London cleaned... | 22 | 0 | 36 | 0 |
| **SAGO** (*duty 4½d. per cwt.*) | | | | |
| Pearl, small (in bond) | 18 | 0 | 19 | 6 |
| large and medium | 17 | 0 | 19 | 6 |
| **SALT** (at the works in Cheshire, exclusive of 3s. lighterage) per ton | | | | |
| common ... ... | 5 | 6 | — | |
| butter ... ... | 8 | 0 | — | |
| stoved, common ... | 9 | 0 | 10 | 6 |
| handed ... ... | 12 | 0 | — | |
| bagged ... ... | — | | — | |
| Rock, large lumps ... | 6 | 6 | — | |
| **SALTPETRE.** per cwt. | | | | |
| Bengal, 6 p. c. or und | 26 | 0 | 26 | 6 |
| over 6 per cent. ... | 25 | 6 | 26 | 0 |
| Calcutta, 5 to 2 pr. ct. | — | | — | |
| 12 to 6 per cent. ... | — | | — | |
| Scinde, refined ... | — | | — | |
| Madras ... ... | — | | — | |
| Bombay & Kurrachee | — | | — | |
| low to fine ... ... | — | | — | |
| **SEED.** | | | | |
| Rape per qr. 416lbs. | | | | |
| Calcutta ... ... | 52 | 6 | — | |
| Madras ... ... | 52 | 0 | 54 | 0 |
| Bombay ... ... | 54 | 0 | 55 | 0 |
| Japan ... ... | — | | — | |
| Teel per 384 lbs. | | | | |
| Sesame or Gngly ... | 61 | 0 | 63 | 0 |
| **SHELLS** per cwt. | | | | |
| Mother o'Pearl ... | — | | — | |
| China and Manila . | 130 | 0 | 190 | 0 |
| Singapore ... ... | — | | — | |
| Buffalo ... ... | — | | — | |
| West Coast, Black edge ... ... | — | | — | |
| Tortoise per lb. | — | | — | |
| Manila ... ... | 13 | 0 | 21 | 0 |
| Other East India ... | 7 | 0 | 18 | 0 |
| West India... ... | 10 | 6 | 15 | 0 |
| **SOY** per gall. | | | | |
| China ... ... ... | 2 | 8 | 2 | 9 |

| | s. | d. | s. | d. |
|---|---|---|---|---|
| **SOY.** | | | | |
| Japan ... ... ... | 2 | 0 | — | — |
| **SPICES** | | | | |
| Cassia Lignea, per cwt. | 130 | 0 | 140 | 0 |
| Vera... ... ... | 42 | 0 | 84 | 0 |
| Buds ... ... | 140 | 0 | 162 | 6 |
| Cinnamon per lb. | | | | |
| Ceylon, 1st quality. | 2 | 4 | 3 | 2 |
| 2nd „ | 1 | 11 | 2 | 10 |
| 3rd „ | 1 | 8 | 2 | 6 |
| Tellicherry ... ... | — | | — | |
| Cloves, Penang ... | 0 | 10½ | 0 | 11½ |
| Amboyna ... ... | 0 | 5 | 0 | 6 |
| Zanzibar ... ... | 0 | 4 | 0 | 4½ |
| Ginger per cwt. | | | | |
| Cochin ... ... | 81 | 0 | 120 | 0 |
| Mace, 1st qual. per lb | 2 | 6 | 3 | 0 |
| 2nd and inf. ... | 1 | 6 | 2 | 3 |
| Nutmegs. | | | | |
| 78 to 60 lb. ... | 2 | 3 | 4 | 0 |
| 80 to 90 lb. ... | 1 | 7 | 2 | 2 |
| 95 to 132 lb. ... | 1 | 2 | 1 | 6 |
| Pepper, black per lb. | — | | — | |
| Penang ... ... | 0 | 4 | 0 | 4½ |
| Singapore ... ... | 0 | 4½ | 0 | 4½ |
| white ... ... | 0 | 9 | 0 | 10 |
| **SUGAR** per cwt. | | | | |
| *Duties:—* | | | | |
| *Ref. and Candy*, 12s. | | | | |
| *Raw*, 1st cl. 11s. 3d. | | | | |
| „ 2nd cl. 10s. 6d. | | | | |
| „ 3rd cl. 9s. 7d. | | | | |
| „ 4th cl. 8s. | | | | |
| Penang, yell. and gray | 33 | 6 | 38 | 0 |
| brown ... | 28 | 0 | 33 | 0 |
| Manila, clayed ... | 30 | 0 | 31 | 6 |
| superior ... | — | | — | |
| unclayed ... | 26 | 6 | 27 | 9 |
| Java, gray and white | 35 | 6 | 40 | 6 |
| brown and yel. | 26 | 0 | 34 | 0 |
| China and Siam, white | 33 | 6 | 39 | 0 |
| brown and yellow... | 25 | 6 | 33 | 0 |
| **TALLOW** per cwt. | | | | |
| East India ... ... | — | | — | |
| **TAPIOCA** (*Duty 4½d. per cwt.*) per lb. | | | | |
| Penang and Singapre. | 0 | 2 | 0 | 3 |
| Pearl ... per cwt. | 22 | 0 | 23 | 0 |
| **TAPIOCA FLOUR** lb. | 0 | 2 | 0 | 2½ |
| **TEA** (*Duty, 6d per lb.*) | | | | |
| Congou. | | | | |
| brown leaf, ord. ... | 0 | 10½ | 0 | 11 |
| good ord. to bst md. | 0 | 11½ | 1 | 0 |
| good export kinds . | 1 | 0½ | 1 | 0⅝ |
| Kaisow, 1st & 2nd ... | 1 | 5 | 2 | 8 |
| bk. leaf, com. to gd. | 1 | 0½ | 1 | 3 |
| medium to finest ... | — | | — | |
| Oopack and Moning . | 1 | 5 | 2 | 3 |
| do., extra fine ... | 2 | 5 | 2 | 6 |
| Ning Yong and Oolg. | 0 | 9 | 2 | 2 |
| Souchong. | — | | — | |
| fair to good ... | 1 | 1 | 1 | 8 |
| fine to finest ... | 1 | 10 | 2 | 6 |
| Flowery Pekoe. | — | | — | |
| fair to good ... | 0 | 10 | 1 | 6 |
| fine to finest ... | 1 | 10 | 3 | 6 |
| Caper, scented ... | 0 | 9 | 2 | 0 |
| Orange Pekoe, plain . | 1 | 2 | 1 | 6 |
| scented ... ... | 1 | 0 | 2 | 4 |
| Twankay. | — | | — | |
| common to good ... | 0 | 9 | 1 | 0 |
| fine to Hyson kind . | 1 | 0½ | 1 | 1 |
| Hyson Skin. | — | | — | |
| common to fair ... | 0 | 8 | 0 | 9 |
| good to fine ... | 0 | 10 | 0 | 11 |
| Hyson, common ... | 0 | 11 | 1 | 1 |
| fair to fine ... ... | 1 | 3 | 2 | 2 |
| finest ... ... | 2 | 4 | 3 | 8 |
| Yg. Hyson, Can. kind | 0 | 7 | 1 | 4 |
| country kinds ... | 1 | 0 | 2 | 10 |
| Imperial ... ... | 0 | 9 | 2 | 10 |
| Gunpowder ... ... | 0 | 9½ | 3 | 7 |
| Japan, uncoloured ... | 1 | 0 | 1 | 8 |
| Assam ... ... ... | 1 | 0 | 6 | 0 |
| **TERRA JAPONICA.** | | | | |
| Gambier per cwt. | 16 | 3 | 16 | 9 |
| free Cubes ... ... | 20 | 0 | 21 | 0 |
| Cutch ... ... ... | 29 | 0 | 31 | 0 |
| **TOBACCO.** | | | | |
| (*Duty 3s. per lb., and 5 per cent. and ½ per cent., equal to about 3s. 1½d. per lb.*) pr. lb. | | | | |
| East India leaf ... | 0 | 2 | 0 | 6 |
| Japan ... ... ... | — | | — | |
| Java ... ... ... | 0 | 6 | 1 | 0 |
| Manila cheroots ... | 6 | 0 | 7 | 6 |
| **WAX** per cwt. | | | | |
| BEES'. | £. | s. | £. | s. |
| English ... ... | 9 | 0 | 9 | 10 |
| German ... ... | — | | — | |
| American ... ... | 8 | 10 | 9 | 0 |
| Bombay & Madras | 8 | 15 | 9 | 5 |
| Bengal ... ... | 8 | 10 | 9 | 0 |
| E. I. white ... ... | 10 | 0 | 12 | 0 |
| VEGETABLE. | | | | |
| Japan ... ... | 3 | 10 | 4 | 2½ |
| **WOOD—DYE,** per ton. | | | | |
| Red Sanders ... ... | 7 | 0 | 7 | 5 |
| Sapan, Bimas, &c. ... | 9 | 0 | 12 | 0 |
| Do., Siam .. .. | 11 | 0 | 14 | 0 |
| Cedar, Cuba ... per ft. | 0 | 5 | 0 | 6 |
| Ebony... ...per ton | | | | |
| Ceylon ... ... | 5 | 12 | 15 | 0 |
| Satinwood ... per ft. | 1s | 0d | 1s | 2d |
| **WOOL** ... ...per lb. | | | | |
| East India, white ... | 0 | 7½ | 1 | 4 |
| yellow and gray ... | 0 | 2 | 1 | |

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# Shipping Intelligence.

## ARRIVALS.

| Date. | Ships. | Captain. | From. | At. |
|---|---|---|---|---|
| — | Matilda | — | Rangoon | Off S. Foreland |
| Jan. 25 | Maitland | Coulson | Shanghai | London |
| — 25 | Alcyone | Findlay | Do. | Do. |
| — 25 | Hope | Thompson | Bassein | Falmouth |
| — 24 | Tinto | Wilkie | Rangoon | Liverpool |
| — 23 | Advance | Taylor | Do. | Queenstown |
| — 25 | Helen | Law | Shanghai | Deal |
| — 22 | Pasaroeang | — | Batavia, for Amstrdm | Off Portland |
| — 10 | Ellen Hood (str.) | Neill | Manila | New York |
| — 26 | Capiolani | Upton | Shanghai | London |
| — 25 | War Cloud | Irvine | Colombo | Deal |
| — 23 | Uleaborg | — | Batavia, for Amstdm | Off Dunnose |
| — 21 | Ilma | Lundahl | Do. do. | Off Portland |
| — 21 | Brouwershaven | Wiebenga | Tjilatjap | Helvoet |
| — 22 | Antje | Hoog | Batavia | Brouwershaven |
| — 8 | Jeverland | Fesenfeldt | Singapore | Boston |
| — 26 | Flora | Minto | Do. | Deal |
| — 25 | Gladiateur | Le Couteur | Bangkok | Falmouth |
| — 26 | Osborne | Stamper | Swatow | Do. |
| — 24 | Erasmus | Hulshoff | Batavia | Brouwershaven |
| — 24 | Vier Gesusters | Otto | Do. | Do. |
| — 26 | Montrose | Anderson | Saigon | Plymouth |
| — 27 | Mountain Ash | Aitcheson | Foochw.,for Rottrdm. | Falmouth |
| — | Benefactress | — | Yokohama | New York |
| — 27 | Malta | — | Penang | Downs |
| — 5 | Orpheus | Crowell | Hong Kong & Manila | New York |
| — 28 | M. A. Evans | Davies | Colombo, &c. | London |
| — 27 | Ravensbourne | Cooper | Do. | Do. |
| — 28 | Malta | Corrigall | Penang | Do. |
| — 26 | Anna Digna | Lucas | Batavia | Texel |
| — 26 | Pasaroeang | Hollander | Do. | Do. |
| — 28 | Parana | England | Do., for Amsterdm. | Deal |
| — 27 | Jacoba Gertruida | — | Do. do | Off Dungeness |
| — 29 | Wild Hunter | Bossance | Do., for Bremen | Falmouth |
| Dec 23 | Providenza | Nattini | Macao | Callao |
| Jan. 11 | Mystic Belle | Burnham | Manila | St. Thomas |
| — 29 | Insulinde | Jollie | Batavia for Amstdm. | Off Dover |
| — 16 | Prince Waldemar | Jaques | Singapore | Boston |
| — 30 | Luzon | Dimelow | Canton, &c. | Deal |
| — 28 | Cornelia Geertruida | Wielema | Batavia | Texel |
| — 28 | Jacoba Christina | Gaaf | Tjilatjap | Do. |
| — 26 | Ilma | Land | Batavia | Do. |
| Feb. 1 | Osborne | Stamper | Swatow | London |
| Jan 30 | Broadwater | Young | Shanghai | Deal |
| — 31 | Mary Falconer | Reddie | Penang | Do. |
| — 30 | Tony | Petterson | Yloilo | Plymouth |
| — 18 | Asphodel | Bayfield | Shanghai | New York |
| — | Eastern Chief | — | Singapore | Do. |
| — 18 | Tientsin | Jarman | Foochow | Boston |
| Feb. 2 | Nancy Bryson | Thorne | Canton, &c. | London |
| — 1 | Grecian Queen | Sharpe | Rangoon | Plymouth |
| Dec 23 | Mary | Boulton | Canton | Buenos Ayres |
| — 27 | Peru | — | Hong Kong | Monte Video |
| Feb. 2 | Tewkesbury | — | Manila, for Liverpool | Milford* |
| Dec 20 | Amadine | Farrow | Canton | Buenos Ayres |
| Feb. 3 | Cortgene | Wemmerus | Batavia, for Rottrdm. | Deal |
| — 3 | Athenais | — | Maulmain | Liverpool |
| — 2 | Maythorn | Sturrock | Rangoon | Queenstown |
| Jan. 31 | Cornelia Adolphina | De Roever | Batavia | Texel |
| — 31 | Cornelia | Croese | Do. | Do. |
| Feb. 1 | Maria Catharina | Blom | Do. | Do. |
| — 1 | Johannes | Leander | Sourabaya | Brouwershaven |
| — 5 | Neville | Sullivan | Canton, &c. | London |
| — 2 | Recife | Blandford | Yokohama | Off the Lizard |
| — 3 | Josephine Amedee | Lagarde | Hong Kong | Havre |
| — 5 | Pak Wan | — | Shanghai | Deal |
| — 5 | Sree Singapura | McKenzie | Singapore | London |
| Jan. 12 | King Philip | Hubbard | Yokohama | San Francisco |

* Leaky

## DEPARTURES.

| Date. | Ship. | Captain. | For. | From |
|---|---|---|---|---|
| Jan. 23 | Kaisow | Anderson | Hg. Kg. & Foochow | London |
| — 23 | Thetis | Ottermann | Cardiff & Hong Kg. | Do. |
| — | Taikua | Holler | Shanghai | Cuxhaven |
| — 22 | Willy Rickmers | Stoltz | Do. | Falmouth* |
| — 22 | Nicolas | Larranzabal | Manila | Liverpool |
| — 25 | John Milton | Le Boutillier | Cardiff and Shanghai | London |
| — 24 | Alfred | Gronow | Singapore | Milford* |
| — 26 | Chusan | Roy | Hong Kong | London |
| — 26 | Fusiyama | Borup | Shanghai | Do. |
| — 26 | Joseph Sprott | Dixon | Do. | Do. |
| — | Stad Leyden | — | Batavia | Amsterdam |
| — 22 | No. 738 Amsdm. bq.) | — | Do. | Off Dungeness |
| — 22 | Laura and Adele | Pohlmeyer | Do. | Off Dover |
| — | Honigby | V. d. Valk | Samarang | Rotterdam |
| — 25 | Carl Ludwig | Calson | Hong Kong | Newport |
| — 25 | Choice | — | Singapore | Shields |
| — 24 | Windover | Nutsford | Hong Kong | Liverpool |
| — 27 | Aboyne | Grant | Colombo | London |
| — 27 | Ceylon | Gallichan | Penang | Do. |
| — 27 | Benares | Anderson | Cardiff & Singapore. | Do. |
| — 22 | Ernst and Marie | Gennerich | Hong Kong | Cardiff |
| — 26 | Agamemnon (s.) | Middleton | Maur., Peng., Sing., Hg. Kg., & Shang. | Liverpool |
| — 28 | Imatra | Feilcke | Cardiff & Yokohama | London |
| — 25 | Carl Ludwig | Calson | Hong Kong | Newport |
| — 25 | Lieutenant | Peters | Shanghai | Cardiff |
| — 25 | Star of China | Angus | Do. | Do. |
| — 25 | Scawfell | Thomson | Hong Kong | Do. |
| — 27 | Nyassa | Hutchinson | Shanghai | Do. |
| — 29 | Dunmail | Thompson | Hong Kong | London |
| Dec. 23 | Fray Ventos | Moda | China | Callao |
| — 23 | Amaranth | Fabricius | Hong Kong | Do. |
| Jan. 30 | Cedric | Stapleton | Yokohama | London |
| — | Nieuwland | Runacks | Batavia | Rotterdam |
| Feb. 2 | Shooting Star | McKenzie | Colombo | London |
| — | Baltimore | Doeksen | Batavia | Amsterdam |
| — 2 | County of Ayr | McNicol | Do. and Sourabaya | Glasgow |
| — 3 | Sea Queen | Ratsey | Cardiff & Hong Kong | London |
| — 1 | Stinchar | Oman | Singapore | Sunderland |
| — 4 | Dilkhoosh | George | Shanghai | London |
| — 4 | Laura | Gerritz | Cardiff & Singapore. | Do. |

* After repairing.

## DEPARTURES—*Continued.*

| Date. | Ship, | Captain. | For. | From. |
|---|---|---|---|---|
| Feb. 3 | Queen of the Seas | Reid | Anjer | Cardiff |
| — 5 | Weymouth | Gibson | Shanghai | London |
| — 3 | Caldew | Clarkson | Chefoo | Sunderland |
| — 4 | Clara Babuyan | Etherington | Shanghai | Do. |
| Jan. 15 | Java | Bassett | Yokohama | New York |

*(See Commercial Postscript and Correspondents' Letters.)*

## LOADING.

**At LONDON.—For Nagasaki and Hiogo: Ravensbourne. For Yokohama: Aurora Australis, Janet Ferguson, Phaeton, Rifleman. For Tientsin and Newchwang: Cardiganshire. For Amoy and Chefoo: The Cedars. For Shanghai: William Melhuish, Geraint, Juanpore, Rollo. For Hong Kong: Carmarthenshire, Cecilia, River Clyde, British Empire. For Manila: Angela. For Singapore: Wave Queen, Luzon, Jungfrau. For Penang: Pelham. For Batavia: Drusees. For Colombo: Avon, Ocean Belle, Maid of Glanwern, War Cloud.**

**At LIVERPOOL.—For Hiogo: Edward Herbert. For Yokohama: Mount Vernon, Southern Belle. For Hong Kong or Canton: Parejero. For Shanghai: Melbrek, M. E. Nelson. For Singapore: Ringdove, Johannes. For Manila: Dos Hermanos, Esperanza, Joaquina Victoria, Elena. For Batavia and Sourabaya: Mary Spencer, Fanny Kirchner. For Mauritius, Penang, Singapore, Hong Kong, and Shanghai: Nestor (str.).**

**At GLASGOW.—For Shanghai: Whirlwind. For Manila and Yloilo: Magallanes. For Singapore: Herald of the Morning.**

## SPOKEN.

ALECONO (?) (barq.), Shanghai to London, 86 days out, Dec. 2, 24 S., 3 E.
SPARKLING FOAM, Shanghai to London, 115 days out, Jan. 7, 36 N., 32 W.
SARAH NICHOLSON, Shanghai to London (?), Nov. 16, 30 (?) S., 36 E.
MALTA, Penang to London, Dec. 7, 15 S., 7 E.
ARABALLA, Newport to Colombo, Nov. 5, 3 N., 24 W.
CONSTANCE, Rotterdam to Hong Kong, Dec. 4, 3 N., 27 W.
GERARD PIETER SERVATIUS, Amsterdam to Batavia, Nov. 20, 20 S., 32 W
ACACIA, London to Colombo, Nov. 24, 25 S., 26 W.
CAERNARVONSHIRE, London to Shanghai, Sept. 2, 7 N., 25 W.
JOHANNA WILHELM (Dut. barq.), for Batavia, Dec. 21.
FALCON, London to Hong Kong, Dec. 24, 3 N., 24 W.
JOHANNES, Sourabaya to Amsterdam, Dec. 20, 4 N., 23 W.
HERALD OF LIGHT (ship), Cardiff to Amoy, Dec. 7, with loss of bulwarks.
RAVENSBOURNE, Colombo to London, Dec. 24, 1 N., 25 W.
ORKNEY LASS, Shanghai to London, 120 days out, Dec. 23, 5 N., 24 W.
LEDA (barque), Shanghai to London, 97 days out, Jan. 2, 30 N., 34 W.
VYF VRIENDEN, Rotterdam to Batavia, Dec. 23, 1 N., 27 W.
JULIA, Rotterdam to Japan, Dec. 22, 5 N., 22 W.
VERTROUWEN, Batavia to Amsterdam, Jan. 8, 29 N., 39 W.
LOVELY NELLY (bq.), Penang to London, 78 days out, Dec. 5, 17 S., 4 W.
A BARQUE, Shanghai to London, Nov. 16, 34 S., 26 E.
MARY LEE, Liverpool to Japan, Dec. 27, 39 N., 22 W.
ENGLAND, Shanghai to New York, Oct. 22.
ROCKET, New York to Hong Kong, Oct. 24, 5 N., 106 E.
MERSEY (?), London to Shanghai, Nov. 5.
SIR JOHN FALSTAFF (bq.), from Ceylon, 59 days out, Nov. 13, 31 S., 33 E.
STANLEY CASTLE, Shng. to London, Nov. 15, off Princes Island, Java Sea.
GREAT REPUBLIC (str.), San Francisco to Hong Kong, Jan. 13.
WEMYSS CASTLE, of Glasgow, London to Shanghai, Dec. 9, 1 N., 26 W.
CHATURANGA (barq.), Cardiff to Singapore, Dec. 13, 7 N., 32 W.
CHRISTINE MARIA, Amsterdam to Batavia, Dec. 31, 8 N., 25 W.
VONDEL, Amsterdam to Yokohama, Dec. 20, 5 N., 24 W.
BELLE OF SOUTHESK, London to Singapore, Jan. 19, 26 N., 44 W.
ELIZA SHAW, London to Japan, Dec. 31, 1 N., 26 W.
GULNARE (barq.), of Sunderland, for Singapore, Jan. 26, 46 N., 36 W.
FALCON, London to Hong Kong, Dec. 26, 2 N., 26 W.

## FREIGHTS AND CHARTERS.

Berth freights to the Eastern Ports have somewhat improved since our last issue, and are firmer at the undermentioned quotations. Coal freights from the Northern outports are without material alteration.

Current rates of freight for vessels on the berth:—To Yokohama: 40s. weight, 45s. meast. To Nagasaki: 45s. weight, 50s. meast. To Shanghai: 40s. weight, 45s. meast. To Hong Kong: 40s. weight, 30s. meast. To Singapore: 30s. weight or meast. To Penang: 30s. weight or meast. To Ceylon: 20s. to 25s. weight, 35s. meast. At New York to China; $12 to $15 per ton of 40 cubic feet

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—For Yokohama: £43. For Shanghai: £43. For Hong Kong: £33. For Singapore: £27. For Galle: £23. From Newport, Cardiff, or Swansea per ton.—For Yokohama: £2 3s. For Shanghai: £2 5s. For Hong Kong: £1 15s. For Manila: £1 15s. For Singapore: £1 7s. 6d. For Galle: £1 4s.

The Admiralty have invited tenders for the conveyance of the following stores:—4 tons (light) fire-engine, 2 tons baths, 1 ton rope, oil, paint, &c., from the Thames for Colombo; and 37 tons navy provisions, &c., 1 ton navy medical stores (for receiving ship), 1 ton naval masts, 20 to 36 ft. by 3 to 7 inches, 3 tons (heavy) and 6 tons (light) naval common stores, 5 tons naval cordage, 3 tons naval sails, at Deptford; 1 ton (hy.) shells (including 4 ft. light combustibles), at Woolwich; to be shipped from the Thames, for Trincomalee direct.

## CASUALTIES.

The Wild Hunter, Bossance, from Batavia, for Bremen, which arrived at Falmouth Jan. 29, had slipped from an anchor and chain, and lost sails.

The Alfred, Gronow, from Liverpool, to Singapore, which sailed from Milford Jan. 24, after repairing, put into Falmouth on the 31st leaky, and with loss of bulwarks, main rail, and trusses of the fore and main yards.

The Cataluna (Spanish steamer), Escajadello, from Havana, for Macao, arrived at Rio de Janeiro, Jan. 2, leaky; another account, dated Jan. 7, states that she had put in in distress, and would proceed after coaling.

The Cinco Hermanos, Ormachea, which sailed from Liverpool Jan. 11,

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for Manila, was wrecked off Cape de Mar, Vigo Bay, during a hurricane, about Feb. 1; crew saved.

Advices from Lisbon, dated Jan. 29, state that the Australian, Sprague, from Newport to Singapore, which put in there, Nov. 23, leaky, had been condemned, and was to be put up to auction Jan. 29; her cargo was sold on the 28th.

The Shannon, Spurwell, from Cardiff to Galle, put into Falmouth, Feb. 4, leaky.

The Washington Irving, from Cardiff to Galle, put into Falmouth, Feb. 4, with steering gear damaged and galley washed away.

Advices from Rotterdam, dated Feb. 4, state that the Vier Gezusters (Dut. ship), from Java, had got aground at Brouwershaven, and was assisted off by tugs and lighters.

The John Milton, of Jersey, Le Boutillier, which sailed from London, Jan. 25, for Cardiff and Shanghai, arrived in the Downs Feb. 2; she had slipped from an anchor and sixty fathoms of chain off Hythe.

The Carthage (?), Dutch barq., from Batavia to Rotterdam, was spoken with Jan. 31, in lat. 48 N., lon. 10 W., with 5 ft. water in her hold; the master, however, stated that he could keep the vessel free.

## MISCELLANEOUS.

At MADEIRA.—Jan. 16, Nahotka (str.), Brolin, from Southampton, and left 18 for Eastern Siberia.

At PORTO PRAIRA, C. V.—Dec. 18, Kin Lin, Whetton, from Cronstadt, and sailed 20th for the Amoor River.

At ST. VINCENT, C. V.—Jan. 13, Ocean Queen (s.s.), Temperley, from Glasgow, left for China and Japan; Indian Queen (s.s.), bound to Yokohama.

At PERNAMBUCO.—Jan. 8, Oryx, Gill, from Yokohama, and proceeded 13 for London.

At RIO DE JANEIRO.—Jan. 2, Cataluna (str.), Escajadello, from Havana, for Macao (see "Casualties").

At VALPARAISO.—Previous to Dec. 11, Amiral de Mackau, Letellier, from Rio de Janeiro, for Shanghai.

The crew of the Mystic Bell, from Manila to New York, which put into St. Thomas, Jan. 11, were mutinous; the vessel, however, proceeded on the 14th.

The British ship Sree Singapura, owned by Messrs. Mactaggart, Tidman and Co., arrived in the West India Docks from Singapore on the morning of the 6th inst. Captain Mackenzie, who commands her, must be congratulated on the most rapid voyage of the kind on record, having accomplished the passage out and home in seven months and five days, including a stay in port of twenty-one days. This is another illustration of the importance of employing a high class of ships in this trade, and of advantages derived from the new wharves and dock at Tanjong, Pagar, and Singapore.

## LAUNCHES.

On the 30th ult. there was launched from the building-yard of Messrs. R. and J. Evans and Co., Brunswick Dock, Liverpool, a new ship, named the Montgomery Castle, for the San Francisco trade. She is owned by Messrs. Richards, Mills, and Co., and will be commanded by Capt. Hughes, late of the Harlech Castle. Her dimensions are:—Length between perpendiculars, 185 feet; extreme breadth, 33 feet; depth of hold, 20 feet 3 inches; tonnage register, 850 tons; and takes the highest class in Lloyd's registry.

Messrs. Barclay, Curle, and Co., launched on the 28th ult., on the Clyde, a very fine iron sailing ship for George Marshall, Esq., London. The vessel is of the same type as those they have formerly built for this gentleman, registering about 1,460 tons. She was named the Wiltshire.

On the 30th ult. there was launched from the building-yard of Messrs. R. and J. Evans and Co., Brunswick Dock, Liverpool, a fine iron ship of 850 tons register, of the highest class. Messrs. Richards, Mills, and Co. are her managing owners. She will in a few days take the berth for San Francisco. Messrs. Evans and Co. have now on the stocks another iron ship of 1,100 tons for the same owners.

A large iron screw steamer, named the Viking, was launched from the yard of Messrs. Gourlay Brothers, Marine Parade, Dundee, on the 29th ult. Her gross tonnage is 860 tons; length, 205 feet; breadth (moulded), 29 feet; and depth (moulded), 17½ feet. Her engines are 100-horse power, and are furnished with a four-bladed screw propeller. She is owned by a number of Dundee merchants, Mr. R. A. Mudie being the managing owner, and is to be commanded by Capt. Morgan, formerly of the barque Nereid.

On the 29th ult. Messrs. William Denny and Brothers, Dumbarton, launched an iron screw steamer, the property of the Austrian Lloyds' Steam Navigation Company. The dimensions are:—Length of keel and forerake, 270 feet; breadth, 32 feet; depth, 26 feet; tonnage, 1,700 builders' measurement. Machinery of 300-horse power, on direct action surface condensation principle, by Messrs. Denny and Co., will be immediately fitted up on board. The vessel was named the Urano.

From the building-yard of Messrs. Whiddon and Harnden, Salcombe, on the 28th ult., a very fine-modelled brig:—Length, 104 feet; beam, 24 feet 6 inches; named Okenberg; to be commanded by Captain William Steer.

On the 3rd inst. from the yard of Messrs. Henderson, Coulborn, and Co., Renfrew, a paddle steamer, named the Kjobenhavn, for the passenger traffic between Aarhuus and Copenhagen. Her principal dimensions are as follows:—Length, 220 feet; breadth, 25 feet 6 inches; depth, 13 feet six inches. She is to be fitted with a pair of the builders' high and low pressure surface condensing engines of 200-horse power nominal, with feathering paddle wheels, and will, from her fine accommodation for passengers and speed, supply an important link, connecting Jutland and the port of Aarhuus with the capital of Denmark. The steamer will be commanded by Captain Brock.

## FOULING OF SHIPS' BOTTOMS.

A Mr. G. C. Wallich has brought forward an ingenious plan for remedying this evil, which he communicates to the *Athenæum* in the following note:—

"So many and multifarious plans have of late years been experimented on in the navy for preventing the fouling of ships' bottoms by incrustations produced principally through marine animals adhering to them, that I should scarcely venture to suggest another were it not, at the same time, so simple, so free from cost, and, as I believe, so likely to prove serviceable, that no harm can accrue even should it altogether fail.

"It is a fact well known to naturalists that nearly all marine animals die almost instantly if placed in fresh water. Indeed, fresh water appears to act upon them like a specific poison. What I propose is, that every ship, after coming into port, should be berthed for a brief period in a freshwater dock. Even if muscles, barnacles, and the like do not become disengaged by the change, they would in all probability die, and their increase either by growth or reproduction, both of which processes go on with extraordinary rapidity, would at all events be completely checked."


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DÉPOT H. BRULÉ 27, Rue de l'Hopital BRUXELLES.

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EAU D'ALBION for the toilet, an exquisite production from the juice of flowers and aromatic plants.
CARBOQUINA ROSE, superior tooth-powder, composed of carbon quinine, and Provins roses.
CUCUMBER SOAP for softening the skin, the best of all toilet soaps.
LAIT PROPHYLATIC to remove freckles and improve the appearance of the skin.
COMPOSITION ZOUAVE, for the instantaneous dyeing of the whiskers and moustache.
COLD CREAM, AU LOTUS DE LYEIE, to soften and refresh the skin.
NIGRITINE VEGETALE, an incomparable dye for the hair and beard, not staining the skin.
VIOLET ESSENCE and VIOLET WATER for the handkerchief.
CONCENTRATED EAU DE COLOGNE for the toilet.

PERFUME ESSENCES OF ALL KINDS.

SPECIAL PERFUMERY WITH A BASIS OF GLYCERINE.

SOAP, TOOTH-PASTE AND ELIXIR, POMADE, CREAM FOR THE COMPLEXION AND SKIN, EAU DE TOILETTE.

GLYCERINE ANTI-PELLICULAIRE. DULCIFIED CREAM OF SOAP WITH GLYCERINE FOR THE BEARD.

*To be obtained of all the principal Perfumers and Hairdressers in Europe and other part of the world.*

KEATING'S COUGH LOZENGES.

UPWARDS OF FIFTY YEARS' experience has fully confirmed the superior reputation of these Lozenges in the cure of ASTHMA, WINTER COUGH, HOARSENESS, SHORTNESS OF BREATH, and other PULMONARY MALADIES.

Sold in boxes, tins, and bottles of various sizes.

KEATING'S

CHILDREN'S WORM TABLET.

A PURELY VEGETABLE SWEETMEAT, both in appearance and taste, furnishing a most agreeable method of administering a well-known remedy for INTESTINAL or THREAD WORMS.

It is a perfectly safe and mild preparation, and is especially adapted for children.

Sold in tins and bottles of various sizes.

KEATING'S

PERSIAN INSECT DESTROYING POWDER.

This Powder is QUITE HARMLESS TO ANIMALS, but unrivalled in destroying Fleas, Bugs, Emmets, Flies, Cockroaches, Beetles, Gnats, Mosquitoes, Moths in Furs, and every other species of insect in all stages of metamorphosis.

Sold in packets, tins, and bottles of various sizes.

☞ The public are particularly requested to observe that all the above preparations bear the Trade Mark as herein shown.

Sold by all Chemists and Druggists.


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# CHINA TRADERS' INSURANCE COMPANY.

The THIRD ORDINARY MEETING of SHAREHOLDERS in the above Company was held at the Offices of the General Agents, Messrs. AUGUSTINE HEARD and Co., on the 7th October, at Three o'clock; G. J. HELLAND, Esq., in the Chair.

The CHAIRMAN read the following Report:—

The Committee have now the pleasure of waiting upon the Shareholders with a Report of the working of the company during the past twelve months.

The amount of Premia collected in Hong Kong and China between the 1st of November, 1867, and the 31st October, 1868, and the amount collected at the foreign Agencies within that period, of which the General Agents have received advice, after deducting all sums paid as bonus and commissions, and adding interest, amounts to Dols. 320,010.22. The outstanding averages and claims not yet settled, amount to Dols. 39,689.53 (it is expected that this item may be somewhat reduced). The annexed accounts have been audited by Mr. J. B. Taylor and Mr. E. Delbanco, the last-named gentleman having been appointed to take the vacancy caused by Mr. William Kaye having joined the committee. In accordance with the Articles of Association, the meeting will have to elect auditors for the coming year; Mr. Taylor has resigned, and Mr. M. P. Jukes has offered himself for election.

It will be seen from these accounts that after carrying forward to the next year's accounts Dols. 20,000 for premia received in respect of risks taken before October 31st, but not yet terminated, and after carrying forward Dols. 39,689.53 to Suspense Account to meet unsettled claims put forward, and writing off Dols. 1,856.04 from preliminary expenses, there remains a balance to the credit of Profit and Loss Account in respect of transactions already closed of Dols. of 140,000, and the committee recommend that this sum be declared available for distribution as profits of the company for the year.

The apportionment of this sum, if appropriated as being so distributable, will, under the 132nd Clause of the Articles of Association, be as follows:—The sum of Dols. 35,000 to be carried to the reserve fund, and invested by the committee; the sum of Dols. 35,000 to be divided *pro rata* among contributing shareholders, and the sum of Dols. 70,000, or Dols. 350 per share, to be paid to shareholders as general dividend.

In accordance with the 86th Clause of the Articles of Association, two members of the present committee (Mr. Helland and Mr. Kaye) retire from office at this meeting, but being eligible, offer themselves for re-election.

GEORGE J. HELLAND, Chairman.

## ASSETS.

| | Dols. | Dols. |
|---|---|---|
| Cash in hands of General Agents | | 313,378.19 |
| Remittance of £10,000 to London Agents, now in their hands | | 43,478.39 |
| Premia in hand of London Agents | | 41,004.99 |
| Premia due by Calcutta Agents | | 108.51 |
| Premia due by Bombay Agents | | 194.85 |
| Preliminary expenses | Dols. 3,712.03 | |
| Less written off, one-third | 1,856.04 | |
| | | 1,856.04 |
| Reserve Funds deposited in Bank | | 57,000.00 |
| Total | | Dols. 457,020.97 |

## LIABILITIES.

| | Dols. | Dols. |
|---|---|---|
| Capital | 1,000,000 | |
| Amount paid up on 200 shares | | 200,000.00 |
| Amount due Bradley and Co., Swatow Agents | | 4.01 |
| Amount due Russell and Sturgis, Manila Agents | | 327.43 |
| Amount of Reserve Fund | | 57,000.00 |
| Balance of Profit and Loss Account for the year ending Oct. 31, 1868 | | 199,689.53 |
| Total | | Dols. 457,020.97 |

## PROFIT AND LOSS ACCOUNT.

| | | Dols. |
|---|---|---|
| To losses paid | | 145,952.08 |
| To written off preliminary expenses | | 1,856.04 |
| To charges account | | 8,962.67 |
| To survey fees | | 4,315.94 |
| To loss in exchange on remittances | | 260.33 |
| To carried to suspense account to meet expected claims | Dols. 39,689.53 | |
| To premia on unexpected risks carried forward to new account | 20,000.00 | |
| To available for distribution | 140,000.00 | |
| | | 199,689.53 |
| Total | | Dols. 361,036.59 |

| | | | Dols. |
|---|---|---|---|
| By amount brought forward from last year's accounts | | Dols. 39,661.22 | |
| By amount unclaimed dividends | | 122.09 | |
| | | | 39,783.31 |
| By amount premia collected at head office and agencies | Dols. 370,884.13 | | |
| Less return premia | Dols. 43,909.24 | | |
| And commissions | 20,718.14 | 64,627.38 | |
| | | | 306,256.75 |
| By amount interest on reserve fund | | 2,387.92 | |
| By amount interest from general agents | | 11,365.55 | |
| | | | 13,753.47 |
| By amount gain on exchange on sale of 5-20 Bonds in London | | | 1,243.06 |
| Total | | | Dols. 361,036.59 |

## RESERVE FUND.

| | Dols. | | Dols. |
|---|---|---|---|
| To amount at interes with the Chartered Bank of India, Australia, and China | 27,500.00 | By amount of credit | 57,000.00 |
| To amount at interest with the Hong Kong and Shanghai Banking Corporation | 29,500.00 | | |
| | Dols. 57,000.00 | | |

Audited and found correct by (Signed) J. B. TAYLOR, E. DELBANCO, } Auditors.

Hong Kong, 31st October, 1868.

AUGUSTINE HEARD and CO., General Agents.

He then said if there was no shareholder who wished to comment on it, he would recommend its adoption.

Mr. MELLISH seconded the adoption of the report, which was carried unanimously.

The CHAIRMAN then mentioned that according to custom the auditors retired, but were eligible for re-election. In this instance, however, Mr. Taylor retired, and Mr. Jukes had expressed his willingness to serve.

Mr. KAYE accordingly proposed that Messrs. Delbanco and Jukes be re-elected Auditors of the Company for the ensuing year, and that the remuneration of each be as formerly, Dols. 250 per annum.

The Hon. J. B. TAYLOR seconded the motion, which, on being put to the meeting, was carried unanimously.

The CHAIRMAN then reminded the meeting that two members of the committee, Messrs. Helland and Kaye, retired according to the 86th Clause of the Articles of Association, but were eligible for re-election.

Viscount Do CERCAL proposed that the same two gentlemen be again elected.

This was seconded by Mr. G. HEARD, and unanimously carried.

The CHAIRMAN then observed that there was no more business before the meeting, and he was pleased to be able to congratulate the shareholders on the success of the company's operations during the year, hoping that with the usual care of the general agents, the next and many succeeding years would be as brilliant.

A vote of thanks was then given to the chairman, and the meeting separated.


**RAWLING, MEDLEN, & CO.,**

ARCHITECTS AND CIVIL ENGINEERS,

HONG KONG,

BEG to inform their CLIENTS and Others interested in Landed or Household ESTATES in CHINA, that Mr. J. STUDD, of their Firm, who has had seven years' professional experience in HONG KONG and the COAST PORTS, will be returning to the East in April, 1869, and will be open (meantime) to meet by appointment parties desirous of consulting him respecting improvements or other matters connected with their property.

ADDRESS,

20, WESTBOURNE PARK CRESCENT, HARROW ROAD, PADDINGTON, LONDON.

**TO PARENTS IN INDIA AND CHINA.**

THE ADVERTISER (who is the wife of a professional man), is willing to receive TWO YOUNG LADIES to be EDUCATED with her own daughter. The best course of education will be combined with all the advantages of a comfortable home. The house and garden are large, and in the neighbourhood of the Crystal Palace. Terms, £100 per annum each.

Address "T.," "London and China Telegraph" Office 2, Cowper's-court, Cornhill. Unexceptionable references given and required.

**THE SAIGON ADVERTISER & SHIPPING GAZETTE.**

A SUMMARY of Commercial and Shipping Reports from SAIGON, and a Record of Progress in COCHIN CHINA.

Subscription, £5 per annum, exclusive of postage.

London Agency: THE LONDON AND CHINA TELEGRAPH Office, 2, Cowper's-court, Cornhill, London, E.C.

**SINGAPORE DOCKS.**

THE PATENT SLIP AND DOCK COMPANY execute SHIPS' REPAIRS of all descriptions in the most efficient manner, under the supervision of European Engineers and Shipwrights.

The DRY DOCK (opened in March, 1859) admits two Vessels at the same time, being over 400 feet in length, with a depth of water ranging to 15½ feet. A second DRY DOCK of larger dimensions will shortly be completed, and available for the heaviest Steamers.

Adjoining the above there is extensive WHARF, WAREHOUSE, and other accommodation, including every convenience for coaling Steamers, discharging cargo, and storing goods, together with ample MACHINERY and appliances for repairing iron steamers, &c.

Apply at the offices of Messrs. PATERSON, SIMONS and Co., Singapore; or 21, St. Swithin's-lane, Cannon-street, London, E.C.

WM. CLOUGHTON, Managing Director.

New Harbour, Singapore, June, 1868.


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## OVERLAND ROUTE.—

Communication by Steam with INDIA, CHINA, JAPAN, AUSTRALIA, &c., via EGYPT, from SOUTHAMPTON and MARSEILLES.

The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their Steamers for—

| | From Southampton. | From Marseilles. |
|---|---|---|
| *GIBRALTAR... | Every Saturday, at 2 P.M. | — |
| MALTA..... | " " | — |
| ALEXANDRIA. | " " | Every Sunday, at 7 A.M. |
| ADEN ..... | " " | " " |
| BOMBAY..... | " " | " " |
| GALLE ..... | | |
| MADRAS ..... | Saturday, Jan. 9 2 P.M. | Sunday. Jan. 17, 7 A.M. |
| CALCUTTA ... | | |
| PENANG ..... | And every alternate Saturday thereafter. | And every alternate Sunday thereafter. |
| SINGAPORE ... | | |
| CHINA ..... | | |
| YOKOHAMA ... | | |
| AUSTRALIA ... | Saturday, Jan. 23, 2 P.M. And every 4th Saturday thereafter. | Sunday. Jan. 31, 7 A.M. And every 4th Sunday thereafter. |

* The Company's rates of Passage-money between Southampton and Gibraltar have been Reduced from £13 and £9 to £10 and £6.

For full particulars as to Freight, Passage, and Insurance apply at the Company's Offices, 122, Leadenhall-street, London; or Oriental-place, Southampton.

## MAIL ROUTE FOR CALIFORNIA, JAPAN AND CHINA, VIA PANAMA.

THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamers from NEW YORK on the 1st, 9th, 16th, and 24th, and from PANAMA on the 1st, 9th. 17th, and 24th of every month for SAN FRANCISCO (calling at ACAPULCO and MANZANILLA, *en route*) thence to YOKOHAMA, NAGASAKI, SHANGHAI, and HONG KONG, on the 4th of every month. Passengers from England may connect with this line at New York by any of the following lines:—

Cunard Line, leaving Liverpool every Saturday.
Inman Line, leaving Liverpool every Wednesday.
National Line, leaving Liverpool every Wednesday.
Guion's Line, leaving Liverpool every Tuesday.
Hamburg-American Line, from Southampton every Friday.
North German Lloyd's Line from Southampton every Tuesday.
And at Panama by the steamers of the
Royal Mail Line, from Southampton on the 2nd and 17th of month.
West India and Pacific Line, from Liverpool 5th and 20th of month.
Generale Transatlantique Line, from St. Nazaire 8th of month.

Passengers by this route are less than ten days in the tropics.

For further particulars and through passage rates apply to H. STARR and Co., Passenger Agents, Pacific Mail Steamship Company, No. 22, Moorgate-street, London.

## OVERLAND ROUTE VIA MARSEILLES.—SERVICES MARITIMES DES MESSAGERIES IMPERIALES OF FRANCE.—FRENCH MAIL STEAM PACKETS LEAVE MARSEILLES AS FOLLOWS:—

| | | |
|---|---|---|
| 23 January<br>20 February<br>20 March<br>17 April<br>15 May<br>12 June | For | Alexandria, Aden, Point de Galle (Ceylon), Pondicherry, Madras Calcutta, Singapore, Batavia, Saigon Hong Kong, Shanghai, and Japan. |
| 9 January<br>9 February<br>9 March<br>20 March | For | Alexandria, Aden, Seychelles, Reunion, Mauritius. |

9th, 19th, and 29th of every month for Alexandria.

For Passage, Freight, and Information, apply to B. W. and H. HORNE, 4, Moorgate-street, London; G. H. FLETCHER and Co., Liverpool; at the offices of the Services Maritimes des Messageries Imperiales in Paris, Lyons, Bordeaux, and Marseilles; or to Smith and Co., Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

## COMPAGNIE GENERALE TRANSATLANTIQUE,

8, Place Vendome. Paris.

FRENCH MAIL STEAMERS.

China, Japan, North and South Pacific, and Central America, via Panama.—Leave St. Nazaire on the 8th of each month, for Martinique, St. Martha (United States of Columbia), Colon, Aspinwall (Isthmus of Panama), La Guayra, Porto Cabello, Guadeloupe, Trinidad, Demerara, Paramaribo, Cayenne, &c., Callao, Valparaiso, &c., San Jose, La Union, San Francisco, China, and Japan.

West Indies and Mexico.—Leave St. Nazaire on the 16th of each month, for St. Thomas, Havannah, Vera Cruz, New Orleans, Porto Rico, Haiti, Santiago de Cuba, Guadeloupe, Martinique.

New York.—Leave every 14 days from Havre and Brest, for New York.

Rates of Passage from Havre or Brest to New York:—First class, 825f.; ditto. 700f. (according to cabin); second class, 425f.; third class, 275f.

From Paris to New York, via Havre or Brest, including railway ticket, 850f. and 725f. (according to cabin); second class, 440f.; third class, 285f.

Handbooks, with full details of all the routes of this Company, can be had of STEINGER, PEMBROKE, and Co., Agents 8, Austinfriars, London, E.C.

## NEW ROUTE TO CHINA AND JAPAN, VIA LIVERPOOL.

THE WEST INDIA AND PACIFIC STEAM SHIP COMPANY (Limited) sign through bills lading for goods to Yokohama Nagasaki, Hong Kong, and Shanghai, via San Francisco, by the Pacific Mail Steam Ship Company's new line of mail steamers from that port.

Passengers will find excellent accommodation, and the fares more reasonable than by any other route.

For terms, &c., apply to the Agents, J. M. CURRIE, Esq., 21, Quai d'Orleans, Havre, or 7, Rue Scribe, Paris; or at the Company's Offices, 117, Leadenhall-street, London, and The Temple, Dale-street, Liverpool.

ARTHUR B. FORWOOD, Managing Director.

ROYAL MAIL ROUTE, *via* PANAMA, for NORTH and SOUTH PACIFIC, Central America, New Zealand and Australia, Japan and China.—The ROYAL MAIL STEAM PACKET COMPANY'S ATLANTIC STEAMERS now run through from Southampton to Colon (Aspinwall), by which arrangement passengers for the above localities will be conveyed to the Isthmus of Panama in the vessel in which they embark at Southampton.

Passengers and goods are booked

| | |
|---|---|
| For the South Pacific, Central America, West Coast of Mexico, California, British Columbia ... ... | By steamer from Southampton on 2nd and 17th of each month. |
| For New Zealand and Australia ... ... ... ... | 2nd of each month. |
| For Japan and China... ... | 17th of each month. |

For further particulars apply to

J. M. LLOYD, Secretary.

Royal Mail Steam Packet Company, 55, Moorgate-street, London, E.C.

CHINA AND JAPAN.

ROBERTSON and CO. will despatch the following first-class clipper VESSELS:—

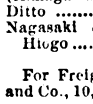
| Destination. | Ships. | Class. | Dock. | Last Shipping Day. |
|---|---|---|---|---|
| Hong Kong | Carmarthenshire ..... | A1 14 yr. | W.I.D. | With des. |
| Shanghai ... | Juanpore ... | Brcklbnk | W.I.D. | Feb. 12 |
| Shanghai ... | Sir H. Parkes | A1 13 yr. | W.I.D. | To follow. |
| Kanagawa (Yokhma) | Phæton ..... | A1 13 yr. | W.I.D. | With des. |
| Kanagawa (Yokhma.) | Janet Ferguson ... | A1 14 yr. | W.I.D. | To follow |
| Amy. & Chfo. | The Cedars.. | A1 10 yr. | W.I.D. | With des. |
| Tientsin and Newchwang | Cardiganshire ... | A1 14 yr. | W.I.D. | With des. |

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street Manchester.

CHINA and JAPAN.—The following splendid first-class SHIPS will be despatched as under:—

| Port. | Ship. | Class. | Dock. | Last Shipping Day. |
|---|---|---|---|---|
| Shanghai ... | Geraint ..... | A1 14 yr. | E.I.D. | Feb. 25 |
| Hong Kong | Cecilia ..... | A1 20 yr. | E.I.D. | With des. |
| Hong Kong | British Empire ..... | A1 12 yr. | E.I.D. | With des. |
| Yokohama (Kanagawa) | Aurora Australis ..... | A1 13 yr. | E.I.D. | With des. |
| Ditto ..... | Rifleman ... | A1 13 yr. | W.I.D. | To follow |
| Nagasaki & Hiogo ..... | Ravensbourne | A1 11 yr. | E.I.D. | With des. |

For Freight or Passage apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.



SHANGHAI direct (last shipping day the 15th of February), the clipper ship WILLIAM MELHUISH, A1 14 years, 707 tons register, JOHN GREIG, Commander; loading in the East India Docks. This fine, high-classed vessel is strongly recommended to shippers.

For Freight or Passage apply to GELLATLY, HANKEY, SEWELL, and Co., 8, York-street, Manchester; or 27, Leadenhall-street, E.C.

INDIA, CHINA, AND JAPAN.

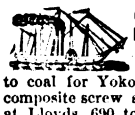
GELLATLY, HANKEY, SEWELL and CO., will despatch the following high-class SHIPS from the East India Docks, as under:—

| Port. | Ship. | Ton. | Class. | To Sail. |
|---|---|---|---|---|
| Calcutta..... | Stonehouse . | 1153 | A1 13 yrs. | Feb. 20 |
| Bombay..... | Coldinghame | 1072 | AA1 | With des. |
| Shanghai ... | W. Melhuish | 707 | A1 14 yrs. | Feb. 15 |
| Yokohama and Hiogo | C. J. Textor (s.s.) ..... | 690 | A1 16 yrs. | Feb. 15 |

For Freight or Passage apply to GELLATLY, HANKEY, SEWELL, and Co., No. 8, York-street, Manchester; or 27, Leadenhall-street, E.C.

CALCUTTA DIRECT.—MONTHLY LINE.—To leave the docks on the 20th February, the magnificent clipper ship STONEHOUSE, A1 13 years, 1,153 tons register, O. BLEY, Commander; loading in the East India Docks. This splendid vessel, built in 1866, is strongly recommended to shippers of fine goods.

For Freight or Passage, apply to GELLATLY, HANKEY, SEWELL, and Co., 8, York-street, Manchester; or 27, Leadenhall-street, E.C.



STEAM TO JAPAN.—To leave the East India Docks on the 15th February, with leave to call at St. Vincent, the Cape, and Singapore, to coal for Yokohama and Hiogo, the splendid new composite screw steamer C. J. TEXTOR, A1 16 years at Lloyds, 690 tons register. This fine high-classed vessel has beautiful accommodation for cabin passengers, and presents an unusually good opportunity to shippers, as she will steam the whole way out.

For Freight or Passage, apply to GELLATLY, HANKEY, SEWELL, and Co., 8, York-street, Manchester; or 27, Leadenhall-street, London, E.C.

BOMBAY DIRECT (under engagement to the Council of India), the magnificent iron clipper ship COLDINGHAME, AA1 (owned by Messrs. John Willis and Son, 1,072 tons register, J. M. WHYTE, Commander; loading in the East India Docks. This beautiful vessel, built in 1866, offers a most desirable opportunity to shippers requiring despatch.

For Freight or Passage apply to GELLATLY, HANKEY, SEWELL, and Co., 8, York-street, Manchester; or 27, Leadenhall-street, E.C.

Regular line of Packet Ship. With despatch.

FOR HONG KONG, the splendid clipper, RIVER CLYDE, A1, 499 tons register; W. TREVENA, Commander; London Docks.

For Freight or Passage apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

To follow the "Sarah Watson." Will meet with the usual quick despatch.

DIRECT for COLOMBO, the beautiful clipper ship WAR CLOUD, A1 10 years, 406 tons register: JOSEPH IRVINE, Commander; West India Docks. This magnificent vessel is considered one of the fastest afloat, her last passage from Colombo being eighty-eight days, and offers a most desirable opportunity to shippers of fine goods, as she will not carry creosoted sleepers, or manure of any description.

For Freight or Passage apply to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to JOHN C. CAMPBELL, 22, Great St Helen's, Bishopsgate-street, E.C.

## PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's establishments at the above port afford every facility for REPAIRING and SPARRING VESSELS, cleaning and painting iron ships, and repair and refit of STEAM MACHINERY AND BOILERS.

Their large Granite Dock is 307 feet in length, fitted with a caisson-gate, and with a centrifugal steam pump of great power, ensuring despatch in all states of the tides. At average spring tides this dock can receive vessels drawing 16 to 17 feet, and during the autumn and winter months 18 feet. Their two smaller docks, also built of granite, can receive vessels drawing 12 to 13 feet.

The premises comprise a large smithy and boiler shop, carpenters and boat-builders' shops, an ENGINEERS' WORKSHOP, fitted with lathes and tools driven by steam, AN IRON FOUNDRY for castings up to 5 tons weight, and a BRASS FOUNDRY.

The different departments are superintended by experienced Europeans, viz., engineer, blacksmith, an shipwrights.

The Company keep on hand copper and metal sheathing, spars, timber, paints for iron vessels, and all material for dockyard use.

A DRY GODOWN for reception of stores of vessels requiring to discharge them.

Good quarters for officers of ships under repair in t dock.

Amoy, 16th December, 1867.

## NOTICE.

THE PARTNERSHIP hitherto existing under the style of ALT and Co. in Japan, and ALT, HOOPER, and Co., in London, was dissolved on the 31st Dec. last, by mutual consent.

Mr. W. J. ALT and Mr. RICHARD LINDAU will continue the house in Japan under the style of ALT and Co.

Mr. JOHN R. HOOPER has established himself under the style of JOHN R. HOOPER and Co., at 32, Great St. Helen's, London, and will act as special Agent for ALT and Co., of Japan.

Just published, price 6d.,

## THE STRAITS SETTLEMENT; or, HOW TO GOVERN A COLONY.

BY A SINGAPORE MERCHANT.

A. H. BAILY and Co., 3, Royal Exchange-buildings, Cornhill, E.C.

LIEBIG COMPANY'S EXTRACT OF MEAT.—PARIS AND HAVRE EXHIBITION GOLD MEDALS.—CAUTION. None genuine without Baron Liebig, the inventor's, signature, being on every jar, accompanied by full printed directions. About seventy pints of excellent beef tea for 11s., the present reduced retail price per pound. Finest, most convenient, and by far the cheapest meat-flavouring ingredient for soups, made dishes, and sauces. Sold by all Italian warehousemen, chemists, grocers, ship chandlers, and provision dealers.

HOLLOWAY'S OINTMENT and PILLS.—RHEUMATISM AND GOUT.—These purifying and soothing remedies demand the earnest attention of all persons liable to rheumatism, gout, sciatica, or other painful affections of the muscles, nerves, or joints. The Ointment should be applied after the affected parts have been patiently fomented with warm water, when the unguent should be diligently rubbed upon the adjacent skin, unless the friction should cause pain. Holloway's Pills should be taken simultaneously, to reduce the inflammation and to purify the blood. This treatment abates the violence, and lessens the frequency of gout, rheumatism, and all spasmodic diseases which spring from hereditary predisposition, or from any accidental weakness of constitution. The Ointment checks the local malady, the Pills restore the vital powers.

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# TANJONG PAGAR DOCK COMPANY

(LIMITED).

## VICTORIA DOCK, SINGAPORE.

This Company's Granite DRY DOCK, 450 feet in length, 65 feet width of entrance, and 20 feet depth of water on the sill, was OPENED on the 17th inst. In the high tides of the North-East Monsoon there will be a foot to eighteen inches more water.

In connection with the Dock is a complete range of workshops, fitted with steam machinery, driving all descriptions of engineers' tools required in the construction and repair of vessels and machinery, and a foundry for iron and brass castings.

The Company's extensive Wharves and Godowns for receiving and storing cargo immediately adjoin the Dock.

Having an efficient European staff in each department, the Company is now in a position to guarantee the best workmanship, executed with every possible despatch, as well as low rates of charges.

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# The London and China 新聞紙 Telegraph.

**JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.**

PUBLISHED ON THE ARRIVAL OF THE FORTNIGHTLY ENGLISH, AND MONTHLY FRENCH MAILS FROM CHINA, JAPAN, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A SUMMARY OF NEWS FOR THE OUTWARD MAILS.

VOL. XI.—No. 306.] LONDON, MONDAY, FEB. 22, 1869. [Price 9d., with Sup., 1s. 3d.—Sub. 30s. per ann. postage, included. Sup. 12s. extra.


## Latest Advices.

| Ports. | From London. | Arrived out. | HOMEWARD. Received this day. |
|---|---|---|---|
| JAPAN — Osaka and Hiogo | — | — | Dec. 19 |
| Yedo | — | — | Dec. 28 |
| Yokohama | Oct. 23 | Dec. 16 | Dec. 30 |
| Nagasaki | — | — | Dec. 30 |
| Hakodadi | | | |
| CHINA — Peking | | | |
| Tien-tsin | | | |
| Chefoo | | | |
| New-chwang | | | |
| Hankow | — | — | Jan. 1 |
| Kiu-kiang | — | — | Jan. 2 |
| Chin-kiang | | | |
| Shanghai | Nov. 6 | Dec. 24 | Jan. 6 |
| Ningpo | — | — | Jan. 3 |
| Foochow | — | — | Jan. 3 |
| Formosa—Tamsuy | | | |
| Amoy | — | — | Jan. 5 |
| Swatow | | | |
| Hong Kong | Nov. 20 | Jan. 2 | Jan. 12 |
| Canton | — | — | Jan. 11 |
| Macao | — | — | Jan. 11 |
| PHILIPPINES— | | | |
| Manila | — | — | Jan. 7 |
| COCHIN-CHINA— | | | |
| Saigon | | | |
| SIAM — Bangkok | — | — | Jan. 7 |
| BORNEO—Labuan | | | |
| Sarawak | | | |
| JAVA — Batavia | — | — | Jan. 13 |
| MALACCA STRAITS— | | | |
| Singapore | Dec. 4 | Jan. 9 | Jan. 19 |
| Penang | Dec. 4 | Jan. 7 | Jan. 21 |

### THE MAILS, &c.

The delayed French Mail, with Hong Kong advices to Jan. 3, was delivered just as we had gone to press with our last issue, and the budget of news being meagre and unimportant, we did not deem it expedient to publish again immediately. The present issue is consequently largely increased in size, and contains the matter of two ordinary numbers.

The next inward mail will most probably be that leaving Hong Kong Jan 26, and due here on the 8th proximo. The French mail left Hong Kong on the preceding day, but was two days late at Galle; it will probably arrive just after the English if not simultaneously with it.

Telegrams in advance of these two mails were received via Galle on the 15th and 16th inst. respectively. Grant's Kiachta line is again open for telegrams to China and Japan; full particulars will be found in our advertising columns.

## List of Passengers.

### PASSENGERS INWARD.

Per French mail steamer, arrived at Marseilles Feb. 6.—From Yokohama: Gen. Martin de Palliére, Capt. Vigne. From Shanghai: M. Vignier. From Hong Kong: Messrs. Hitchcock, Batise, Frere Dubas, Sieur Nubais, Sieur Cavagniac. From Saigon: Captain Martin, Lieut. De Verneuil. From Singapore: Signor Don Arvilit, Messrs. Van Leuven, Plasberg, Lucardi, Mr. and Mrs. Bayor, Mr. and Mrs. Brevet. From Batavia: Messrs. Clifford, Voller, Mdme. Flugi.

By this mail to Marseilles, per P. and O. steamer *Delta*, arrived February 19.—From Yokohama: Mr. C. Barrow. From Shanghai: Mr. A. Provand, Mr. and Mrs. Dickinson, three children, and two servants. From Hong Kong: Mrs. Pirkis, Mr. J. F. Ballance, Mr. and Mrs. Maltby, and one second-class passenger. From Singapore: Mr., Mrs. and Miss Huismans and servant.

To Southampton, per P. and O. steamer *Bangalore*, expected to arrive Feb. 27.—From Shanghai: Mrs. Coghill, child and servant, and one second-class passenger. From Hong Kong: Commander Stephenson and servant, Captain Heaslop and servant, Mr. J. Kiddle, Captain Carleton, Mrs. Burkitt, two children, and servant, Captain Eyre, and five second-class passengers. From Singapore: Mr. J. H. Poole. From Galle: Mr. Whitty, Mrs. Young and child.

To Gibraltar—From Hong Kong: Mr. Jayme.

By last Bombay mail to Marseilles, per P. and O. steamer *Ceylon*, arrived Feb. 13.—From Shanghai: Mr. Oliphant. From Singapore: Mr. A. Daler

To Suez.—From Singapore: Mr. C. H. Crawse.

## Summary of News from the Far East.

### JAPAN.

#### HIOGO AND OSAKA.

From Hiogo and Osaka we have dates to the 19th Dec. The Hiogo Municipal Council is setting us an excellent example, but it is composed of young active men, and has plenty of money. One of their votes we notice of 30,000 boos for improving and lighting their streets, draining them, and planting them with trees! Their Chamber of Commerce is also active, and has just adopted a very sensible report on the management of the bonded warehouses, recommending, among other important reforms, a reduction of the scale of charges, which is likely to bring increased business and a larger income to the native Government. Colonel Scott Stewart, the American Consul, has been issuing a notification forbidding captains of American ships to give shore leave to their men, and holding them responsible for any assaults committed by the sailors either on board ship or ashore. This has naturally created a considerable excitement amongst the "free and enlightened," and it appears, indeed, legally impossible to punish one man for another man's crime.

#### YEDO.

(FROM A CORRESPONDENT.)

Yedo, now the city of the Mikado, is consequently for the time being the capital of the Empire. The policy which has brought about the downfall of the Shiogoon, or Tycoon, has been advocated all along by Sir Harry Parkes, in opposition rather to the views of his ministerial colleagues, who are for the present nonplused. There are many here, however, who believe that the allegiance given in by the Daimios is by no means to be depended upon, and that raids similar to that at Hakodadi will be repeated, and thus keep the unhappy country in civil war for a prolonged period. The leading Southern Daimios are Satsuma, Choshiu, Tosa, Bosen, and Hizen; on the north, Aidzu, Shonai, Sendai, Akita, Nambu; and the continuance of the present order of things is doubtful. Most of the foreign Ministers favour the old regime of the Shiogoon, and have no confidence in the present state of things. The Mikado has no real power; it is all derived from the Daimios, who are perpetually quarrelling with each other.

The city of Yedo in the official quarter has still a very deserted appearance, but the business part has decidedly improved of late. The streets are well kept, and are wider than those of China; indeed they are much superior, and there is an absence of the wretched smells so frequent in Chinese cities. The shops, however, are by no means equal to those of China. The Japanese are infants at trade compared to the Chinese, and most of the foreign bankers, merchants, &c., in Yokohama are compelled to have Chinese to conduct their business. This is to be regretted, as it prevents, to some extent, free intercourse between the foreigners and the Japanese, and the profits to some extent we know will be secured by the wily Chinese.

The hotel at Yedo is one of the greatest marvels of the age. The traveller from Europe will find a building that would be a credit to any first-class city in Europe. The building stands on a site on the margin of the bay, surrounded by grounds very tastefully laid out, and grass covered mounds. The length is about two hundred feet; breadth, —; height of tower, which commands a fine view of the city, bay, and the ever-adored mountain of Fuziama, eighty feet. The accommodation is equal to about one hundred visitors, according to the size of apartments in this country; in Europe it would be made to suit three hundred. In addition to the dining-hall, there is a billiard-room and drawing-room, with large corridors and verandahs. The living and general supplies are very satisfactory, and the terms, 3 dols. per day, very reasonable. The building was erected by some Japanese merchants, and is worked by them; but no doubt it is part of the policy of the Government to quarter us in one corner, and keep

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us isolated. Our representatives do not combat, but rather favour these proceedings. The management of the hotel is in charge of Mr. Thomas G. Browne, an Englishman, who has succeeded very creditably in organising the various departments.

## YOKOHAMA.

The present mail brings advices from this port to the 30th December. The latest dates received from England were to the 23rd October, the outward mail of that date, which reached Yokohama on the 16th December, being followed the same day by the overdue French mail of October 18. The latest London telegrams were to November 23. The Pacific mail steamer *China*, from San Francisco (December 2), was a day overdue when the present mail left. The *Japan* left Yokohama for San Francisco on the 28th December, with 1,400 tons cargo, 16 European, and nearly 500 Chinese passengers, of whom 260 were females. [Her advices were received in London, *via* New York, last week.]

The *Japan Times* sums up the news of the fortnight as follows:—

The only political news we had to give in our last was of the important move made by Enomoto, late admiral of the Tokugawa fleet, in descending on the Island of Yezo and threatening Hakodadi. We have now to confirm this intelligence, and to add that the pirates are in temporary possession of Hakodadi, its small garrison having had to retire before the superior force. Mr. Adams, Secretary to the British Legation, went up in the *Satellite*, which vessel, with the *Argus*, and H.I.M. *Venus* left Yokohama for the north on receipt of the first news, for the protection of foreign interests.

The idea of a settlement of the Tokugawa clan in Yezo is no new thing; it was mooted months ago, when—it being absolutely necessary that Yedo should be abandoned by them, as a clear visible sign to the people of the overthrow of the family and the hated Shiogoonate vested in it—the question arose, "What's to be done with them?" The main difficulty in the way of their disposal in Yezo was that a large number of the clan persistently refused to become Mikado's men and to submit themselves to the jurisdiction of his officers. This was never got over, and hence the split in the clan, the chiefs—the ex-Shiogoon, Kamenoski, and Stotsbashi, with what we may call the respectable part of the family, submitting and being comfortably settled, as we have seen, in Suruga, while the rowdy element, with all the *lonins* and other kindred spirits they could pick up, ran away with most of the ships and treasures of the clan, of which they are now making good use. A clearer case of robbery and piracy has seldom been seen; but whether it will be punished as it deserves is doubtful. Of course it is out of the question that the port of Hakodadi can be anything but a Government port, and this, at all events, will be retaken, for which purpose troops are now on the move. But Yezo is an extensive, wild country; and entrenched there, aided by the advice of the French adventurers they have with them, and morally supported by some of the Foreign Ministers here, who presume on the long distance they are from their chiefs for immunity in an obstructive policy, it will be a hard matter to root them out.

Both Yedo and Nee-e-gata will be open to British Trade on the 1st of January next according to a Notification by H. E. Sir Harry Parkes just issued. Arts. VIII. and IX. of the general arrangements for the settlement of foreigners at Yedo published on the 26th November last year are slightly modified. Any foreigner visiting Yedo must be furnished with a passport from his Consul, *visé* by the native officials, and this he will have to show at the ferry at Kawasaki, if journeying to the capital by land, or at one of the two landing places appointed for foreigners, if proceeding thither by sea. Certain parts of the city are also indicated as unsafe for us at present. Dr. Willis, Vice-Consul for the district of Yedo and Yokohama, will be stationed at Yedo, and Mr. F. Lowder goes from Hiogo and Nee-e-gata as Acting Consul.

The Princes of Aidzu, father and son, are both in Yedo, awaiting the Mikado's decree on their case. Each is in charge of another Daimio, which is equivalent to imprisonment among the nobility of Japan. We need hardly state that the absurd nonsense current during the fortnight, representing Aidzu as restored to favour and high office, entering Yedo in state with a score of Daimios, &c., some of which will be doubtless sent home by this mail, is all utterly false.

[FROM A CORRESPONDENT.]

YOKOHAMA, Oct. 18.

H.M.S. *Pearl*, Captain Ross, left this morning for Formosa, in compliance with orders from Admiral Keppel; three other vessels are ordered to join Captain Ross, and the Admiral will also proceed there on his return from Singapore. This little squadron is intended to bring to a point the many grievances we have against the Formosans.

H.M.S. *Argus* has followed the *Satellite* for Hakodadi, for the protection of British property and subjects. A native steamer came in yesterday with the news that the fleet of Innamato (of which intelligence went home on 16th) had actually landed forces and taken Hakodadi, driving the Southern (Mikado's) troops out of the place. The landing party was headed by Captain Brunet, a French officer in the service of the late Shiogoon, or Tycoon as it is still called here by foreigners. The rebel force consisted of Captain Brunet and seven other French officers, naval and military, some deserters from their own service. The force was, a Japanese corvette, the *Kayomar*, twenty-five rifled guns; *Eagle*, eight guns; and four transports, with 4,000 troops of the late Government. These troops landed in Volcano Bay, and after several skirmishes fought their way through thick snow to a strong battery called Kamittor, built by Japanese under Russian superintendence. This battery was taken by storm, and an entrance into Hakodadi followed—the Mikado's troops taking shelter in a steamer, and proceeding to Tsugono, on the other side of the Island of Yesso. One of Satsuma's steamers, the *Kiangsoo*, was also taken by the rebels. It is believed that the Russians were at the bottom of this, and eventually will secure Saghalien.

The brother of Stotsbashi arrived per French mail, and should events bring up the Shiogoon again, he will be put forward, although Stotsbashi and his Daimio friends would in reality be the rulers. At present the Mikado is entirely under the thumb of the Daimios, and there is no Government in the proper sense of the term.

This affair at Hakodadi has destroyed the expectations, which looked promising, for peace, order, and consolidation of the Southern power under the Mikado and the final overthrow of the Shiogoon.

Sir Harry Parkes has, somewhat in opposition to the other Ministers, taken the side of the Southerners. There are many sympathisers with the North, and as much aid and comfort afforded them as they can pay for. A settlement of all differences would stop the sale of arms and the chartering of steamers, and many other sources of profit.*

A meeting of landowners, to consider the municipal government of the place, and the duty of the Japanese Government, is to be held on Monday next, the 21st. The American and Prussian Consuls still retain the ground rents against claims put up by their subjects against Japanese.

M. Poelsbroek, the Dutch Consul-General, expects to leave shortly for Europe, leaving M. Van der Tak, the Consul, in charge.

The troop ship *Adventure* arrived from Shanghai, *via* Hiogo, towing the old *Acorn*, sold by Government to Messrs. Wilkin and Robison, as a coal hulk for this harbour, for 7,000 dols. The *Adventure* leaves again for Hong Kong with the officers and men of the lost *Rattler*, to be transferred there to the fleet and some to England.

DECEMBER 30, 1868.

The opening of Yedo and Neegata, which I informed you would take place early in the year, has now been confirmed by an official notification from Sir Harry Parkes. In regard to Yedo the opening is completed, with a restriction that all British subjects (except officers in uniform) passing up to Yedo must obtain a passport from the Consul. This is certainly a very extraordinary manner of opening a port to trade, and the paternal care of Sir Harry will not be appreciated. The distinction drawn between officers and merchants is another step to degrade the latter in the eyes of the Japanese. While rollicking midshipmen and overbearing officers clothed in a uniform may go to Yedo without a pass, the merchant who has a real stake in preserving order must be treated as unfit to be trusted. Have not officers of all nationalities committed more atrocities and been instrumental in producing more rows than merchants? The scope given to English trade has always been narrow and timid, and so long as it is persevered in we must submit to the paraphernalia of Yaconin guards (who are no use in cases of attack, for they keep behind you), and otherwise be treated like children. Now that Sir Harry has been so successful in advocating the winning cause, the notification of the opening of Yedo must be looked upon as extremely unsatisfactory. British merchants, however, do not find advantages conferred upon them in consequence of his success. Does Sir Harry really keep them in his eye, or is he entirely absorbed with the political game, and loses sight of the main point, viz., the promotion of our trade for the benefit of the national exchequer, through the medium of our merchants? What is our trade in Japan compared with the cost of the Embassy and Consulates, our ships of war and the military station here?

Nothing is said about the site for our merchants to build on at either Yedo or Neegata, and until this was arranged with the Japanese the blank notification that they are opened practically means nothing. No advantages are offered over the present system of visiting Yedo accompanied with a pass and Yaconins, and putting up at the hotel. To call this opening a port is a misnomer, a burlesque, and the notification certainly premature. It should have been withheld until some real advantage was bestowed for conducting trade at Yedo.

Mr. F. O. Adams, the Chief Secretary of Legation, has gone to Hakodadi to give Mr. Consul Eusden the benefit of his advice, and the views of Sir Harry Parkes on the hostilities lately enacted there, the particulars of which went home by last mail. Up to the present advices no inconvenience has resulted to foreigners. The leader of this attack is commonly styled Admiral Enamoto; he was educated for five years in Holland.

As it appears that the location of troops is to be a permanent institution, although a decided mistake, the attention of the War Office should be directed to the erection of substantial barracks and officers' quarters, the buildings (or huts, rather) now used having been run up for temporary occupation, and being most

* The P. and O. steamer *Azoff*, announced for Hiogo, has been withdrawn and chartered for Hakodadi by the Japanese Government. This is the first P. and O. steamer so chartered. The American steamers have had the most of it.

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unfit for the heat and cold of this climate. Both men and officers are subjected to the greatest possible discomfort, which is disgraceful to our service. Being condemned to a life of inactivity, it is the more necessary that the accommodation should be comfortable. The usual policy of waiting for a wholesale loss of life is the one that will obtain here. Another grievance is that the allowances for officers do not equal those at Hong Kong, and we all know they are small enough.

The frightful fire of 1866 completely scared the insurance offices, and the rates charged have been excessive. It is estimated that insurance premiums amount to £50,000 per annum. They have less cause now to charge such rates, seeing that the residents here have organised a fire brigade, which, judging from a drill lately gone through, would be quite able to cope with the next fire. This brigade is under European direction, and the leading spirits in it are Mr. Smith, of the club, and Mr. Heght, who has already received a testimonial for his services in the shape of a splendid tankard. These two gentlemen give their services gratuitously. The number of fire-engines in the Settlement is about a dozen, of which five belong to the brigade, and there are about one hundred Japanese paid, and say one hundred more, belonging to the mercantile houses, who join on the alarm of fire. The expense of this brigade is met by the contributions of the community, the amount subscribed being about 2,500 dols., the largest portion by firms who act as agents for insurance offices. The offices at home would do well to send out a few good engines and a large supply of leather hose, and one steam engine. These appliances, organised by foreigners, are quite independent of the Japanese, who have several brigades, and a good number of small wooden engines.

Mr. Hogg, who has charge of the Japanese bonded warehouses, will be enabled soon to publish a revision of the tariff for storage, and also a simplification of the forms for conducting business. A scheme is also in progress for insuring goods in their godowns, which are first rate stone buildings, detached, and surrounded by a stone wall, and in every way to be considered a first class risk. The Japanese Government will issue policies at a much lower rate than that charged by the English offices generally, which at present are ½ per cent. for one or two months, 1 per cent. for three months, and 1½ for six months. The Japanese propose to charge ¼ per cent. for one or two months, and ⅛ per cent. for succeeding months. The Japanese will thus be in advance of us in our ideas on insurance.

The Japanese show every disposition to make a liberal expenditure in the way of improvements for foreign trade. The yearly receipts from import and export duties cannot be less than a million of dollars.

The erection of bonded warehouses has been a loss to them, the goods brought here for export being inconsiderable, but with Hiogo and other ports opening its utility will increase. It is unfortunate that the Japanese were recommended to build them instead of establishing a system of drawbacks.

The registration of foreigners and the charge of 5 dols. still continues notwithstanding a good deal of opposition. The Chinese pay a sum of 3 dols. up to 15 dols., according to their positions. The sum thus raised from Chinese goes to the municipal expenditure, of which Mr. Benson is now the administrator. In its relations to foreigners public street lights are most urgently required, and it is to be hoped that he will be able to secure this shortly. Meantime, however, it is inexcusable that the residents do not have a lamp at their gateways, which would relieve the present uncomfortable state of things, to say nothing of the danger of assault by Japanese or drunken sailors; especially are lights required at the landing-places, and a better class of boat for the harbour.

The business in chartering and selling steamers continues, but the latter has become very difficult; the Japanese now see that they have paid dearly for their amusement. Most of the steamers bought are ruined by Japanese engineers in twelve months and less. One firm here, Messrs. Walsh, Hall, and Co., have in their charge, for employment or sale, nearly a dozen steamers, besides which there is quite another dozen, and the spare steamers of the P. and O. Company and Pacific (American) Company.

The settlement is just now very lively. On the 17th Mr. and Mrs. Stone and others, from Australia, constituting a theatrical company, were aided by the amateurs, including Mr. Seare, well known to old China residents for his theatrical talent. The piece was "The Hunchback," and our friend Mr. Seare took the leading part of *Master Walter* with admirable skill. On the 21st the combined amateur force came out in "Kenilworth" with great success. The officers and some of the crew of the American gunboat *Maumee* gave a minstrel performance.

The weather has not been equal, on the whole, to the autumn in Japan, but still we have had some very bright days—the thermometer ranging about 60 degs. in the day down to freezing point at night. The quantity of rain throughout the year has been double the average.

The Japanese Dictionary, brought out here by Dr. Hepburn,* is in extensive use here amongst foreigners and Japanese, and liberal offers have been made to the worthy doctor to bring out a new edition, but his health at present does not permit his undertaking the matter.

* London: Trubner and Co.

The old China sport of paper hunts, both on horse and foot, is much in vogue here, the cold weather suiting this exercise well, as also the nature of the country round the Settlement, composed of hills, bridges, marsh, and beach. At a foot race run this week the hares were followed by about forty or fifty of the mercantile community, officers of the army and navy, &c. The distance run over was about six miles.

Messrs. Aspinall, Carnes, and Co. have been appointed agents for Lloyds at Yokohama.

The English Church at Yokohama is a very poor building, and the site chosen by no means creditable to the taste of those who selected it, cramped up near the dirty creek which runs along the Settlement. The building itself has no spire or tower of the finish usually bestowed on a colonial place of worship. It has not reached the dignity of an organ. Such as it is, Mr. Bailey, the chaplain, does the best possible to make it comfortable, but the sooner a new one is built on a clear and more pretentious site the better for English credit. The cemetery is also in a wretched condition. Here is the resting place of the victims Richardson, Baldwin, Bird, and others. By the way, the friends of Richardson who got his money might have sent out a decent stone for the grave.

The following Consular changes will shortly be effected. Mr. Lowder, at present acting Consul at Osaka and Hiogo, is to be transferred to Neegata. Dr. Willes, of this place, to be Vice-Consul at Yedo. Mr. Walsh, who has borne all the heat and burden of the day from the earliest days of Sir Rutherford Alcock, proceeds to England next month on leave, and it is to be hoped will receive his promotion.

At present we have only in harbour H.M.'s ship *Ocean* (iron-clad) and *Cormorant*. The *Argus* is expected back from Hakodadi. The Italian frigate, *Princess Clothilde*, arrived on the 24th, which will add to the importance of the Comte de la Tour, Italian Minister, in the eyes of the Japanese, and no doubt his own.

Unlike China, where all foreigners learn "pidgin English," the foreigners here learn Japanese, which is certainly a more sensible process. It is easily acquired—that is, the language necessary for all ordinary intercourse. The study of the Japanese to acquire it properly is, of course, a more laborious process, and involves a course which people engaged in business cannot give the time to. But to be able to make yourself understood in any part of the country is a great advantage.

The disposition to adopt European toggery is truly amusing, and the proportion large. The Inverness cape is a special favourite, and is made out of blankets and all descriptions of cloth. Felt hats and leather boots, and even spurs, are very common, and the appearance of the Yokomins, and others who use them, is truly grotesque.

The Hon. W. Coke, brother to the Earl of Leicester, with his travelling companion, Colonel Smith, of the Guards, leave here in a few days for Hiogo and Osaka, *en route* for China.

Messrs. Brunton and McVean, the civil engineers who lately arrived from England under engagement with the Japanese, are now fairly at work. The coast and harbour lighthouses are receiving their first attention. Mr. Brunton is now out on a survey of the coast to fix on the most suitable spots, and on receipt of some plant and material, with English mechanics, now on the way out, we shall soon see lighthouses springing up. A light ship is building here, to be moored at the entrance of this anchorage, and buoys for the different spits which run out in the entrance, the principal one being the Souratogit. Workshops and dwelling houses are in course of erection for the engineers and workmen. The lighthouse at the entrance of Nagasaki is now completed and lighted. The question of drainage has also their attention, and plans, specifications, and estimates for an effective system of covered drainage will soon be ready. It is to be hoped that Mr. Brunton will succeed in inducing the Japanese Government at the same time to lay down gas and water pipes, the expense of which would be reimbursed in time by the community. To lay down drains now, and a year hence dig up again for laying pipes would be indeed a mistake, and great inconvenience to the community. We trust the Japanese Government will be disposed to take this matter in hand, as it is very much needed, and cannot be dealt with by any private individual. One or two failures have already occurred.

The fashion of having residences on the hills adjacent is on the increase, and a few years may see the Settlement used chiefly for offices and godowns. There can be no question about the superior advantages for married people with families. The walks and rides for children in the Settlement are not of a healthy or exhilarating description, whilst on the hills good gardens may be secured in addition to healthy walks.* The British Legation and all the troops are located on the hill or bluff washed by the sea.

The sites in the Settlement were not put up at stated prices, but the purchasers paid the native occupant sums varying up to 265 dols., and a ground rent of 28 dols. per 100 tsuboes annually to Government. A few lots in the Settlement were put up last month at 4 dols. per tsuboe, and were run up to 14 dols., subject to the annual ground rent of 28 dols. per 100 tsuboes. There are 1,236 tsuboes to the English acre. There is an opinion in some quarters that the opening of Osaka and Yedo will somewhat lower the value of property here, but I do not concur in this, and am of

* The land in this locality is of course much cheaper than in the Settlement.

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opinion that the anchorage and general business facilities here will be unequalled, and Yokohama must remain the great centre.

H.M.S. *Adventure* leaves on the 24th for Hong Kong, with the officers and crew of the lost *Rattler*, for transfer to England, and about 110 time-expired men, with women and children, from the 10th Regiment, now stationed here.

The engineering yard of Messrs. Lucy and Co. on the Creek is now equal to almost anything in the shape of engineering, and Japanese workmen for moulding, casting, &c., are found to be very skilful. The Japanese foundry, established under French auspices has been engaged chiefly in constructing small marine engines, the vessels being built at the larger works at Yokoska, noticed in my last.

Yokohama, like other places of English formation, has its amusements and healthy recreations. Christmas-day was one of the most charming days ever experienced. The decorations with evergreens and red-berries extended to almost every house. The church was certainly the prettiest, thanks to the chaplain's wife, Mrs. Bailey, and assistance from Mrs. Simpson, Miss Brooke, and others. A very good Christmas custom also prevails here of presenting the chaplain with a purse, contributed by the community, valued generally at about £50. Mrs. Hepburn raised a very handsome Christmas-tree, and a large assemblage of ladies and children attended at the distribution of the gifts. The sun shone bright, and warm enough to be enjoyable, with just a light northerly wind. The race-course was the great centre of meeting. About thirty ponies started on a paper hunt, including hurdles and ditches, and after a well contested struggle Lieut. Lee was the victor and winner of a silver cup presented by Mr. Lindau. Mr. Cope came in second. Owing to the year's trade being an unprofitable one there is not much joviality, but the day concluded with dinners of beef, turkeys and plum-puddings, nearly equal to the old country.

According to the directory, published at the *Japan Gazette* office last September, there are of all nationalities in Yokohama some 550, divided as follows:—English, 240; American, 80; Germans, 70; French, 60; Dutch, 50; Italian, Portuguese, and Swiss, 50; total, 550. A large number of these are not registered at their respective Consulates. The English regulations require registration and a fee *annually*. This is objected to, and a large number consequently are not registered. It is certainly useful and reasonable that every one should register on his arrival, but not annually.

The Pacific Mail Company's steamer *Japan*, Capt. Lane, arrived from Hong Kong on the 25th, *en route* for San Francisco. She brings a large cargo, about 500 Chinese passengers (200 women), and about twenty-five European passengers. She leaves on the 28th, and the inward steamer is expected on that day. This is an inconvenient arrangement; the departures from this port should be fixed two days later.

H.M.S. *Argus* returned yesterday from Hakodadi, bringing back Mr. Adams, the Secretary of Legation. H.M.S. *Satellite* was left there, and the French frigate *Vennes*. The fleet of Ermamoto was still in the harbour. The town was quiet, and foreigners had not been put to any inconvenience, nor did they anticipate any. Business was of course at a stand, but several parcels of native produce had been bought up cheap. The natives were selling out, and leaving the place to a great extent. According to present appearances, the troops of the Mikado, or rather of the Daimios on his side, will rally and make an effort to retake the place. Foreign vessels are being employed in the transport of troops, including the P. and O. steamer *Azoff*, the neutrality proclamation being disregarded by the consent of Sir Harry Parkes, but not—as it should be—withdrawn.

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The following notification has been issued by Her Majesty's Minister respecting the opening of Yedo and Ne-e-gata:—

NOTIFICATION.

With reference to the notifications issued by the undersigned on the 28th of March and the 12th September last, informing British subjects that the opening of Yedo and Ne-e-gata had been temporarily deferred in consequence of the disturbed state of affairs which then existed, he has now to make known that that city and port will be opened to British trade on the 1st of January next, and that he has agreed on the part of H.B.M.'s Government to the following modifications in Articles VIII. and IX. of the arrangements for the settlement of foreigners at Yedo, which were published in his notification of November 26th, 1867.

Articles VIII. and IX. as now modified:—

Article VIII.—In order to give due effect to the provisions of the treaties which relate to the residence of foreigners at Yedo, every foreigner coming to Yedo, unless he be an officer of a foreign Government and in uniform, must be furnished with a passport from the consular authority of his nation at Yokohama, which must be viséd by the Hanji of Kanagawa. Foreigners coming from Yokohama by land will be required to show their passports at the ferry at Kawasaki, while those coming by sea must not land elsewhere than at either of the two landing places at Tamachi and Tsukiji, and must produce their passports on landing whenever required to do so by a Japanese officer. Any foreigner, other than an officer as above-named, arriving at Yedo without a passport, may be arrested and conveyed before his Consul.

Article IX.—Foreign lighters, tow-boats and passage-boats, and all other foreign boats, with the exception of those belonging to vessels of war, will be required, on arriving off Yedo, to enter by the channel between the two forts marked with white beacons.

It being considered undesirable that foreigners visiting or residing at Yedo should under present circumstances frequent the quarter comprised within the inner moat of the city, or should proceed into the country around Yedo to the extent of the limits described in Article XI. of the arrangements aforesaid, British subjects are hereby warned that they should avoid entering the quarter named until further notice, and that they should not proceed into the country beyond the limits shown on a map which will be exhibited at H.B.M.'s Vice-Consulate at Yedo.

John Frederic Lowder, Esq., at present H.B.M.'s acting Consul for the consular districts of Osaka and Hiogo, is appointed to act as H.B.M.'s Consul at Ne-e-gata, and William Willis, Esq., M.D., H.B.M.'s Vice Consul for the consular district of Kanagawa and Yedo, will for the present be stationed at Yedo.

(Signed) HARRY S. PARKES.

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NAGASAKI.

A fire occurred on the 19th Dec., at the hong of Messrs. Walsh and Co., and the official residence of H.I. Russian Majesty's Consul, which destroyed the premises. They are stated to be uninsured. The cause of the fire appears to have been a defective chimney, a beam running through which must have caught alight from the previous night's fire in the grate beneath it.

The steamer *Nangato* received a full cargo of copper ore in the bay north of Akita, and on proceeding to sea was caught at the mouth of the bay by a very heavy sea, and immediately filled and sank. All hands were saved. Captain Catto and crew proceeded to Hakodadi.

The remains of H.M.S. *Rattler* have been given to the Japanese as a reward for the kindness shown to the crew of that ship. It is said that Captain du Petit Thouars, of H.I.M.S. *Dupleix*, will be offered a C.B.-ship for his energy and kindness in relieving the crew of the same ill-fated ship.

The *Nagasaki Times* gives the following return of foreign residents at that port:—British, 88; American, 42; Dutch, 32; Prussian, 18; French, 11; Portuguese, 10; Swiss, 6; total, 207. Chinese in foreign settlement, 332; Chinese in Yashiki, 237; Chinese in Sinchee, 60; total, 629.

A notification has been issued by H.B.M.'s Consul, informing his nationals that the native authorities have granted permission to foreigners to visit the Hot Springs of Tsupagaki, in Hizen. Seven days' notice must be given. With regard to this, the above paper says:—"We cannot hear that this boon has been granted to foreigners at the particular instance of any person, but understand that it is a spontaneous offer on the part of the Japanese Government. As a further instance of the rapid advance the Japanese are making in European ideas, this circumstance is worthy of notice. How long will it be before the whole country is thrown open to Europeans?"

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## CHINA.

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SHANGHAI.

From Shanghai we have advices to Jan. 6. The English mail of Nov. 6 was received on the 24th December; the French mail of Nov. 18 was overdue. We take the following items from the local papers, but our correspondents' letters embrace nearly every topic of interest.

The city of Chao-chow-fu has been opened to foreign residents and trade, chiefly, we believe, through the efforts of H.B.M.'s Acting Consul at Swatow. It will be remembered that the Chao-chow-fu people are among the most turbulent of the turbulent province they inhabit. So serious disturbances broke out there a short time ago that our old acquaintance Ting was deputed specially to allay the excitement; but his success was only nominal, and it has not been safe for foreigners to go to Chao-chow. Mr. Alabaster has lately visited the city on several occasions, and has succeeded in at least partially conciliating the inhabitants, who have consented to admit foreigners within their walls. A notification has been issued by H.B.M.'s Consul, officially intimating that Chao-chow-fu is open. A similar notice has been issued with regard to French subjects by the Consul-General for France.

Mr. T. T. Cooper, whose plucky attempts to cross the North-Western frontier of China into India we have so frequently had occasion to speak of, left us this morning in the *Erl-King*, on his way to Calcutta, to prosecute his attempt from the other side of the difficult line. We trust he will receive from the Indian Government the support and encouragement he deserves. We are glad to hear that a liberal testimonial fund has been raised for him in acknowledgment of his late exertions. A few of his friends too presented him with a watch yesterday, before leaving, as a token of their regard and esteem, to replace the one which shortness of funds compelled him to part with in Szechuen.

The visit to the North of the Lord Bishop of Victoria, who left Shanghai for Hong Kong per steamer *Yesso* on the 20th inst., and the arrival by the last mail of the Rev. Mr. Russell, as agent for the Church Missionary Society, has again brought forward the question of the establishment of a second bishopric in China. The press have been nearly unanimous in condemning the scheme, as quite uncalled for. We refer to the matter at length in our leading columns.

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Mr. Consul-General Seward, accompanied by Colonel Polson and Baron Richthofen, has paid a visit during the week to the coal mines near Nanking. We understand that he had an interview with the Viceroy, but on what business is not known.

A meeting of subscribers to the British Church Establishment has been held at H. M.'s Consulate. The attendance was very limited. The accounts of the treasurer were received and passed, and the report of the trustees adopted. Mr. Kidner stated that the church might be opened on Easter Sunday, if, in the interim, the weather proved favourable. Messrs. Michie and Bell were re-elected trustees and Mr. Krauss, treasurer, in place of Mr. Dickinson.

One of the evening papers mentions the rumour that it is the intention of the Oriental Bank Corporation to pull down their present house at Shanghai and rebuild it on a magnificent scale. The Custom House it is said is also doomed, and the present picturesque, but for European business, inconveniently planned block of buildings will give place to something that it is intended will prove a credit to the aristocratic position in which it is placed.

The following notices of changes in firms have appeared :—

The partnership hitherto existing between James Dow, James H. Wright, and William S. Maclean, under the firm of Dow and Co., ceases this day by efflux of time; the affairs of the firm will be liquidated by Mr. James Dow, who will sign the firm "in liquidation."—DOW AND CO.

Shanghai, 31st Dec., 1868.

The partnership heretofore existing between William Dickinson, William Dickinson the younger, and Henry Dickinson, trading in China, under the style and title of Alfred Wilkinson and Co., has this day been dissolved by mutual consent. The liquidation of the affairs of the said firm will be conducted by Mr. Thomas Barton Higson, managing partner in China of Messrs. Dickinson and Co. ALFRED WILKINSON AND CO.

Shanghai, Dec. 31, 1868.

The partnership hitherto existing between Thomas Blake Glover, Francis A. Groom, Edward Harrison, and Ryle Holme, under the firm of Glover and Co., of Japan and Shanghai, ceases this day by efflux of time. The business in Shanghai will be conducted on and after the 1st January, 1869, under the style of Glover, Dow and Co., in which firm Francis A. Groom and James Dow will be partners. GLOVER AND CO.

Shanghai, Dec. 31, 1868.

The business hitherto carried on by me as public silk inspector is this day transferred to Messrs. Milsom and Tod. ED. HOLDSWORTH.

Shanghai, 1st January, 1869.

Mr. Edward Holdsworth is this day admitted a partner in our firm.

Shanghai, 1st January, 1869. MILSOM AND TOD.

(FROM OUR OWN CORRESPONDENT.)

SHANGHAI, December 24, 1868.

The English mail has left this port so recently that there has been but little time for events to occur worth noting. A gloom unsuited to this festive season has temporarily fallen upon the Settlement, caused by the sudden death of Mr. Joseph Sassoon, a young gentleman of much promise and popularity. It appears that he went to bed on the night of the 21st in perfect health, but his servant found him motionless and cold when he went into his room on the following morning. A surgeon was immediately summoned, who declared that life was extinct; but the heads of the firm, not satisfied with his opinion, called in two physicians, who unfortunately were obliged to confirm the surgeon's verdict. An examination was held next day, when the only morbid appearance discovered was a highly congested state of the lungs. But as idiopathic congestion of the lungs could hardly set in and run a fatal course so rapidly, there seems reason to believe that the appearance I have mentioned was only a symptom of poisoning by carbonic acid gas. Before full particulars were known it was rumoured that a charcoal stove had been alight in the room all night, and this is now rendered more probable by the discovery made *post mortem*.

In a late letter I told you that we had here every reason to believe that the Yangchow affair was merely the local breaking out of a feeling which is very widely disseminated through the Empire. We have just had another proof of the truth of our hypothesis in a disturbance which has taken place between the missionaries and people in the city of King-wha, in Chekiang. The Chekiang mission has hitherto been fortunate in its field of operations, the official and literary classes appearing to favour the advance of Christian truth, and many even professing themselves adherents of the new faith. But influences of some kind have been at work, and the result is an outbreak of violence wherein the foreign teachers are the victims. Attempts also are being made to reduce the number of foreigners in the employ of the provincial Government. Thus it is now proposed to amalgamate the Nanking arsenal, which has hitherto flourished under the direction of Dr. Macartney, with an arsenal under native superintendence working on the bank of this river above Shanghai. As may readily be imagined, the local arsenal is of use to the native officials connected with it chiefly as a means of drawing enormous sums from the provincial treasury for work which is not done. On the other hand, Macartney has sedulously kept the financial department of his arsenal out of the clutches of subordinate officials, who are for this reason arrayed against him. Bitter complaints are being made against M. Giquel, late Commissioner of Customs here, but now directeur en chef of the Foochow arsenal. It appears that certain foreigners, who had served under him in the Hankow Franco-Chinese Contingent, have recently been thrown out of employment by the disbandment of that force. Repairing to Foochow they were at once taken into employment, an equal number of the mechanics hitherto employed there being dismissed to make room for them. Some of these have arrived in Shanghai seeking employment, and as the rowdy element is excellently represented in one of the evening papers, their vociferations against M. Giquel have been freely brought to the ear of the public. There is little doubt, however, that good reasons existed for all the dismissals. Indeed, the Foochow arsenal appears to stand on so shaky a foundation that no element of success could safely be dispensed with. This disbandment of provincial contingents is now the order of the day. The immediate fear of danger from rebels having passed by the authorities are rapidly placing the Empire in as weak a position as possible. Success once achieved, the agents through whom it was obtained are either summarily dismissed, as at Hankow, or placed on half-pay as a prelude to dismissal, as in the case of the drill sergeants of Li Hung Chang's Shantung army. It is only too probable that the opening of spring will witness the country again torn by rebellion, the districts just now recovering prosperity ravaged again by marauding hordes, peace succeeded by all the brutalities of Chinese warfare, and the extension of civilisation again definitely checked.

SHANGHAI, January 5, 1869.

A notification has just been published here announcing that the Chinese authorities have it in contemplation to open to foreign boats and vessels not propelled by steam all inland waters leading to and from any place within the limits of any customs' districts where British merchants may trade. This, Sir Rutherford Alcock states, would confer upon merchants residing at any of the treaty ports the right to trade directly with all places along the coast or up the rivers in the vicinity of their own ports, in boats of their own. But we are left in the dark as to the meaning of the new term "customs district," and no attempt is made to explain how opening the inland waters will affect the trade "with all places along the coast," or what advantage is to be gained by permitting foreign owned boats of native construction to ply between places where the same boats whether owned by natives or foreigners may now ply. Then, again, the definite exclusion of vessels propelled by steam vitiates any benefit which the English Minister may believe he has gained, for the great object of steam communication between an open port and the producing districts is the avoidance of the transit squeezes, which in defiance of the treaty are levied upon every package brought down in the slowly moving and diminutive produce boats. Altogether, the proposed concession amounts to nothing, and I can hardly conceive how Sir Rutherford Alcock can have been led to believe that in announcing it, he was announcing anything but his own short-sightedness.

On the 28th ult. a general meeting of the shareholders in the North China Insurance Company (1869-71) was held, 476 votes being represented. Little was done beyond passing the draft deed of settlement. A proposition that, in order to attract Chinese, the profits should be divided amongst the contributors every year instead of every three years, was negatived on the suggestion of the committee. Messrs. F. H. Bell, F. B. Johnson, E. H. Lavers, A. Michie, F. Porter, and E. C. Smith were elected directors, and the meeting was finally adjourned until April.

The Supreme Court has not been busy during the Christmas season, the only case of importance being that of the claims against the *Trebolgan*, tried at two sittings in Admiralty, held on the 29th ult. and the 5th inst. At the former the following claims were marshalled to be paid in full :—

| | |
|---|---|
| Court fees ... ... ... ... | 1,421.11 Tls. |
| Olyphant and Co. — Crew's wages in Shanghai ... ... ... ... | 2,324.49 dols. |
| Captain's salary ... ... ... | 3,521.37 |
| „ costs ... ... ... ... | 225.00 |
| Fees paid to Court by Captain's Counsel | 107.81 |

All their claims were to submit to a *pro rata* deduction. At the latter sitting the following creditors obtained an order to have their demands settled out of the funds recovered by the sale of the ship :—

| | |
|---|---|
| Glover and Co. judgment summons for ... ... ... | Tls. 231.26 and 395.51 dols. |
| Bower, Hanbury and Co., judgment summons for ... ... | 474.33 |
| Frazar and Co. „ „ ... ... | 687.10 |
| C. Ryley „ „ ... ... | 159.60 |

The annual meeting of Church subscribers, held at the English Consulate on the 2nd inst., was very poorly attended, and nothing but purely formal business was transacted. A vote of thanks was passed to Mr. Dickinson (who returns to England by this mail) for his energy in the discharge of the duties of treasurer for three years. The architect of the new church stated that if the weather were favourable during the coming months the building might be opened for service on Easter Sunday; but to an unprofessional eye the present condition of the edifice would seem to render any such hope groundless.

Intense cold has prevailed here and in the surrounding districts since Christmas. On the night of the 31st Dec. the mercury stood at 17 deg., or only 2 deg. above the minimum of the noted winter of 1861-62. The results of this low temperature have been of various kinds. Foreigners have luxuriated in capital skating, but the native poor have suffered severely. I am glad to be able to tell you, however, that a home has been opened for these latter where

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they can obtain food, shelter, and (what they would gladly dispense with) work. The jovial season has had its usual effect on the purse-strings of the wealthier members of the community, no less a sum than 600 dollars having been collected at Trinity Church on Christmas-day in aid of the Distressed Foreigners' Fund. There is however a less pleasing side to the story, for several boating parties have come to grief in the creeks. In more than one instance the boats have had to be deserted, the occupants striking across country to the nearest populous town, and thence obtaining native land conveyances to carry them to Chinkiang. These have reported most favourably on the hospitality of the natives they encountered. There is still a party or two out, about whom great anxiety is felt. It appears that they started on the 29th ult. for the western shore of the Tai Hu, and having arrived there, left their boat to shoot along the route to Hoochow. The lowda states that he waited three days for their return, but as they did not appear, he left. On his way back he was met by another party, who, hearing his story, sent him back, and then returned to report the matter in Shanghai. Mr. Medhurst immediately communicated with the Taoutai, and himself despatched native messengers into the country to search for the missing sportsmen. At the same time, two foreigners left Shanghai for the spot where they were last seen, carrying, of course, all sorts of medical and other comforts. The scence of their shooting operations is very wild and desolate, and the danger is that if they lost their way they would find no one to set them right or afford them shelter and assistance.

On the 26th ult. the British steamer *United Service*, for the safety of which grave fears were entertained, arrived in Shanghai. She had had fine weather from London to St. Helena, and thence to the Cape. On the 28th Sept., in lat. 39 S., she lost her propeller during a gale, and was obliged to run for Mauritius, where she arrived on the 31st Oct. Having shipped a new propeller, she left on the 11th November.

When I sent you the particulars of the Yangchow affair I told you that the indemnity to be paid to the missionaries had been fixed at 500 taels, subject to modification by the English Minister. It is now stated that Sir Rutherford Alcock has raised the amount to 2,000 taels, the difference being taken from the guarantee fund of 6,000 taels held by Mr. Medhurst as security for the capture of the ringleader Ko. But as Ko has vanished, the sum in Mr. Medhurst's hands is confiscated upon other grounds, and hence we shall probably have to make an additional demand of 1,500 taels. I may mention in this connection that recent excurlionists in the country between Nanking and Yangchow report that the people know absolutely nothing of Tseng's humiliation. So much for the permanent results of the recent demonstration!

There is little or nothing to report from the river. The Kiukiang community have held their annual winter race meeting, comprising ten events, spread over two days. Although, in consequence of the very late fall in the river and protracted rains, the course was boggy beyond imagination, the races were very fair. Of course both ponies and riders had very hard work, and many certain "pots" were overthrown in consequence. It is said that the rapid decrease in the number of the Kiukiang community has decided the sporting portion of it to discontinue racing. This is for some reasons to be regretted, for Kiukiang has never been stained by the transactions which have blackened the Shanghai Turf. On the contrary, the annual meeting was invariably made an excuse for the display of the most open-handed hospitality and unaffected good fellowship.

The Peiho has been closed, or rather has been impassable, since the 16th December; the steamer *Coila*, which left Taku on that day, reporting the river full of masses of ice. I am therefore without news of importance from the North; indeed, the only circumstance of interest reported in the local papers is the interment of Mgr. Mouly, whose death I announced in my last. The burial was conducted with much pomp and ceremony, the entire diplomatic body paying a deserved tribute to the deceased by following the coffin on foot through the greater part of the city of Peking. The late bishop's successor, in his pontifical robes, headed the procession, and was followed by the clergy and an immense number of Chinese converts bearing tapers. The utmost order prevailed among the thousands of native spectators who lined the streets through which the funeral passed, and nothing occurred to mar the solemn effect of the ceremony.

In your leading columns you have frequently deplored the apparent incapacity of foreigners in China to unite for mutual protection against native chicanery. At length an attempt in this direction has been made at Foochow, but the objects for which the merchants have combined are ludicrously puerile. Alarmed at the serious losses they have sustained in the tea trade, they are anxious to prove that they have not been themselves to blame. They accordingly claim official protection against the native tea-dealers on the following grounds:—That old leaf and an excessive quantity of dust are mixed with the teas, that the leads are not thick enough to preserve the aroma of the tea, and that the bulk of the tea is not equal to sample. But your home readers will probably allow that if buyers at Foochow were not in such an outrageous hurry to purchase they might ascertain the quality of the leaf and its correspondence with the muster *before* they buy and ship, and might also refuse to buy any tea insufficiently leaded. No doubt when, *as occurredd uring the present season*, 169,000 packages of Congou alone were selected, examined, packed, and shipped at Foochow, within fourteen days, by nine tea-tasters, the taster's work is a mere farce. It is quite impossible for any one man to submit to the requisite scrutiny an average of 1,341 packages of tea during the five working hours of the day. It will, therefore, no doubt, suggest itself to you that for the abuses against which protest is made the Foochow merchants have in the main to thank themselves.

You have of course already heard full particulars of the Takow difficulty, the assault on the Consul, and the bombarding of Anping. They arrived here via Hong Kong, ane no doubt were reported home by last mail.

From Japan there is no news of importance. The *Japan Herald* states that for the future distinct Messageries steamers will run between Yokohama and Kong Kong, and Shanghai and Hong Kong, so that direct communication between Yokohama and Shanghai by French steamers will cease. The P. and O. steamers *Sultan* and *Azoff* are now placed on the new Hiogo, Nagasaki line.

## SWATOW.

We hear from Swatow that missionary difficulty has occurred in the neighbourhood of that port also, but has been most successfully settled by H.B.M.'s acting Consul. The facts are shortly these. Some missionaries leased a house at Chao-yung. A powerful clan, headed by a literary graduate, objected, expelled them *vi et armis*, and locked up the chapel. The matter was reported to Mr. Alabaster, who at once visited the local magistrate, and induced him to go and look at the house, and find out what was the objection to foreigners having it. A mob of many thousands collected, and manifested a strong desire to tear H.M.'s Consul to pieces. Fortunately, however, he and the mandarin did get away unmolested, and by judiciously playing off one clan against another contrived so to enlist the sympathies of their former opponents, that on the following day the missionaries were reinstated, and the whole clan was anxiously guarding them from possible disturbance. Their persecutors had, in fact, become soldiers of the Cross.

## HONG KONG.

From this port we have advices to the 12th January. The outward (English) mail of Nov. 20 was received on the 2nd Jan. The latest London telegrams extended to the 18th Dec. There is (as usual of late) a great dearth of local news.

The *Daily Press* announces, upon good authority, that instructions have been transmitted from the Foreign-office to Sir Rutherford Alcock to settle the difficulty with respect to the transit duties, by agreeing with the native authorities to rearrange the import tariff on a basis of seven and a-half per cent., in place of five per cent., as at present, on condition that the Chinese give up the levy of all duties whatever upon British goods going into the interior of the country. It is not known whether any security for the fulfilment of this promise will be demanded from the Chinese, and unless this be rigidly exacted the new arrangement will be no amelioration upon the one previously existing, in so far as the transit dues are concerned, while an extra two and a-half per cent. will be paid as import duties. The object of the Treaty was to settle, not a part of the duties, but the whole of them, maritime and transit, or, in other words, the total taxes raised upon foreign goods between the ship, and the producers or consumers; and foreign governments might with propriety refuse to pay the Customs duties at all, until it be guaranteed that nothing further shall be exacted. The proper guarantee for this should consist in the good faith of the Chinese Government, and in the efficiency of their internal administration, but so long as these two elements be wanting, our commercial relations with this country must continue of an uncertain and unsatisfactory nature, as experience has proved that no promise as to the non-levy of internal dues, for the fulfilment of which we have not security, will be equal in value to the paper it is written upon.

The coolie trade is undergoing great tribulation. Driven from Macao, Hong Kong was tried, with what result the following paragraph from the *China Mail* will show:—"If the number of Chinese emigrants, who have already volunteered for the two ships, which have been 65 days on the berth, is to be taken as a criterion, emigration to the Dutch American Colonies is decidedly on the decline. The *Omba* and *Veritas*, two British vessels, the former almost one of the tea clipper class of ship, were placed on the berth for Surinam more than two months ago, and on Christmas-day, when the sixty lay-days for each ship had expired, there were 141 coolies on board the *Veritas*, out of about 300 she is to take, and 27 on board the *Omba* out of the 395 which she is chartered to convey. At this rate, the latter vessel will probably get her complement of Chinamen about next July, a rather distant date."

Most of our readers (says the *Mail*) will share the regret with which we notify the death of Mr. William Gaskell, one of the oldest inhabitants in this colony. He was educated in England, and at an early age proceeded to Sydney, in Australia, which he left for Hong Kong in 1846—just twenty-two years ago. He practised with much success, and was the leading man here in his profession till the death of his wife in 1854, when, for change of scene, he returned to Australia, whence he returned, having married again in 1856. In 1859 he retired from business, having achieved a competency. But the increasing expenses of his

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family necessitated his again resuming practice, which he did in 1865, reviving much of his old business connection with those who had known him formerly. He died on the morning of the 29th, between eight and nine o'clock, and was buried at 5 P.M. in the cemetery at Happy Valley. With his exact age we are not acquainted.

Considerable anxiety is felt respecting the fate of the French corvette *Le Monge*. She left Saigon for Yokohama via Hong Kong on the 1st November last, and has not since been heard of. We sincerely trust that no accident has befallen her, though we can scarcely hope that she will turn up safe and sound after so prolonged a disappearance.

The *Overland China Mail* gives us a terribly startling piece of news from the Nanking arsenal. Dr. Macartney, we are told, has *hanged* his staff of artisans, to make way for others more skilful, who are to be sent out from Woolwich! Perhaps, the deed is not such a murderous one as the *China Mail* makes it appear. The letter C may have accidentally dropped out, and so converted *changed* into *hanged*.

The following notices of firms, &c., are issued :—

Mr. D. O. Clark retires from our firm, and Mr. J. Murray Forbes and Mr. E. D. Barbour are admitted partners from this date.

China, January 1, 1869. RUSSELL and Co.

The interest and responsibility of Mr. Georg Wilhelm Schwemann and of Mr. Rudolph Heinsen in our firm ceased on the 31st December, 1867, and 31st December, 1868, respectively. Mr. Ferdinand Nissen and Mr. Heinrich Hoppius have this day been admitted partners in our firm at Hong Kong and in China, which now consists of Mr. Georg Theodor Siemssen, Mr. Woldemar Nissen, Mr. Adolph Joost, Mr. Ferdinand Nissen, and Mr. Heinrich Hoppius. SIEMSSEN and Co.

Hong Kong, January 1, 1869.

The interest and responsibility of Mr. William Neilson in our firm ceased on the 30th June last. Mr. Tobias Pim, Mr. William Nisbet Olmsted, and Mr. H. Seymour Geary are authorised to sign our firm in China and Hong Kong from this date. OLYPHANT and Co.

Hong Kong, Oct. 6, 1868.

I have this day established myself as a public accountant, average adjuster, and general commission agent. C. LANGDON DAVIES.

Hong Kong, July 1, 1868.

Mr. Theophilus Gee Linstead is this day admitted a partner in our firm. Our offices have been removed to the premises in Aberdeen-street, at the corner of Messrs. Gibb, Livingston, and Co.'s compound.

Hong Kong, January 1, 1869. A. G. HOGG and Co.

The interest and responsibility of Mr. Abraham David Ezekiel, in our firm in China, cased on the 31st December last, and Mr. Charles Elias Sassoon has been admitted a partner therein from this date.

Hong Kong, January 1, 1869. E. D. SASSOON and Co.

Mr. William Judson Blydenburgh and Mr. George Hurlbut are admitted partners in our firm. Mr. Henry Cutler Low will sign our firm per procuration. SMITH, ARCHER, and Co.

Hong Kong, Jan. 1, 1869.

The interest and responsibility of Mr. Frederick Pedder in our firm ceases from Dec. 31, 1868. Mr. Francis Chomley is a partner in our firm, which from this date will be conducted under the name of Brown and Co.

Amoy, Jan. 1, 1869. H. D. BROWN and Co.

## PHILIPPINES.

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### MANILA.

From the *Diario de Manila* of the 25th November it appears that full particulars of the recent events in Spain had reached the Philippines, and been made public *in extenso*. The Government relies with confidence on the good sense and patriotism of the inhabitants inducing them to continue the pursuit of their lawful callings and occupations in peace and quietness until full and distinct instructions from the Supreme Government in Europe arrive out, giving directions as to future arrangements.

From the Manila Government despatches to the Minister of the Colonies, and which have now been made public for general information, an extract of the following supplementary remarks appended thereto may prove interesting. They are addressed more particularly to the various inhabitants of Manila and its dependencies, under date 23rd November, 1868 :—

"The post, which arrived last night, has brought letters, periodicals, and all kinds of publications, giving complete confirmation to the announcements of events by previous mails. There is now only wanting the confirmation, official, direct, and legitimate, of those events. At the time of the departure of the mail from Europe, the Government at Madrid had not been established. The organisation has since been made known to us by telegraph.

"In these circumstances the Governor, taking into account the patriotism, the prudence, and the good sense of all the inhabitants of the Archipelago, and taking also into consideration the inquietude, which news of events so important must produce in their minds, desires to give a great proof of confidence to the public, in manifesting to them, without reserve, his opinion and his policy, in order that it may serve as a rule of conduct to all in the performance of their reciprocal duties; affording to their minds the tranquillity and heartsease necessary for their applying to and giving themselves up to the exercise of their respective pursuits and occupations in security and confidence. This is the object, frank and clear, of this manifestation.

"The Governor hopes, from the patriotism and good sense of all the inhabitants of the Archipelago, that they know how to respond nobly to his frank conduct."

The *Diario de Manila*, in a spirited leading article, re-echoes the tone of the principal European papers in lauding the peaceful course of so mighty a revolution, and hopes for the best influences from its effects both for Spain and her colonies.

## STRAITS SETTLEMENTS.

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### SINGAPORE.

From this port our advices reach to the 19th January. On the 9th January the outward mail of Dec. 4 was received, with London telegrams to Dec. 28. The *Straits Times* gives the following summary of news :—

His Excellency the Governor, with Lady Ord and suite, returned from Penang and Malacca (after a stay in the latter of about a week) in the *Peiho*, on the 16th Jan.

The *Government Gazette* of the 15th Jan. contains a notification of the provisional appointment of Mr. W. E. Maxwell, Senior Sworn Clerk, Supreme Court, Penang, to the same office in Singapore, and of Mr. A. W. S. Stewart as successor to Mr. Maxwell in Penang.

Non-official items are also of little interest or importance outside the Settlement. There is a strong, and, we may also say, a growing, feeling of opposition to and disapproval of official sayings and doings in the mercantile community. In official quarters the latter are probably regarded with similar feelings, and the result is an unpleasant state of dislike and distrust, the existence of which is to be regretted. The current feeling has found vent during the fortnight in several squibs and hoaxes by the partisans of both sides, but being merely of local interest and application they do not merit any particular notice.

A public meeting was held in the Exchange, on the 7th Jan., to consider the best mode of celebrating the fiftieth anniversary of the Settlement, on the 6th Feb. That day falling on a Saturday, it was resolved to have a ball and supper on the preceding Friday, sports for the natives on the Esplanade on the Saturday, and a dinner on Saturday evening. The dinner, however, will probably fall through for lack of sufficient support. A committee was appointed to make all arrangements.

Last mail brought advice that a British Consul had at last been appointed for Saigon, and that a resident merchant, Mr. George Caswell, of Messrs. G. Hale and Co., had been named for the office.

## WIT AND HUMOUR IN THE EASTERN SETTLEMENTS.

The Punch and Judy family has increased and multiplied exceedingly of late years. *Punch*—the great original—who not long ago reigned sole and supreme, has now numerous imitators to compete with in *Fun*, *Judy*, *Tomahawk*, *Will-'o-the-Wisp*, and half-a-dozen others. Melbourne has long had its *Punch*, and an excellent one, too; but now every English community in the East seems smitten with the rage for comic periodicals. The *Shanghai Punch* was a feeble infant, that did not long survive its birth. The *China Punch*, published at Hong Kong, had more stamina, and flourished for a year; it was in many respects a capital publication, and its demise caused general regret. The *Yokohama Punch* has achieved no little success; it has never aimed at being ranked as a periodical, but comes out at irregular intervals, as opportunity offers for a budget of satire on the follies of the day. A *Japan Judy* has been started as a rival to this, but as far as we can judge from the only number received it is rather a weak production, and not likely to eclipse *Punch*, which is generally understood to be sustained by a very talented gentleman who originally went out as special correspondent for the *Illustrated London News*, but liked Japan so well that he settled there permanently.

*Straits Produce*, of which we have just received a copy from Singapore, is better than any of these. In the first place there is some sense, as well as nonsense in it. The title is a very happy one—Punches and Judy's have been multiplied *usque ad nauseam*, and a title with some originality is quite refreshing after so much servile copying. *Straits Produce* is a handsomely got up publication of twenty pages; has a tinted title-page, with a grotesque and characteristic design beautifully executed; it is well printed on good stout paper; has three full-page, and seven half-page illustrations, mostly well drawn and full of happy satire; is well written, and though its contributors sometimes hit very hard, they are evidently gentlemen, and know how to "behave as sich." In a community like that of Singapore it would be unreasonable to expect that a publication like this—dependent entirely on amateurs—could be brought out regularly at short intervals; one issue a month proved more than could be sustained with the *China Punch*, and we are not therefore surprised to find that *Straits Produce* assumes the form of a Christmas annual. The originators were doubtless wise in not binding themselves to appear before the public again at a very early date, but a whole year is a long while to wait for number two. We would suggest that the publication would be more interesting to the community and more satisfactory to its promoters, if issued at more frequent intervals, which need not be particularly regular, but just as often as a sufficient amount of food for mirth and satire presented itself. The trenchant but withal genial sarcasm of *Punch* has done as much—in some cases probably more—to reform abuses than the thunders of *The Times;* and we are sure that a little wholesome ridicule, judiciously applied, will not be without a similar good effect in the Straits Settlements.

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# Commercial Report.

## STRAITS, CHINA, AND JAPAN IMPORTS.

YOKOHAMA.—With the single exception of Cotton Yarn no business had been done during the interval. Quotations for Cotton Yarn were 16–24, $46.50 to 47.50; 28–32, $49.50 to 51.0; 38–42, $49.50 to 51.0. For other goods quotations were nominal. The occurrence of the native holidays, together with fears of a recommencement of the civil war, were considered to be the principal causes of the prevailing dulness.

SHANGHAI.—For the season a more than usually limited business has to be reported in all classes of manufactures. This is, of course, partly owing to the Christmas and New Year holidays, but also to the reluctance of the Chinese dealers to operate. Stocks of all kinds had been increased by several arrivals from England; but holders generally seemed indisposed to force sales. Grey Shirtings: The stock was roughly estimated at 470,000 pieces, with about 700,000 pieces to arrive before the end of February. Sales of Shirtings during the fortnight had not exceeded 15,000 to 20,000 pieces; and the market closed very dull at a decline of 2 to 3 cand. per piece on last mail's prices. Quotations were—for 7 lbs., Tls. 1.9.1 to 1.9.5 per piece; 8 lbs., Tls. 2.0.5 to 2.1.2; and 9 to 12 lbs., Tls. 2.50 to 2.90. T-Cloths: Rates show little alteration, but sales had been very small. Many holders preferred to wait for sales till business was more active. At the close there was rather more disposition to invest in 6 and 7 lbs. The best kind of 8 lbs. 36 inches showed a fall of 5 candareens per piece. White Shirtings: A few retail transactions were reported, but prices exhibited no change, and it was difficult to place these goods in any quantity. Best 66 reed were worth Tls. 2.34 per piece. Drills: Both English and American were slightly lower in value, the best chop of the latter not being saleable at over Tls. 44.5 per piece. Jeans and Sheetings: There was nothing fresh to report as to these goods. Fancy Goods: Only retail sales were reported, and all kinds were far from easy to place. Spanish Stripes.—Gentian, Purple, and Black showed a slight fall, but sales had been very small indeed. Long Ells.—The advance in C. P. H. Scarlet, noted in last report, had been barely maintained, while the scarcity of H. H. Scarlet, and an inquiry for Hankow, had raised the value of that chop to Tls. 6.2.5 per piece. Dark Blue, Orange, and Purple, were quoted at a decline. Camlets.—All the chief colours, except Black, were lower in price, and assortments were very difficult to place. Figured Orleans.—Scarlet showed a slight rise in value, while Dark Blue had fallen 1 to 2 mace per piece—demand fair but not active. Lastings.—A small inquiry existed at a slight advance. Crape Lastings were a little easier, while Crape Lustres had been quiet at last rates. Coals.—The market was dull and prices were nominal. Total arrivals 2,230 tons.

HANKOW.—The market had been quiet during the fortnight. Plain Cottons: Grey Shirtings, 8¼ lbs., in small demand at rather lower rates; 7 lbs. still continued in inquiry. Closing quotations were:—Tls. 2.1.3 to 2.1.7 for 8¼ lbs.; and Tls. 2 to 2.0.5 for 7 lbs. Drills were in request, and prices were rather firmer. T-Cloths, of light makes, had found buyers to some extent at easier prices; 8 lbs. were neglected. White Shirtings and most descriptions of Fancy Cottons were very dull of sale. In Woollens and Worsteds there had been but little business doing, with the exception of a limited demand for Long Ells and Figured Lustres. Lead was still inquired for, and prices had improved; best brand was quoted Tls. 6.7.0 per picul.

FOOCHOW.—The following comprised the business of the interval:—2,300 pieces 9¼ lbs. Grey Shirtings at $2.85 per piece, 1,000 pieces 8¼ lbs. do. at $2.85; and 96 pieces scarlet Spanish Stripes, at 97½ cents. per yard.

HONG KONG.—The following is from Messrs. Olyphant and Co.'s Circular, dated January 11:—Trade generally has been very dull, as is usual at this season of the year, when native merchants are engaged in closing their accounts, and indisposed to enter into any considerable operations, and this dulness, as regards sales at private of Yarn, Grey Shirtings, and T-Cloths, has been increased by the offering at auction of considerable parcels of these goods, ex late arrivals, and from which dealers have elected to supply the bulk of their limited wants. Dealers' stocks of most descriptions of merchandise are light, and a general improvement is looked for after the new year holidays. Cotton Yarn: Sales at private have only been 38 bales Singapore, Nos. 16 to 24, at $102.50 to 105. At auction 151 bales Nos. 16 to 24, 212 bales Nos. 28 to 32, and 18 bales Nos. 38 to 42, all damaged, have been placed at prices about equal, relatively, to our quotations for sound goods. Piece Goods: There were no transactions reported during the early part of the interval, dealers awaiting the offerings of damaged goods, which, however, were not so large as had been anticipated, amounting to but 1,900 pieces 7 lb., and 3,850 pieces 8¼ lb. Grey Shirtings, and 600 pieces 6 lb., 2,350 pieces 7 lb., and 1,350 pieces 8 lb. T-Cloths. A moderate inquiry has since existed for 7 lb. and 8¼ lb. Grey Shirtings, and 6 and 7 lb. T-Cloths, but at slightly lower rates for all but the 8¼ lb. Grey Shirtings, and holders have met the market. 8¼ lb. Grey Shirtings are a shade dearer, and close very firm, with an upward tendency. Common White Shirtings are wanted. American Cottons are out of stock, but are nominally a trifle dearer, being now inquired for for shipment to Tientsin by the vessels expected to reach that port just as navigation re-opens. A sale of 40 yard Dutch Drills—1,000 pieces—has been made at a reduction of 5 per cent. per piece, but English are without change. Woollens: The market has been characterised by an entire absence of business, dealers apparently being determined to work off their present stocks before entering into any new transactions. Quotations are quite nominal, and lower for most descriptions. Those for Scarlet Long Ells and Lastings, however, show no change, stocks being comparatively light. Metals: Nail Rod Iron continues in demand on former terms. Bar is also active, but best qualities sell only at lower rates. Hoop Iron, Wire, and Steel are firm. Lead has been inquired for, and the market has been almost cleared by native buyers at enhanced prices. Tin is again dearer. Tin Plates unchanged. Quicksilver without movement. Coal: Receipts amount to 1,947 tons Australian (to consumers) and 3,000 do. Anthracite (2,000 to consumers). The only sale has been 900 tons Australian at $7.00. Stocks of all kinds amount to about 70,000 tons, 50,000 to 55,000 of which are in the hands of consumers. Ginseng: The market has been very quiet, sales only amounting to 6 casks Crude, at $120 per picul, and a few small packages of very fine root at fancy prices. No transactions of any extent are looked for until after China New Year, but holders remain very firm. The current quotations were:—Cotton Yarn, per bale, Nos. 16-24, $118; Nos. 28-32, $135 to 142½; Nos. 38-42, $140 to 145. Grey Shirtings, 7 lbs., per piece, $2.30; 8.4 lbs., $2.65 to 2.75; 9.10 to 9.12 lbs., $3.50 to 3.80. White Shirtings, $2. T. Cloths, 6 lbs., 32 in., $1.77½. American Drills, 14 lbs., per piece, $4:90; 15 lbs., per piece, $5.40. Camlets, S, $18 to 19; SS, $15.75 to 16. Metals, Iron Nail Rod, $2.80 to 2.90; Round, Square, and Flat Bar, per picul, $2.80 to 2.90; Hoop, $2.85 to 2.90; Wire, $7.70 to 7.75. Lead, per picul, $6.50 to 6.75. Tin, per picul, $26 to 27. Steel, per tub, $4.50 to 5.50. Quicksilver, $64.25 to 64.50. Coals, English, $10; Welsh, $11.

SINGAPORE.—Considerable supplies had been landed during the fortnight, which had caused some animation in the market, and a moderate amount of business had transpired. Grey Shirtings, 8¼ lbs., had been placed at last quotations, and a moderate amount of business had transpired; 7 lbs. had met with a limited inquiry; 6 lbs. were scarce, and quotations were rather firmer; 45 in. Shirtings were quiet, the stock of the lighter weights being low. Maddapollams were in some inquiry at an advance. T-Cloths had remained unaltered; there had been a fair inquiry for all descriptions. Dutch Drills had been quiet. Medium qualities of White Shirtings had met with an active inquiry, and prices were firmer; the stock was light, fine qualities had been in steady demand, and prices were well maintained. Imitation Irish Linens had been in good inquiry at an advance; several sales had transpired. Cambrics of the finer makes had been placed to some extent; No. 24's were dull of sale. Figured Shirtings had been quiet, the market was nearly cleared of Brocades. There had been more business doing in Woollens; Spanish Stripes were in moderate demand. Long Ells had been placed at a decline. Bombazettes had been inquired for. There was a limited demand for Medium Cloth. In Metals, Iron had been sold to some extent, but lower rates were taken; the stock was heavy, and there was little demand. Lead was in better inquiry, and several sales were noticed at rather firmer rates. Yellow metal was without improvement. Cardiff Coals were in some demand, but there were heavy supplies afloat; West Hartley rather weaker.

## STRAITS, CHINA, AND JAPAN EXPORTS.

### TEA.

YOKOHAMA.—The business of the fortnight had been moderate, settlements not being more than 2,000 piculs; the firmness in prices noted in our last report had continued, and dealers were holding for higher rates. Fine grades were very scarce; stocks were low, of a very inferior quality and much mixed. The Caractacus, Alcyone, and Pallas were loading for New York. The current quotations were:—Common, $18 to 21 per picul; good common, $22 to 23; medium, $24 to 26; good medium, $27 to 29; fine, $30 to 34; finest, $35 to 40; choice, nominal.

SHANGHAI.—Black: The business for the fortnight had been almost nil, settlements being only 271 chests of Congou, at fully former rates, and 889 chests of Dust at Tls. 8. Teamen were still difficult to deal with, except at extreme prices. Settlements for the fortnight, 1,160 chests; reshipments on owners' account, 1,856 chests; stock, 28 chops, or 8,648 chests. Quotations (duty paid, exchange for credits, at 5s. 11½d. per tael, and freight at £2 per ton) were:—Common Ningchow, 1s. 1d.; common dust, 6d. per lb. Green: A smaller business in this description is reported than at any time since the opening of the season. Teamen, however, continued firm, and prices did not show much change. Fine and finest Moyunes, and common Shanghai-packed and Fychow kinds commanded previous quotations, but a few settlements of medium Moyunes and Fychows had been made at about 1 tael decline. Settlements and reshipments were—781 half-chests Moyune (with the lower lines taken out), at Tls. 52 to 55; 6,781 half-chests Moyune and Teenkai, at Tls. 34 to 44; 2,618 half-chests Fychow, at Tls. 28 to 34; 877 half-chests Pingsuey, at Tls. 33½; and 1,342 half-chests Shanghai-packed, at Tls. 25 to 29. Settlements for the fortnight, 12,399 half-chests; re-shipments on owners' account, 3,269 half-chests; stock, 130 chops, or 79,538 half-chests.

HANKOW.—Neither arrivals nor settlements are reported from this port.

KIUKIANG.—Black Teas: No settlements had been made during the fortnight, but 1,179 chests had arrived. Further arrivals were expected to be about 2,000 chests. Quotations were nominal. Export from 1st Jan. to 31st Dec., 1868, 155,582 chests; do. from 1st Jan. to 31st Dec., 1867, 114,321 chests; stock, 679 chests. Green Teas: In these also no settlements are reported. Arrivals had been heavy, and the total estimate for the season was increased to 160,000 half-chests. Export from 1st Jan. to 31st Dec., 1868, 162,112 half-chests; do. from 1st Jan. to 31st Dec., 1867, 161,078 half-chests; stock, 3,305 half-chests.

FOOCHOW.—The following is from Messrs. Odell and Co.'s Report, dated 1st January:—Our last report was dated 18th ult., since when, although the usual holidays have intervened, a fair amount of business has been transacted. Congous have continued in demand both on English and Australian account, settlements amounting to about 10,600 chests; rates paid show a further slight advance, and many holders now refuse to sell unless at still higher rates. Souchongs.—A few parcels have been taken for shipment to America. Oolongs.—Further small purchases have been made, and the unsold stock does not exceed 600 half-chests. Scented Teas continue in but limited demand. Flowery Pekoes.—A small settlement is reported, but the supply of desirable kinds is exhausted. Settlements for the fortnight have been:—Congou, 10,669 chests, at Tls. 9.05 to 19.3 per picul, ship off; Souchong, 777 chests, at Tls. 17.2 to 17·8 per picul, ship off; Oolong, 1,600 ½-chests, at Tls. 13.8 18.8 per picul, ship off; Scented Teas, 1,000 boxes, at Tls. 21.05 per picul, ship off; Flowery Pekoe, 100 chests, at Tls. 21.3 per picul, ship off.

CANTON.—During the early part of the fortnight there was no inquiry for Scented Teas whatever, but teamen had since given way in prices with the hope of clearing their stocks before the close of the Chinese year, and settlements of a few common to medium Scented kinds had taken place. The three chops Country Congou, which had remained so long unsold, were settled just prior to the departure of the last English mail at the

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average price of Tls. 20—a full value for them. In Canton-made Greens there were no purchases to report. The following were the settlements for the interval:—Canton Congou, 3 chops, 2,300 chests at Tls. 20, proportion; Scented Orange Pekoe, 2,500 boxes at Tls. 14.0 to 24.0; Scented Caper, 4,500 boxes at Tls. 10.25 to 27.0.

## SILK.

YOKOHAMA.—Less business had been doing in Silk during the fortnight; this was due chiefly to the paucity of supplies, and in particular the extreme scarcity of fine and even fair parcels of Hanks. Prices generally had been fully maintained, and it is only on some very common and coarse sorts that natives had submitted to concessions. Fresh settlements amounted to 900 bales, including 80 bales from Hiogo. The current quotations (at exchange 4s. 4½d., all charges paid to London) were as follows:—Hanks—Mybash, Sinchu, &c., extra, 38s. 11d. to 41s. 8d.; best, 36s. 8d. to 38s. 1d.; medium, 33s. 7d. to 35s. 6d.; inferior, 30s. 8d. to 32s. 6d.; Oshu, extra, nominal, 36s. 3d. to 37s. 0d.; best, 33s. 3d. to 35s. 1d.; medium, 28s. 10d. to 31s. 5d.; inferior, 24s. 0d. to 27s. 0d.; Coshu, best, 31s. 9d. to 34s. 0d.; medium, 28s. 6d. to 30s. 8d.; inferior, 24s. 0d. to 27s. 9d.; Sodai, best, nominal, 29s. 7d.; medium, 25s. 10d. to 28s. 6d.; Etchesen, best, nominal, 27s. 0d. to 28s. 10d.; 2, 24s. 0d. to 26s. 2d.; inferior, 22s. 2d. to 28s. 3d.; Masbia, best, 24s. 0d. to 25s. 10d.; inferior, 20s. 3d. to 23s. 3d.; Hatchogee Tussah, 23s. 3d. to 25s. 10d.

SHANGHAI.—Messrs. C. J. Skeggs' and Co. report as follows:—Business has been so interrupted by the Christmas and New Year holidays that there is but little to report. Actual settlements for the fortnight only reach about 300 bales, so that the total given as 600 bales includes about 300 bales settled at the close of the French mail, and for sailing vessels despatched about the same time. Prices are unchanged, as transactions have been so limited that no reliable alteration can be quoted, except for very common descriptions of re-reels, which are being pressed for sale at lower rates. The stock remains at about 3,000 bales, and the total export for the season, as still estimated, will not exceed 47,000 to 48,000 bales.

CANTON.—The receipt of further unsatisfactory advices from the London and European markets had the effect of making operators less inclined to accede to the prices asked by dealers, and we again have no settlements to report. The Silkmen were very firm, and showed no desire to sell under quotations. Buyers for India had been about the only foreigners in the market. In Re-reels only one small parcel of 50 boxes had found a purchaser. Prices for this Silk continued to advance, notwithstanding the reports of dull and declining markets in America, and although little business had taken place we from time to time hear of extreme offers being made. It is difficult to give a correct quotation for No. 1 Re-reel Cumchook, but we consider that the price had advanced from $25 to 30 since last mail. We give the following as settlements and quotations:—Tsatlee, sales, 60 bales, at $525 to 530 per picul; Loong Kong, No. 1, sales, 5 piculs, at $535 per picul; Kow Kong, No. 3, sales, 70 piculs, at $520 to 525 per picul; Re-reeled Cumchook, No. 1, sales 30 boxes, at $595 per picul; do. best, no sales, $610 to 620 per picul.

## STRAITS PRODUCE.

SINGAPORE.—During the interval there had been a steady demand for produce, and a fair amount of business had transpired; there had been some fluctuation in quotations of the principal staples caused by recent telegrams of the home markets. Gambier had a weaker tendency, but there had been a good demand, and about 1,550 tons were contracted for at $2.79 to $2.77½ per picul. Black Pepper advanced in value on the receipt of home telegrams; further engagements had been made, but the terms were kept secret; dealers had been offering to sell at $6.45 per picul, but no transactions were reported at that rate. White Pepper was coming forward slowly, and small parcels had been bought at an advance. Coffee had been in some inquiry; supplies of Bontyne were falling off; no transactions reported in the lower qualities. Tin had risen rapidly in value, owing to telegrams of the advance at home and the high rates ruling in China; the market was nearly cleared. Pearl Sago had fluctuated considerably, and prices had a weaker tendency, but a fair amount of business had transpired. Sago flour lower in value and demand quiet. Hides had been taken up at easier rates. Horns in good demand and prices well maintained. Gutta Percha maintained full prices. Nutmegs and Mace were rather firmer.

## EXPORT OF TEA AND SILK, SEASON 1868-69.

### TO GREAT BRITAIN.

| Date. | From Kanagawa & Nagasaki. | From Shanghai and Hankow | From Foochow. | From Amoy. | From Canton, Macao, &c. | Total lbs. | SILK. Total Bales & Cses |
|---|---|---|---|---|---|---|---|
| From June 1 to Dec 31, 1868 | 731407 | 65565678 | 49533375 | ... | 12129197 | 127959657 | 59819 |
| Corresponding period last season | 794506 | 50748098 | 41344299 | ... | 11255091 | 104141994 | 40436 |

*Shipments Since;*

| | | | | |
|---|---|---|---|---|
| Dec. 15 per Malta (ml. str.) | From Shanghai, &c. | ... | — | 2,024* |
| — 24 ... Elmstouer | ... do. | ... | 890,644* | 48* |
| — 24 ... J. M. Joshua | ... do. | ... | 1,260,102* | 207* |
| — 28 ... Johanner Maria | ... Yokohama | ... | 125,654* | 147* |
| — 29 ... Ellora (ml. str.) | ... Shanghai, &c. | ... | — | 1,664* |
| Jan. 6 ... Roslin Castle | ... Canton | ... | 783,700 | |
| — 12 ... Travancore (str.) | ... Shanghai, &c. | ... | — | 973* |

* Included in above total.

### TO UNITED STATES.

| | | Pcls. |
|---|---|---|
| From June 1 to Dec. 31, 1868 | 24489775 | 1313 |
| Corresponding period last season | 24729667 | 981 |

*Shipments Since;*

| | | | |
|---|---|---|---|
| Dec. 7 per Formosa | From Amoy | ... | 275,799* |
| — 13 ... Burnside | ... Shanghai | ... | 428,702* |
| — 15 ... Velocity | ... do. | ... | 18,806* |
| — 18 ... Sir W. Wallace | ... do. | ... | 1,180,537* |
| — 18 ... Costa Rica (str.) | ... do. | ... | 5,735* |
| — 19 ... Elizabeth Nicolson | ... Foochow | ... | 959,675* |
| — 23 ... Kjobenhvn | ... do. | ... | 154,654* |
| ... Brave | ... Yokohama | ... | 392449* |
| ... Lauderdale | ... Foochow | ... | 915,801* |
| — 23 ... Dartmouth | ... Shanghai | ... | 1,087,499* |
| — 31 ... Velocity | ... Foochow | ... | 569,685* |
| ... Elha Rickmers | ... Shanghai | ... | 1,228,398* |

* Included in above total.

### TO THE CONTINENT.

| | Bales |
|---|---|
| From June 1 to Dec. 31, 1868 | 3476339 |
| Corresponding period last season | 985036 |

*Shipments Since;*

| | | |
|---|---|---|
| Dec. 29 per Taffarette | From Hong Kong | ... 243,900* |

* Included in above total.

### TO AUSTRALIA.

| | |
|---|---|
| From June 1 to Dec. 31, 1868 | ... 15,714,349 lbs. |
| Corresponding period last year | ... 11,226,855 |

*Shipments Since;*

| | | |
|---|---|---|
| Dec. 26 per Galatea | From Foochow | ... 208,488* |
| Jan. 9 ... Melrose | ... Hong Kong | ... 30,280 |

* Included in above total.

## EXCHANGES, &c.

[*For dates, see first page.*]

### ON LONDON.

| At | Bank Bills. | Credits. | Documentary. |
|---|---|---|---|
| Yokohama, 6 m. s. | 4s. 4d. | 4s. 4½d. | 4s. 4½d. |
| Shanghai " " | 5s. 10½d. | 5s. 11d. | 5s. 11½d. |
| Canton " " | 4s. 5d. | 4s. 5½d. | 4s. 5½d. |
| Hong Kong " " | | | |
| Macao " " | | | |
| Singapore " " | 4s. 5½d. | 4s. 5½d. | 4s. 6d. |
| Manila " " | 4s. 3d. | 4s. 3½d. | 4s. 3½d. |

### MISCELLANEOUS.

| — | At Shanghai. | At Hong Kong. |
|---|---|---|
| Bills on India | 299½ to 300 | 221 |
| " Hong Kong | 25½ to 26 dis. | — |
| Bar silver | 111·7·5 | 9 to 9¼ prem. |
| Mexican dollars | 75·3·5 | ½ prem. |

Bons, at Yokohama, 333½ to 334 per 100 dols. At Nagasaki, — to — per 100 dols.

### SHARES.

Hong Kong and Shanghai Bank, New, 4½; Old, 26 per cent. premium
Hong Kong Gas Company, 42 dols. per share.
Hong Kong and Whampoa Dock, New, 23; Old, — per cent. discount.
Union Dock Company, 30 per cent. discount.
China Traders' Insurance, 500 dols. premium.
Hotel shares, 55 per cent. discount.
Hong Kong and Macao Steamboat Company, 5 per cent. discount.

## STATISTICS OF THE TEA TRADE.

The annexed letter relates to the want of sufficient statistics respecting the Tea trade:

Sir,—I beg to direct public attention to the want of reliable statistical information in this great and important trade. It is not generally known that the figures given in all the brokers' circulars are only estimates, and very incorrect estimates they are. As a rule, the warehouse-keepers are able to give better information regarding imports, deliveries, stocks, &c., than the brokers. The assortment of the different packages under the heads of chests, half-chests, and boxes rests entirely with them, the only duty of the brokers being the calculation of the number of chests, half-chests, and boxes as returned monthly from the different warehouses, at say 102lbs. per chest, 52lbs. per half-chest, and 19lbs. per box, on whatever estimates they may agree upon. Now it frequently happens that there are in the warehouses great numbers of packages being neither half-chests, boxes, nor chests, but these must be entered under one of the above heads, as the brokers in their estimates acknowledge no other; hence, as you may readily imagine, errors to a considerable amount have crept in. The last time I visited the warehouses large quantities of three-quarter chests had been entered as half chests, both of black and green teas, and the errors in the brokers estimates amounted to six or seven millions of pounds. The stock of Congou was under-estimated by upwards of four millions of pounds and of green teas by nearly a million. I am in hopes that ere long steps may be taken to petition the President of the Board of Trade for a monthly return from the Custom-house of the actual weights of each description of tea entered, delivered, and remaining in stock. This is given at the ports in China with shipments by every vessel to this country, and there appears no insuperable difficulty that I can see, why it should not be given in London. Here, as in China, the duty upon all kinds is the same. There is, therefore, no temptation to merchants to falsify their returns, and it would be quite as easy to pass an entry for so many pounds of "Young Hyson," "Scented Teas," or "Congou," as of "Tea" simply, as is the custom at present.—In the meantime, trusting that you will be kind enough to allow attention to be called to the matter in your columns, I am, &c.,

84, Great Tower-street, E.C., Feb. 20. J. C. SILLAR.

THE steamer *Japan* sailed from San Francisco for Hong Kong on the 4th February via Yokohama, carrying 150 passengers, 480,000 dols. in treasure; 350,000 dols. of which is for China and 124,000, dols. for Japan.

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# Shipping Intelligence.

## ARRIVALS.

At YOKOHAMA.—From London, Dec. 28, Solent; from Havre, 16, Yokohama.

At SHANGHAI.—From London, Dec. 26, Carnarvonshire, Sarah Nicholson; Jan. 3, Sophie; from Hamburg, 25, Johanna Anton; Dec. 31, Anita; from Rotterdam, Dec. 25, J. H. Schwensen; from London (reported by telegram), Taeping, Lahloo, Kate Carnie, Spindrift, Ariel, Serica (98); from Liverpool, Northfleet.

At AMOY.—From Cardiff, Herald of Light (reported by telegram).

At HONG KONG and CANTON.—From London, Jan. 10, Sir Lancelot; from Liverpool, 2, Banda; from Newcastle, 5, Wilhelm; from Rotterdam, Dec. 29, Ferdinand; from New York, Dec. 31, Shirley; from London (reported by telegram), Jan. 18, Shakespeare.

At MANILA.—From Liverpool, Jan. 4, Aurora.

At SINGAPORE.—From London, Jan. 5, Niger (steamer); from Liverpool, 15, Naworth, 9, Peter; from Sunderland, 5, Opus; from Cardiff, 10, Helensbank; from Amsterdam, 16, Ortelius; from Clyde, reported by telegram, Loundon Castle; from Hamburg, Lizzie.

At PENANG.—From Glasgow, Jan. 7, James Paton.

## DEPARTURES.

From YOKOHAMA.—For London, Dec. 26, Johanna Maria; for New York, 22, Brave.

From SHANGHAI.—For London, Dec. 26, Elmstone, J. M. Joshua; For New York, Dec. 28, Dartmouth; Jan. 1, Etha Rickmers.

From FOOCHOW.—For New York, 24, Lauderdale.

From HONG KONG and CANTON.—For Havre, Dec. 29, Taffarette; for New York, 30, Louisa, Jan. 1, Stirling; for London, 6, Kelso, Roslin Castle; for Hamburg, Dec. 26, Glenisla; for Havana, 25, Onrust, Jan. 5, Vistula.

From MANILA.—For London, Dec. 25, Ardanza.

From SINGAPORE.—For Boston, Jan. 16, Margaret.

From PENANG.—For London, Jan. 16, Alice; for New York, 7, Bertha, Pauline.

## VESSELS LOADING.

At YOKOHAMA.—For New York, Alcyone, Pallas, Caractacus, John Norman, N. B. Palmer.

At SHANGHAI.—For New York, American Lloyds, Cingla.

At FOOCHOW.—For London, Bemah (full), Coryphus, James Shephard, for Peterborough, Sovereign of India; for New York, Cleta, Glenaros, Surprise.

At MANILA.—For Liverpool, Amigos, Feliz.

At SINGAPORE.—For London, Bristow, Coleroon, Napier; for Boston, Rocket.

At PENANG.—For New York, Pauline.

## FREIGHTS AND CHARTERS.

At YOKOHAMA.—To New York, £3 per ton of 40 cubic feet; per steamer, $45.

At SHANGHAI.—There is no vessel on the berth for London; for New York there are two vessels loading at previous rates.

At FOOCHOW.—To London, £2 7s. 6d. per ton.

At HONG KONG and CANTON.—A better demand exists for tonnage. The following will show the principal charters for the fortnight:—Caroline, 266, Canton to New York, £3 per ton; Red Deer, 694, Bangkok to London, £3 1s. 6d.; if Channel, for orders, to United Kingdom, £3 4s.; if to Continent, £3 9s. per ton; Lota, 472, Bangkok to United Kingdom, £3 10s.; or Continent, £3 15s. per ton; Banda, 481, ditto, £3 10s.; or Continent, £3 15s. per ton.; Celestial Queen, 843, Saigon to United Kingdom, £3; or Continent, £3 5s. per ton; Ocean Empress, 1,052, ditto, or Continent, £3 7s. 6d. per ton; Gezine Brons, 400, hence to Callao, £3 10s. per ton.

At MANILA.—To London, dead weight, £4 per ton.

At SINGAPORE.—The Argo has engaged a full cargo for London at £3 per ton, the Naworth takes the Liverpool berth at £3 per ton for dead weight and light freight. Helensbank 315 tons, to load at Penang for London with tin at £3 10s., sugar at £3 15s., pepper &c., at £4, Rum at 4¼d. per gallon (all less 5 per cent.) 25 lay days.

At PENANG.—The James Paton has been laid on the berth for London at £3 10s. for dead weight—£3 15s. for light freight—and £4 for measurement goods.

## VESSELS PASSED STRAITS OF SUNDA.

| Date. | Ship. | From | To. |
|---|---|---|---|
| Dec. 27 | West Australian | Bangkok | Falmouth |
| „ 28 | Elizabeth Nicholson | Foochow | New York |
| „ — | Galatea | Manila | New York |
| „ — | Bertha | Singapore | New York |
| „ — | Aegidia and Pauline | Manila | Melbourne |
| „ 29 | Drie Gezusters | Amsterdam | Batavia |
| „ — | Zeenymph | Batavia | Amsterdam |
| „ — | Berwick Castle | Singapore | Liverpool |
| „ 30 | Kinfauns Castle | Singapore | Liverpool |
| „ — | Burnside | Shanghai | New York |
| „ — | Deux Freres | Singapore | Bordeaux |
| „ — | Aline | Cardiff | Singapore |
| „ — | Queensland | Bangkok | Channel |
| 1869. | | | |
| Jan. 2 | Claverhouse | Bangkok | Falmouth |
| „ 3 | Luoisa | Hong Kong | New York |
| „ 4 | County of Bute | Glasgow | Batavia |
| „ — | Cornelia Mathilda | Rotterdam | Batavia |
| „ 5 | Arica | Bangkok | Europe |
| „ 7 | Louise | Amsterdam | Batavia |
| „ — | Kjobenhaven | Foochow | Boston |
| „ — | Glenisla | Macao | Hamburg |
| „ — | Elmstone | Shanghai | England |
| „ — | Taffarette | Hong Kong | Havre |

## COMMERCIAL POSTSCRIPT.

The amount of bullion by the P. and O. Company's steamer *Ripon*, from Southampton, on the 20th instant, was—in gold, to Bombay, £18,350; to Madras, £9,151; to Calcutta, £4,986; in silver, to Bombay, £15,930; to Singapore, £24,400; to Hong Kong, £24,740; to Shangai, £17,440; total in gold, £32,486; in silver, £82,510.

### SHIPPING.

ARRIVALS NOT IN THE TABLES.—Feb. 16, at Liverpool, from Akyab, Queen of Australia; 14, at Texel, from Macassar, Mary Goddard; 17, at Falmouth, from Zebu, Tamana; 13, at Cadiz, from Maulmain, City of Ottawa; 17, in the Downs, from Foochow, Sooloo; at Falmouth, from Bangkok, Lodore; at London, from Bangkok, Ferozepore; Feb. 18, off Prawle Point, from Penang, Alvington; at Falmouth, from Foochow, for Hamburg, Anna Maria; from Rangoon, Dreadnought; at Liverpool, from Maulmain, Magnet; 15, at Zierikzee, from Padang, for Rotterdam, Stad Middelburg; 19, at Deal, from Singapore, Ensign; at Falmouth, from Swatow, Samuel; from Saigon, Eugenio; —, at Waterford, from Manila, Rt. Pulsford; 16, at Bremen, from Bangkok, Europa; 20, at London, from Shanghai, &c., Ajax (st.); 19, at Liverpool, from Singapore, Madge Wildfire; from Bassein, Royal Edward; 18, at Brouvershaven, from Batavia, Catharina Maria; 6, at New York, from Shanghai, Resolute; Jan. 7, at Callao, from Macao, Uncowah; Feb. 8, at Boston, from Foochow, Hoogly; from Singapore, Kate Cleather; 18, off Dover, from Samarang, for Rotterdam, Chili; 20, at London, from Shanghai, Isabella Ridley; from Foochow, Zuyra; 21, at Falmouth, from Foochow, Albis; at London, from China, Smyrna; from Penang, Alvington.

DEPARTURES.—Feb. 17, from London, for Yokohama, Phæton; 5, from Penarth, for Singapore, Schoonderloo; Feb. 18, from London, for Shanghai, Juanpore; 16, from Shields, for Singapore, Wallace; 18, from Liverpool, for Shanghai, Melbrek; 17, from S'land, for Shanghai Asterion, Waterlily; from Hamburg, for Hong Kong, Falke.

LAID ON.—At London, for Shanghai, Tamerlane; at Liverpool, for Singapore, Duncairn, Mikado; at London, for Yokohama, Mount Stuart Elphinstone; for Singapore, Christian Rankin, Red Riding Hood; for Padang, Eleanor; at Liverpool, for Hiogo and Nagasaki, Frederica.

SPOKEN.—Anne, Sourabaya to Rotterdam, Dec. 16, 35 S., 19 E.; J. W. Lorenzen, Bangkok to Falmouth, Dec. 31, 35 S., 18 E.; Bothwell Castle, Batavia to the Clyde, 2 N., 23 W.; J. H. Jessen, Hamburg to Singapore, Jan. 15, 1 N., 26 W.; Chili, Samarang to Rotterdam, Jan. 18, 11 N., 33 W.; Utrecht, of Rotterdam (clipper), for Batavia, with passengers; Albuera, Penang to London, Dec. 12, 20 N., 73 E.; Pactole, China to Havana, Jan. 7, 27 S., 56 E.; Whiteadder, London to Shanghai, Jan. 12, 4 N., 18 W.; Thomas Bell, Colombo to London, Jan. 20; N. G. Merada, Canton to New York, Dec. 10, 32 S., 31 E.

CASUALTIES.—The Clara Babuyan, which sailed from Sunderland, Feb. 4, for Shanghai, arrived at Deal Feb. 14, with loss of longboat, casks, and bulwarks, cargo shifted, and other damage.

A telegram from Vigo, dated Feb. 16, states that 600 packages had been saved, ex Cinco Hermanos, wrecked off Cape de Mar, Vigo Bay, and that the salvage was progressing favourably.

A telegram from Singapore, dated Feb. 9, announces that the Leopold (brig), of Altona, from Hamburg, to Shanghai, has been lost in Gaspar Straits, crew saved.

The Dunmail, from London to Hong Kong, which was off the North Foreland, Feb. 12, with crew refusing to proceed, has put back to the Victoria Docks, with loss of bowsprit, foreyard and foreroyalmast, having been in collision.

The Whirlwind (ship), bound to Glasgow, and the Herald of the Morning, bound to Singapore, both from Singapore, were in collision, Feb. 13, at the tail of the Bank, Greenock, the mizentopmasthead of the former vessel was carried away, and the latter was slightly injured, and had to be taken into the Victoria harbour for repairs.

The Glenclune, Harvey, from Cardiff, to Japan, which vessel arrived at Waterford, Feb. 17, had lost anchor and part of chain off Creden Head.

The Resolute, Holt, from Shanghai, which arrived at New York, Feb. 6, had lost sails during a heavy W.S.W. gale, Dec. 9, in 37 S., 24 E., and was detained seventeen days off Cape of Good Hope with heavy W. gales.

MISCELLANEOUS.—At Baltimore: Feb. 6, Argonaut, Gardner, from Boston, for Hong Kong. At Mauritius: Dec. 19, Sivia, Renwall, Batavia, and sailed 22 for the Cape of Good Hope; 29, Agra, Tozer (mate in charge, the master, McDougall, having died), sailed for Colombo.

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THE CHINESE ENVOYS AT THE JARDIN DES PLANTES.—The sprightly but not always reliable correspondent of the *Daily Telegraph* tells the following story:—Eight of the principal personages of the Chinese Embassy paid a visit the other day to the Jardin des Plantes. After having paced through the museums and hot-houses, the honours of which were done by the professors, the mandarins and their suite visited the menagerie, where they received a familiar nod from the Japanese salamander, and were much amused with the monkeys. In the house set apart for the quadrumana a droll incident occurred, which occasioned the greatest fun among the bystanders. One of the suite was standing with his back to a cage wherein was confined a chimpanzee; the Chinaman's pigtail hung temptingly down his back; the malicious animal saw his advantage, seized the tail, and pulled it towards him, dragging the head of the unfortunate man against the bars of the cage. The crowd shrieked with laughter; the captivated owner of the pigtail screamed with pain; threats and menaces were used to no purpose—the animal would not let go his hold on his prey until a keeper came to the rescue with his cane. Once released, the Chinaman repaired the disorder of his toilet, and then joined the suite, cheered by an hilarious if not a sympathetic crowd.

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## LATEST TELEGRAMS.

RECEIVED VIA GALLE, FEBRUARY 15.

CHINA.

HONG KONG, JAN. 25.—A collision has occurred near Swatow, between the inhabitants of some villages and the crew of Her Majesty's gunboat *Grasshopper*. The British were compelled to retreat, having had eleven of their number wounded. A naval force of four hundred men is proceeding to Swatow.

COMMERCIAL.

HONG KONG, JAN. 25.—Gray shirtings: 6½ catties, 8¼ lb., $2 65c.; more inquiry. Water twist, 16-24, $1 20c.; nothing doing. Cotton, Bengal, fair medium, $16. Tea, Foochowfoo, firm and advancing. Total exports (China and Japan), 21,000,000 lbs. Exchange on London: Bank bills, six months, 4s. 5d.

SHANGHAI, JAN. 20.—Gray shirtings, 6½ catties, 8¼ lbs., 2 taels; large speculative business. Cotton, Shanghai, 16 taels. Tea—black, quiet, but unchanged; ditto, green, active and advancing. Silk, quiet, but prices maintained; No. 3 Tsatlee, 600r. Settlements since departure of last mail, 825 bales. Export to date (China and Japan) from commencement of season, 58,125 bales. Exchange on London: Bank bills, six months, 5s. 11½d.; Freight, tea, £2. 10s.

JAPAN.

YOKOHAMA, JAN. 13.—The Mikado has received the foreign representatives at Yedo in public audience.

RECEIVED FEBRUARY 16.

CHINA.

HONG KONG, JAN. 26.—Further particulars respecting the affair at Swatow have been received. It appears that the crew of Her Majesty's gunboat *Cockchafer*, under Lieutenant Kerr, were exercising on shore, when they were fired upon by the natives. The officers escaped unhurt.—Her Majesty's ship *Serpent* has commenced taking deep sea soundings between Singapore and Galle, with a view to the future laying of a telegraph cable.

## BIRTHS, MARRIAGES, AND DEATHS.

### BIRTHS.

ANGLIN—On the 15th Dec., at Yokohama, the wife of Mr. J. R. Anglin, of a daughter.
BOURNE—On the 12th Dec., at Yokohama, the wife of Mr. William Bourne, of a daughter.
CARTER—On the 28th Dec., at Shanghai, the wife of Charles E. Carter, Esq., of a son.
HAUSCHILD—On the 11th Dec., at Saigon, the wife of Louis Hauschild, Esq., of a daughter.
HELMS—On the 24th Dec., at Sarawak, the wife of L. V. Helms, Esq., of a daughter.
JOHNSON—On the 1st Jan., at Shanghai, the wife of Francis Bulkeley Johnson, of a daughter.
MARSHALL—On the 28th Dec., at Shanghai, the wife of J. Marshall, Esq., of a son.
WADMAN—On the 19th Dec., at Ningpo, Mrs. Edwin Wadman, of a son.

### MARRIAGES.

BARNICOTT—SHOLL.—On the 1st Jan., at St. John's Cathedral, Hong Kong, by the Right Rev. the Lord Bishop of Victoria, William Barnicott, Esq., of London, to Ellen, fifth daughter of James Sholl, Esq., of Truro, in the county of Cornwall.
BING—HUXTABLE.—On the 2nd Jan., at St. Andrew's Church, Singapore, by the Rev. J. A. Beckles, Colonial Chaplain, A. C. Bing, Esq., to Mrs. Huxtable, of Beach House.

### DEATHS.

FORLOBOO—On the 3rd Jan., at Singapore, Mr. G. M. Forloboo, clerk in the Colonial Secretary's office, aged twenty years.
GASKELL—On the 29th Dec., at Hong Kong, William Gaskell, Esq., solicitor.
GRENNAN—On the 30th Dec., at Shanghai, of paralysis, Frank Grennan, late Chief Engineer of the S. S. N. Co.'s steamer *Shanse*.
HOGAN—On the 1st Jan., at Penang, Mr. Charles T. Hogan, chief engineer of the colonial steamer *Perlio*.
KEELEY—On the 3rd Feb., at 10, Pelham-crescent, Robert Keeley, Esq., in the 75th year of his age.
SASSOON—On the 22nd Dec., at Shanghai, Mr. Joseph Sassoon, aged 18 years.
WOOLLETT—On the 16th Feb., at Wimbledon, John Frederick Sanford Woollett.

## MISCELLANEOUS.

### MADAME RACHEL AND THE CHINA MERCHANTS.

It seems we have been too hard on Madame Rachel after all. This much-maligned lady is deserving of far more tender treatment than she has experienced; for she is, and has long been, a powerful supporter of the China trade. According to her own account—the correctness of which, for obvious reasons, it would be improper to doubt—Madame has had most extensive dealings with some of the leading China firms, and has paid them enormous sums for those invaluable preparations whereby she was enabled to make the Girl of the Period "beautiful for ever," and to rejuvenate the Old Woman of the Period, into the bargain.

But we had better put Madame into the witness-box, and let her tell her own tale. She says a solicitor who formerly managed her "affairs"—a Mr. Haynes—has cheated her, and she has applied to have him struck off the rolls. An investigation of the case is now going on before Mr. Smith (a Master in Chancery) in Queen's Bench Chambers. Yesterday, in the course of the proceedings, Mr. Lewis (who appeared for Mr. Haynes) cross-examined Madame Rachel as to the nature of her business, and, among other questions, asked, What was the value of her stock?

Madame Rachel said: Over £10,000. It came from all parts of the world. She had a great many things from China, from merchants. She did not know their names.

In answer to further questions,

Madame Rachel said she paid money to Dents and Jordents (Jardines?) in China. She relied upon her belief and memory for dates. Could not state where the agent or representative of the China merchants lived, but she positively bought the China powder of him, and leaves for adding bloom to the face and lips. She laid out with the person referred to €700 or £800 for scarce, valuable, and beautifying goods. She did not know where he lived. He was a traveller.

Mr. Lewis said this was another of the fables heard of.

Madame Rachel said her lady customers were the first ladies in the world. To mention their names would ruin her and her family. She refrained from motives of delicacy from giving the name of any one lady who, in 1862, paid her £1,000.

Mr. Lewis said it was gross perjury.

### STATUE OF MR. DAVID SASSOON.

In the North Court at the South Kensington Museum has been placed a statue in marble, rather larger than life, of the late David Sassoon, the munificent Persian merchant, of Bombay. This figure, which is the work of Mr. Woolner, is finally to be set up in a great hall which has been erected to the honour of the subject in Bombay, where, as at Poonah, he built schools and hospitals with a portion of his enormous wealth,—doing such good works during his life, as well as by testament after death. In the *Athenæum* we find the statue thus described:—"The attitude in which the statue is placed is that of Oriental thanksgiving, as if for wealth of Divine benefits. The arms are placed close to the sides, and bent at the elbows, the palms of the hands are turned upwards and the fingers free. The face is slightly raised, the eyes looking forwards. This attitude is eminently sculpturesque and simple, and in thorough accord with the costume in which the statue appears; this comprises the turban, cloak, voluminous girdle, and soft-textured inner robe. The whole is so simple, graceful, and thoroughly reverential in its expression that it at once arrests the attention of the passer-by with the charm of complete elegance and thoroughness of elaboration, which last is dignified in perfect breadth of treatment; so that with all the sculptor's obvious avoiding of effort to produce what is called effectiveness, the statue is more effective than a commonplace 'sensational' figure. Differing in this manner from the mass of modern English sculptures, this figure of Mr. Sassoon has the extraordinary merit of looking well all round; being thoroughly wrought out for all points of view, composing well, and being expressive in all aspects. The ease of the attitude and simplicity of the design are as well marked in the draperies which fall from the shoulders backwards in the long, full, and rich folds of woollen cloth, as in the front of the effigy. These seem to have a human form instinct with life within them, and not, as is common, a wooden frame. The hands are wrought with rare care and learning; the face is thoroughly modelled, and apt in its expression. The beard—that seldom happily treated feature in a statue—is beyond challenge here, and the manner in which it is brought in contact with the dress on which it lies is worthy of study. Skilfully wrought and gracefully disposed as are the folds of the cloak, its texture and its contours are hardly more expressive and faithful than those of the thinner body-vestment and the ample sash. We commend to the student the management of the turban, in its apparently infinite involutions, compactness, and oval outline."

### PROPOSED SILK SUPPLY ASSOCIATION.

It is proposed in a circular from Messrs. D. Chadwick, M.P., and Thomas Dickins to hold a meeting on the 18th inst. for the formation of a Silk Supply Association, on a basis analogous to that of the Cotton Supply Association, the objects being as follows:—

"1. To stimulate the production of silk by cottage cultivation and otherwise in every country where the mulberry tree is capable of giving food to silkworms.

"2. To encourage the introduction and exchange of the eggs of the best kind of silkworms in silk-producing districts.

"3. To offer practical suggestions and encouragement to the producers of silk for improving the quality, and securing a better classification, and for insuring greater care in the reeling of the silk.

"4. To promote the cultivation of silk in the various silk producing districts in India where the production of silk has not recently increased, and in other districts of India where the cultivation of the silkworm has almost ceased, but which are known to possess special advantages, by the growth of the mulberry tree and the habits of the people, for its propagation.

"5. To promote the exportation of cocoons from countries not well able to reel them.

"6. To communicate with the Foreign, Colonial, and Indian departments of Her Majesty's Government, and to obtain the aid of the English representatives in the British colonies, and consular agents in all Foreign countries to promote and extend the cultivation of silk."

We have been favoured with the following copy of a letter addressed to Mr. Chadwick, the promoter of the scheme:—

India Museum, India Office, London, S.W.,
February 8th, 1869.

DEAR SIR,—With reference to your letter lately addressed to me on the subject of the establishment of a Silk Supply Association, based on the same principles as the one in Manchester, which had such an important influence on the culture of cotton, I have no hesitation in saying that I consider very beneficial results would be likely to follow such a step. There are, it appears to me, excellent reasons why the Silk trade of this country should occupy a more important position than it has hitherto done. The field is wide, and one most worthy of cultivation. We have capital, and can command the best appliances; and there is no reason to suppose that the requisite artistic skill, upon which so much depends, will be wanting; our manufacturers are beginning to see the importance of that. The main difficulty affecting the Silk trade of Europe is, as you are so well aware, the uncertainty connected with the supply of the raw material. This difficulty has of late years been enhanced by the failure of its cultivation in France, the effect of which, of course, is to render her more dependent upon foreign sources of supply, and so help in some measure to equalise—so to speak—the elements of competition between her manufacturers and ours. A judiciously worked Silk Supply Association like that suggested by you is, I think, very worthy of support. I believe it might be instrumental in improving and extending the cultivation of silk in India and elsewhere, and, if established, I shall be happy to be of any service to it in my power.—I am, dear Sir, yours very faithfully,

J. FORBES WATSON.

To David Chadwick, Esq., M.P.

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## THE AMERICAN ROUTE TO CHINA AND JAPAN.

The establishment of a direct route to Japan and China *via* San Francisco was from the first hailed as a great boon by American travellers to and from those countries, and latterly it has grown more in favour with the English, since many of the asperities that at first rendered it distasteful to them have been smoothed away. From the subjoined description of a recently-performed journey by this route, it will be seen that in some portions of it the ease and luxury to which passengers by the P. and O. steamers have become habituated are still wanting; but against this drawback must be set the novelty of the route and its many other recommendations. In justice to the company it should be mentioned that the extreme overcrowding of the steamers between New York and San Francisco, that caused so much discomfort on the passage here described, is now at an end. The opposition line that was then in existence has since been withdrawn, and this cessation of competition has been followed by a rise in the fares, and consequently a vast increase of comfort and accommodation. The necessity for passengers to travel over this portion of the route will soon be obviated by the completion of the railways across the Continent. It will be seen that the following account is written by one who has recently been over the line—not exactly in the form of a sustained narrative, but rather as a series of notes, hastily jotted down as time and opportunity offered, of such facts and experiences as are most likely to be of value to intending travellers by this route, or of interest to those readers who may be curious to know what it is like without wishing to make the experiment in person.

### LIVERPOOL TO NEW YORK.

In these days of rapid locomotion, there is little novelty in crossing the Atlantic in eight days fifteen hours. However, to be in order and circumstantial, we left Queenstown in the far-famed Cunard steamer *China*, Captain Hockley (a brother of the harbour-master at Shanghai), on Sunday afternoon, the 13th Sept., and arrived at New York early on the morning of the 22nd. The sense of security which is enjoyed in the Cunard steamers, combined with the comfort, good accommodation, and attendance, is certainly worth an extra few pounds in the passage money, to say nothing of the freedom from any annoyance by steerage passengers. It is to be hoped that our Government will see fit to renew the subsidy to this company, which has so well earned it by the splendid manner in which their service is performed.

On landing, our baggage was examined as usual on the Jersey City side, whence we had to cross over by the ferry to the New York side. The baggage warehouse is a commodious sort of a shed, well enough in warm weather, but perfectly miserable with the thermometer at freezing point. This inconvenience is, however, a trifle compared with the *modus operandi* adopted in passing the baggage. In the first place, no attempt is made by the authorities to place the baggage of each person together, and the peculiar manners and customs of the porters renders this an operation of no little difficulty. It is next to impossible to attract the attention of any one of these individuals without letting him see very plainly the coin, or rather the "greenbacks,"—for coin there is none—of the State, and these are at a discount of 25 per cent. This obstacle being overcome, the next proceeding is to secure an examining officer, who at once begins to ask all sorts of questions as to the contents of your trunks, and notwithstanding your assurance that there is nothing in them liable to duty, he "guesses" they must all be examined. The weary stranger by this time, however, begins to suspect that the same process that succeeded with the porter might be tried here also; whereupon the officer guesses you have nothing for duty, and you can move on. Having emerged from this ordeal, minus five or ten dollars, the next operation is to secure what we call a cab, only that there are no cabs in New York; they are all heavy, two-horsed coaches, and the lowest fare for under a mile is two dollars, but as a passenger by a steamer you must pay at least five dollars to go to your hotel. The coaches of the hotels are in attendance at two dollars, but they tire one out with "Going directly." Americans, as a rule, readily admit the want of system and the countenance given to bribery at this baggage warehouse; and there is a good opportunity here for the new Administration to effect a sweeping change for the benefit of the public and the credit of the Government.

New York is fast becoming to America what London is to Great Britain, and the citizens will soon be compelled to devise underground railways, and other appliances, to relieve the traffic in the streets. Besides the hotels already familiar to one's ears on Broadway (the Astor House, St. Nicholas, Metropolitan, New York, &c.), we have now a list of new ones, prominent among which is the hotel on Fifth Avenue, and styled the Fifth Avenue Hotel. This establishment is of enormous size, built of marble, and running over some two hundred feet frontage. It is six storeys high, and accommodates fully seven hundred visitors. The bedchambers are light, airy and clean, well provided with water, gas, &c. The dining saloon, and ladies and gentlemen's drawing rooms, are in good taste, and well designed for comfort, to say nothing of luxury. The discipline of the servants and the general conduct of the house is admirable. With a full house no one has to complain of having to wait, or of being badly served. Considering the nationality of the servants—Irish—the success is very creditable to the managers, Messrs. Darling and Griswold, who know how to "keep an hotel," and are always to be found in the discharge of their duties. The table is magnificently supplied with the best provisions, fruits, &c., and one can truly live like a prince in the mansion for five dollars, equal at the now current value of greenbacks to about fourteen shillings per day. This includes servants, gas, &c.; in fact, there are *no extras*, the five dollars clears all, and this is one of the points aimed at by the managers. Three days devoted to the city of New York will give one a very good idea of the place and its busy life. A run up to Boston by rail, returning by the steamers via Bristol, will give one an experience of the finest steamers in the world—of about 3,000 tons, almost entirely devoted to the accommodation of passengers; they can carry 1,500 or 2,000 with comfort. The saloons are fitted like drawing rooms, lighted with gas, and the vibration is so slight that it is hard to realise being afloat at all. The distance from New York to Bristol is one hundred and seventy-five miles, and is usually done in ten to eleven hours. A visit to the Falls of Niagara (by steamboat to Albany, or by direct rail), should also be accomplished.

### NEW YORK TO ASPINWALL.

On the 1st Oct., punctually at noon, the Pacific Mail Company's steamer *Rising Star*, Captain Maury, started for Aspinwall. Owing to the competition of an opposition line the number of passengers was more than usual, being 866, of whom about 400 were in the cabin, that is first and second class, for the regulations of the company sanction the mixture of the two classes in the use of the saloon for meals and the deck. The meals of the second class are served after the first, and they are not entitled to use the saloon at other times; but practically it is impossible to avoid it. The system is a discomfort if not an injustice to both, and the sooner it is altered the better. The steerage passengers are well separated, and are in no respect an annoyance to the first class. The sanitary arrangements are admirable, and the general discipline of the ship in all departments may be pronounced as excellent. An inspection by the captain or surgeon takes place twice a day, each cabin, the saloon, pantries, galleys, second class and steerage accommodation. The order and cleanliness maintained amid such a herd of passengers was highly creditable to Captain Maury and his officers. The *Rising Star* is 2,700 tons and 1,000-horse power, in all respects a fine vessel, but being deeply laden with railroad iron, her speed was not what it should have been. The distance is 1,980 miles, and our arrival at Aspinwall was on the morning of the 10th, or nearly nine days from New York. One of the Cunard steamers would have done it in from six to seven days, the weather being fine and sea smooth. It is certainly against our preconceived notions to find anything American slow.

### THE ISTHMUS OF PANAMA.

At Aspinwall we steamed alongside the wharf, and landed with ease and comfort, and in about two hours our train started for Panama. Aspinwall town simply consists of the offices and warehouses of the various steam companies, and such shops and hotels as are usually improvised where the Anglo-Saxon puts his foot, supported entirely by the passenger traffic. They are all of the most simple mat and wood construction, the main street is right alongside the railway track, and a railway station is deemed superfluous. The "natives" are blacks from Jamaica and other places. The vegetation is of wild tropical luxuriance. The population are all subject to the prevailing fever, styled "Panama fever," more especially those who are exposed to the rain and sun. Rain prevails more or less every day in the year on the Isthmus, and it is prudent to avoid getting wet. At 9.10 we started in the railway cars, managed on the American plan, *i.e.*, an indiscriminate mixture of gentlemen and "rowdies." When will public opinion in America compel the railway companies to provide on all their lines compartments which a lady or gentleman can use, and avoi the herd of dirty, swearing, expectorating roughs? And when will they have a compartment devoted to water-closets, instead of the disgusting custom of one in each car? Cars, as they now exist, are utterly unfit for ladies.

The run across to Panama occupies three-and-a-half hours, distance forty-seven miles. It is generally done in three hours, but the rails were under repair in some places, which checked our speed. The line is a single one, and runs through a wild hilly jungle; to avoid tunnelling there are many sharp curves, the gradients in some places being considerable, and with a heavy load the engines are deficient in power. There are four stoppages or stations, and the natives have clustered a few huts at each place for the sale of fruit, eggs, bread, wine, spirits, and Bass' bitter ale. It was a curious scene to see our 900 passengers jumping out of the cars and bargaining in this wild fever-stricken jungle; especially when one considers what an enormous cost of money and life the cutting of the line involved. Nothing but the indomitable energy of the Americans could have overcome such difficulties, and even at this moment the line is worked entirely by their strong will, for the Government on the Isthmus is powerless, owing to continual struggles for power among themselves. This is the normal condition of things, and the fighting so often reported from Panama in New York and English papers, causing so much alarm in the homes of travellers by this route,

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means no detention or danger to them, for the traffic proceeds without interruption. To avoid danger from any of these disturbances passengers are carried by the cars alongside the wharf, and transferred at once into the steam tender for the steamer lying in the harbour for San Francisco. So well is this managed that the whole of our 900 passengers were transferred in ten minutes, most effectually stopping any propensity for wandering about the town or city of Panama, which is, however, a miserable place.

The fare charged for each person across is 25 dollars, and freight at the rate of 20 dollars per ton for sundry merchandise; this is for *slow* freight; for *express*—*i.e.*, to go through at once to connect with the steamer—72 dollars per ton! These rates for forty-seven miles produce an enormous profit to the shareholders, and their dividends range from twenty to thirty per cent. per annum. The policy which directs so high a tariff is, however, very questionable, and sooner or later must produce competition. Such a system is an anomaly in the present day—entirely opposed to the spirit of progress and the American character, and the sooner the directors awake from their old-fashioned lethargy the better for their own credit and the country they represent. (The transit across the Isthmus of Suez (250 miles) is £4 5*s.* for first-class passengers, and £2 5*s.* for second.) The telegraph wires here run across by the line of rail, supported on posts constructed of cement; wood was found to rot in a few months.

At Aspinwall (or Colon, as it is called by the Government of the country and by the British Government) the Royal Mail Steam Packet Company's steamers, which have carried the mails for a quarter of a century under contract with the British Government, arrive twice a month from Southampton and the West Indies, and they also leave Aspinwall twice a month for England. These steamers form a through route for mails, passengers, specie, and cargo, both out and home, with the United States Pacific Mail Steam Ship Company between Panama, Mexican Ports, San Francisco, Japan, and China; with the Pacific Steam Navigation Company (British) between Panama and a multitude of ports on the Pacific coast as far as Port Moutt in Chili; and with the Panama Railroad Company's steamers between Panama and ports on the Central American (Pacific) coast. Several months ago the Transatlantic steamers of this company began to run through between Southampton and Aspinwall, by which arrangement the Isthmus traffic is no longer subjected to any transfer at an intermediate port in the West Indies. These steamers are magnificent vessels of from 3,000 to 3,400 tons, and 800-horse power, and the mail contract service is performed with the greatest regularity. Besides the above-mentioned lines from Panama to the North and South Pacific and Central America, there is an English line to Liverpool, and a French line to the West Indies and St. Nazaire. The French are also about to put a line on the coast to Valparaiso, in opposition to the English Company.

### PANAMA TO SAN FRANCISCO.

We now retrace our steps to the steam tender at the Panama wharf. She is a paddle-wheel with two passenger decks, and a thousand have plenty of elbow-room. In less than half-an-hour she puts us alongside the steamer *Golden Age*, Captain Cavarly, for San Francisco, and numerous are the conjectures as to the amount of comfort in her, as she is the smallest and oldest steamer in the service, only used in cases of accident, &c., to the regular boats. In this case she took the place of the *Montana*, which had broken her shaft. However, the *Golden Age* has been a fine boat in her day, and was destined to carry us in good time safely to San Francisco. She is constructed on the usual American plan, with guards' cabins on a deck above the main deck, and a hurricane deck over all; her size is 1,800 tons. The railroad iron again comes in, however, to retard our progress, and the speed is at first only eight knots, but subsequently improved to ten. The scenery in the bay of Panama, some ninety miles in length, is quite equal to the many praises bestowed on it. To say that our steamer was crowded conveys but a faint idea of the reality. Sofas, tables, and all other articles capable of bearing a person stretched for sleep were put in requisition. The saloon on the lower or main deck was dark and dismal, and as the whole crowd of us had to be fed here, the meals for first and second class followed each other in one perpetual succession from 6 A.M. to 7 P.M. The number of passengers had been increased at Panama, and came up to 928; the hold was full, and the baggage room appropriated for cargo, while the whole of the baggage was left on the upper deck, depriving us of its use for promenade. Notwithstanding all this, Captain Cavarly and his officers preserved a degree of discipline which saved us from being utterly demoralised; and to the judgment and ability of Captain Cavarly, aided by Mr. Coy, the chief officer, Mr. Bevell, the purser, Mr. Bennelman, the baggage master, and Dr. Boone (son of the late Bishop Boone), we owe it that the voyage was in any degree tolerable. It must, however, be remembered that the whole condition of things, from our leaving New York up to San Francisco was entirely exceptional, and with the stoppage of the opposition and the exclusion of second class passengers from the saloon there are no steamers afloat that can excel these in appliances for the general comfort of first class passengers.

We reached Acapulco on the morning of the 17th, six days from Panama, took in 325 tons of coals, &c., and proceeded again in the evening about seven P.M. The harbour is landlocked and extremely pretty; the town is inhabited by a few Americans, Mexicans, and blacks. There is a very good hotel under a mat roof, and most of the tenements are simply of wood and mat. The houses of the U.S. Consul and agent to this company (there is no English Consul), are the principal ones. There is overland communication by mules—no carriage road—with the city of Mexico in four days, distance 380 miles.

Arrived at Manzanilla, also on the Mexican coast, early on the morning of the 19th, and started again at 8 A.M. This place is even less than Acapulco, but it is the seaport of the city of Colina, containing about 30,000 inhabitants, and the trade is of some importance.

We are now steering direct for San Francisco, and strike out for the Gulf of California. The land view along the coast between Panama and Manzanilla is at times extremely pretty, and always pleasant to gaze on. The weather has been warm, the thermometer standing at 80 deg. to 85 deg. and 110 deg. in the sun, but with the sea-breeze it is by no means distressing, and with iced bitter ale quite enjoyable to those accustomed to a greater heat. The whole length of coast, with its smooth sea, is exactly suited for steam navigation, but in a sailing vessel would be intolerably tedious. It is seldom a passage is concluded without the cry of "Man overboard," and ours proved no exception; the unfortunate man fell in front of the paddle-wheel, and was never seen. Mr. Coy, being the officer of the watch, stopped the ship, and passed the order for lowering a boat, and in four minutes it was down. This is a good proof of the discipline maintained by Captain Cavarly, but it is not to be expected that it would have stood the strain of such a contingency as a break down of the engines, or a fire, that most to be dreaded of all calamities at sea. The appliances on board all the Pacific mail steamers are, however, first rate, and the crew are exercised by false alarms of "Fire!" during each passage.

As great complaints have been made by passengers from China in reference to the charge for baths, it is well to observe that the pursers now have orders to allow baths to China passengers free. As to the incivility of the servants, the attention of the agents has been specially directed to it, but San Francisco is a hard place to get good men at. Passengers must not be afraid to complain to the purser, instead of submitting to the annoyance, and grumbling. The only way for the officers to effect an improvement is to have the opportunity given them of punishing a delinquent.

The weather became sensibly cooler for three days before our arrival, and a warm coat was necessary. On Sunday, the 25th, we made out the entrance to the "Golden Gate;" the fog was very troublesome all day, but at four it cleared off, and we could see the residents on the beach driving and walking, and the balcony of the Cliff House was filled with people expecting friends. A boat from the Merchants' Exchange boarded here, and gave us the startling intelligence of an earthquake having occurred on the 21st, which had caused considerable damage to buildings, &c., but only the loss of four lives. The excitement caused by this announcement on our 1,000 and odd passengers and crew can be easily imagined. Admiring the charming scenery, we passed through the "Gate" into the magnificent bay of San Francisco, and hauled alongside the wharf at five, having steamed 3,220 miles from Panama in fourteen days, fourteen hours—the total distance from New York to San Francisco being 5,247 miles, accomplished in twenty-four days.

### SAN FRANCISCO.

As soon as the steamer touched the wharf she was boarded by about twenty touters for hotels, express companies, and carriage drivers, all shouting at the top of their voices the names they represented. These men appeared like magic—rough, and resolute, and utterly bewildering to a novice. Following them came the friends of passengers by shoals, and in less than five minutes it seemed as if the ship were in the hands of an enemy, the surging to and fro along the passages reminding one of a theatre on fire. This is the last experience of a Californian steamer, one not to be missed, nor to be equalled in any other part of the world. Having given up your luggage to the charge of the representative of the hotel, who puts his chalk mark on it—which, by the way, could be easily effaced by a rival touter—you step on to the wharf, casting a sort of affectionate look at the ship that has afforded you such ample amusement and annoyance, with material for many an anecdote when once again by the fireside in Old England. The hotel coach here is the same heavy, lumbering, old-fashioned box as in New York—a standing anomaly in the general reputation of Americans for improvements—the same style of conveyance that we abandoned long ago for the lighter and smaller vehicle called a cab. However, in due time, after considerable bumping (for the roads are as bad as in New York), we arrived at the principal street, styled Montgomery, and were duly deposited at the "Lick House," by which designation the chief hotel in the city is known.

The Lick House Hotel suffered less from the earthquake than any other, being more substantially built, and only three storeys, while the Cosmopolitan and Occidental are four. The dining saloon is the finest in the whole country, and compares with the Grand Hotel in Paris; for space, elegance in design, ventilation, light, and general comfort, it is not to be surpassed. The gas chandeliers, panels, paintings, inlaid mosaic flooring, &c., are extremely handsome, and in good taste. The bedrooms are all fitted with gas, water laid on, spring mattresses, and every comfort. The corridors, staircases, &c., are spacious, there is a private entrance for ladies, bath-rooms, and in all respects, including living,

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it is not a whit inferior to the best hotel in London or Paris—indeed in respect to vegetables and fruits superior, as they are so plentiful that the proprietor can afford to supply them *ad libitum*. The whole of this, including servants, gas, &c., costs three dollars per day. To order a dinner alone in London or Paris equal to that given here would more than absorb the whole three dollars; say, at 4s. the dollar, 12s. Indeed, considering the accommotion—the breakfast, lunch, dinner, tea, and supper, it is wonderfully cheap. It appears a singular contradiction to our notions that Americans rarely drink anything but water to their dinner. Out of three or four hundred persons not twenty will order wine—so that the hotels have not even the pull from the sale of drinkables that our landlords rely on. European wares, clothing, and similar items are very dear indeed in California, dollars go like water with the most of English people travelling through the country, either on business or sight-seeing. A pint bottle of English ale at an hotel is 50 cents, or 2s.; sherry and port, 2 to 3 dollars per bottle; Rhine wine, 2 to 4 dollars; Bordeaux and Burgundy, ordinary, 1.50 to 3 dollars; brandy, 3 dollars.

The streets and buildings of San Francisco would do credit to a city of a century old. About a dozen of the principal streets running at right angles are easily traced, well marked and numbered, and of excellent width. Some of the shops are pretentious, such as the glassware-rooms of Swain and Co., and the book-store of Bancroft and Co., which are quite equal to the best London establishments. The system of cars on rails is adopted in all thoroughfares, but the same horrid custom prevails here as in New York of crowding them beyond the number they will seat. The thing is a custom, and it is no use railing against it, though very repugnant and uncomfortable to a Britisher, like many other things in this land of freedom, where the respectable part of the community have to submit to the rowdy element. The low Irish and others calling themselves "Democrats" rule the roast by weight of numbers, and are undermining the best and most vital principles of good government. How long will the educated, intelligent, and respectable Americans submit to the corruption that now underlies all their institutions? This is the fruit of universal suffrage. There is not a Government appointment in the whole country but what is gained by party corruption—not a contract given out but what is filtered through the hands of a set of idle scamps of the most worthless class. The City of New York is taxed for its government twenty-three million dollars per annum, and where does it go? Not one-half is honestly expended. To be in any way connected with the Municipal or Central Government is to be supposed to have "touched the pitch" which defiles a good name, and hence men of integrity stand aloof.

Reverting to the streets of San Francisco, the "Vigilance Committee" have effected marvels, but the habit which so many Americans have of carrying either a revolver or a knife causes deadly affrays to be of nightly occurrence, arising out of quarrels between men who have been drinking. The general order of the streets is excellent and perfectly safe; the saloon rows can easily be avoided.

The city of San Francisco, its banks and commerce, is, for twenty years' growth, without parallel. The leading bank, styled the Bank of California, has a working capital of 5,000,000 dols., and in connection with the Oriental Bank works the exchanges with London, India, China, and Japan. The capital is soon to be doubled. The manager, Mr. Ralston, is one of the most enterprising and liberal men in the State. The erection of a mint in so young a place was an extraordinary but very wise step. This institution coins about twenty millions of gold and silver currency per annum, and the average wastage on this is but 1,500 dols. The presses strike off eighty to the minute. The currency is gold and silver, and the notes or greenbacks of the Central Government at Washington are repudiated, and taken only at the current discount of about twenty-five per cent. This is an anomaly, as they are a legal tender for every State in the Union.

The productions of California are equally wonderful—tobacco, wool, silk, wheat, wine, &c. In 1867 no less than 223 ships were loaded with wheat for England and other ports. Fruits and vegetables are now put up in tins and largely exported. Wines and brandy are also increasing in export, the grape growing without any care. Apples, pears, and peaches are insignificant. A visit to California to a man burnt up for years in India and China is indeed a luxury. The trips into the interior to the gold and quicksilver mines, &c., are very interesting, and all visitors describe the Yosemite Valley, where the trees are some thirty feet in diameter, as a sight worth coming from Europe to see. The population of San Francisco is computed at nearly 150,000. The wharves and other conveniences for the discharge of vessels are all first-rate; the steam companies have all special ones. That of the Pacific Mail Company includes bonded warehouses, &c. Iron foundries and engineering works of all descriptions can be executed here at much lower rates than in China. A capacious dry dock has just been completed, capable of taking in any vessel but the *Great Eastern*, and she is not likely to trouble or amaze San Francisco with her huge presence. Ferry steamers run across the bay to Oakland and other places, and several steamers run on the Sacramento river. Railways are also being pushed in all parts, and there are several completed lines for distances of twenty-five to fifty miles. These lines are opening up new towns, &c.* The State has lately settled a number of disputed claims to land within a radius of twenty miles from San Francisco, and the impetus thus given to improve these lots is very considerable. The weather in the autumn is very fine—clear sunny days with the thermometer about 70, and down to 45 at night. The rainy season commences in November, and continues more or less until April. From May to November there is no rain, but heavy fogs and dews, which come on every afternoon, and render the summer months very unpleasant. Full accounts of the earthquake on 21st Oct. have already appeared, so it would be useless to add even accounts from "eye-witnesses." No doubt it has shaken the faith of investors in property, and consequently the value, although holders put a bold front on it and assert that the value of real estate had not fallen at all, although the buildings had!

Americans are certainly showing signs of becoming an older nation; they do not eat so fast. Ten years ago an observer of hotel life in New York would see the operation of dining performed in ten to twenty minutes; now there is a distinct change observable, and with some exceptions they eat leisurely, and can occupy actually forty to sixty minutes—in short they now *dine* in place of bolting a dinner. That particular genus known as Yankees, or "Down-Easters," are not so prevalent as Englishmen suppose, and the "Wall, Stranger," salute is now rarely met with. The sort of Yankee whom the hero of "Foul Play" dealt with in selling his discovery of an island in the Pacific, who could only talk on business while "whittling," appears to have died out to a great extent. Americans have also a peculiar way of treating questions which are current enough amongst ourselves as travellers, but which they seem to treat as a species of impertinence, and either answer very curtly or not at all. They appear to be excessively sensitive of their independence—it cannot be called dignity—and their manner of showing it is frequently offensive. The habits of swearing, chewing, spitting, making use of other people's chairs for balancing their feet, and such like, are to be found among persons whose position and occupation should ensure a little more refinement. Only time can work down these oddities.

* The rail to Sacramento will soon be completed, and it is from here that the overland journey for New York commences.

### THE CHINA LINE.

The China line of the Pacific Mail Company is subsidised by the United States Government at 500,000 dols. per annum for a monthly service to Yokohama, Shanghai, and Hong Kong. For this service they have now four ships—the *Great Republic*, *China*, *Japan*, and *America*; the latter now fitting out at New York. These ships are all of 4,000 to 4,500 tons. The main line is to Yokohama and Hong Kong; while Shanghai is connected by a branch steamer, the *Costa Rica*, of about 2,000 tons, which also calls at the new ports of Osaka and Hiogo. The four larger steamers are magnificently fitted, and have a carrying capacity of about 2,000 tons for cargo, and 1,600 tons for coal and stores. The length in all is 380 feet, 50 feet beam, and 31 feet depth of hold. The *Japan* has five decks, with a height of is eight feet on the main deck. She is constructed of the best materials. The frame is strapped diagonally with iron, and the ceiling is bolted; the planking is double, of six inches and four inches thickness; the inside of pine, and outside of oak; barque-rigged, register tonnage 4,352, builders' 5,550; built in New York in 1868 by Steers, and engined by the "Novelty Iron Works;" cost about 1,200,000 dols. The lower hold is divided into five water-tight compartments. The engine is single, on the beam principle, the nominal power being 1,500-horse, working up to 3,000; the cylinder of 105 inch; stroke, 12 feet; diameter of wheel 40 feet; length shaft, 79; diameter, 2 feet; weight, 66 tons; crank, 8 tons. Consumption of fuel, 40 to 43 tons per day; average total consumption from San Francisco to Yokohama, 1,070 tons, the usual time being 26 days. The saloon is handsomely fitted, and measures 112 feet in length by 40; the cabins, or state rooms, as they are called by Americans, are arranged on two sides of the saloon for two persons in each, but could be made to hold three or four. On the lower deck there is another saloon surrounded by cabins, making fifty in all. The lower saloon is nicely fitted with couches, easy chairs, &c., and is devoted to ladies and married people, Besides this there is a saloon on the upper or hurricane deck, supplied with a piano and easy chairs. This is a favourite place in fine and warm weather, and is fitted up with great taste. The steerage accommodates in all 900 persons, divided into three grades. There is a general appearance of space prevailing everywhere, which is extremely grateful to all persons who have resided in the East. The vast capacity of the ship enables her to put out of sight all that is not agreeable, and to provide special accommodation for every department. There is a place for everything, and Captain Lane keeps everything in its place, and in a very quiet way. The general accommodation of the ship includes separate galleys, &c., pantry for steerage and cabin passengers, ice-house, butcher's shop, wine room and small stores, barber's shop, which includes the sale of a variety of articles; bath-rooms, water-closets, &c. The consumption of rice and sundry provisions is equal to about one ton per diem. A distilling apparatus gives an abundant supply of fresh water.

Such is an outline of the *Japan*, Captain George E. Lane, which left San Francisco on the 4th Nov., having been detained two days, waiting for the *Constitution*, from Panama. On the second day out she had the misfortune to break a shaft of the air pump. The chief engineer, Mr. Bulger, as promptly as possible supplied another, turning the shaft with the lathe. The delay involved nearly twenty-four hours. The progress of the *Japan* was very

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majestic, but not calculated to satisfy passengers, the day's run being 150 to 230 miles. However, the ship in every other respect was so highly satisfactory that any real grumbling was scarce. No question but that good feeding is a panacea for many evils, and the present case was no exception to the rule. The steward performed his part most satisfactorily. The Chinese make excellent waiters, and their civility was a charming contrast to our experience on the Panama side.

The passengers included Colonel Hon. W. Coke, a brother of Lord Leicester, travelling for pleasure in company with Colonel Phillip Smith; Lieutenant Taylor, proceeding to join the 10th Regiment at Yokohama; Mr. Angier, of the *London and China Express*, on a visit to all the ports in Japan, China, and the Eastern Seas; Rev. Messrs. Partridge, Van Dyke, and Carrington and wives, proceeding as missionaries (American) to Siam; a large number of other Americans; eight Japanese (two women, and seven children), from the troupe performing in the United States; and 693 Chinese, including seven women.

The *Japan* is so constructed and divided off that the steerage passengers are scarcely seen, and it is difficult to realise that there are on board nearly seven hundred. They are not only not seen, but, what is equally important, they are not smelt; but the pigs and other live stock are, and are a standing nuisance on all the company's ships, being carried on the guards instead of the upper or hurricane deck, where there is more air. The *Japan* is a very fine sea boat, and rises to the sea so well that there is the minimum amount of motion. Indeed, with a tolerably heavy sea she pursues her way without taking over any water. Her great height out of water, some thirty feet, gives her this advantage to some extent. The absence of the heavy bowsprit and spars customary in the old style of steamers must also very much contribute to the vessel's power of rising to the sea. The appearance of an American steamer, with her small spars, guards, stanchions supporting the hurricane deck, and the bare look forward, although it contrasts unfavourably with our English steamers in appearance, affords great comfort to all on board.

For a thorough appreciation of the *Japan* the mysteries of the engine-room must be explored. A general description of the engine is given above, but the appliances over and above this are very interesting. There are no less than thirteen small engines for working the supply of water and other necessaries; condensing apparatus, by Normandy, capable of producing 1,500 gallons of fresh water daily, with several distributing tanks for galleys, pantries, &c.; hydraulic pumps, capable of lifting up to thirty tons; an engine shop and store, with tools capable of meeting almost all kinds of accidents, as, for instance, the shaft for the air-pump referred to above. The stokehole is supplied with buckets for coal and clinkers fitted on rails, and lifted by a small engine, thus avoiding any lifting or carrying. There is an indicator, showing the total number of revolutions to be 301,592 from San Francisco to Yokohama, the average being about 12,000 per day.

The precautions against for fire are very complete, the company being their own underwriters. There is an engine forward, of 50-horse power, capable of throwing fifteen streams; steam is turned on from the main boilers, and it is at work in a few minutes; eight other pumps, supplied with hose, are stationed at various parts of the ship. The crew are put through a course of drill and stations by a false alarm of fire.

The voyage of the *Japan*—twenty-six days—has been long, owing to the accident to machinery involving a care in pushing on. Last passage she accomplished it in twenty-two days, and the other ships for this year have accomplished it in the same time. The distance in the summer season is 4,764 miles, and in winter 5,250, as the course lays along the 30th parallel of latitude, involving a detour. In the winter season, from October to March, twenty-six days are allowed as the contract time to Yokohama. One of these days is lost to the ship, as in crossing the 180th meridian of longitude, from west to east, a day has to be dropped to equalise the time. In returning one day is doubled (that is, in going from east to west longitude), for the same reason. During the whole passage the weather was agreeable, and the utmost good feeling prevailed, so that we left the *Japan* with the impression that she was one of the most comfortable ships afloat.

The day before arrival the following complimentary letter was presented to Captain Lane:—

"DEAR SIR,—We, the undersigned passengers, per *Japan*, are desirous of expressing our appreciation of your kindness and attention during the present passage from San Francisco to Yokohama and Hong Kong. The general discipline maintained on board under your vigilant superintendence has rendered the passage the most comfortable in our experience. We part with the greatest confidence in your professional ability, and the highest regard for your personal worth.—We are, &c."

(Signed by all the passengers.)

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The Pacific Mail Company is a joint-stock institution, established in New York now twenty years, with a capital of 20,000,000 dols. The President, Allan McLane, formerly a captain in the service, is a man of great energy, ability and integrity, and well competent for the post. The commanders and officers in the service are all men of high class, and well paid. The morale of the whole service is superior to any service in the United States, and quite equal to our own far-famed companies. The company's fleet now includes the following list, and large additions must be made to this if they undertake to continue the line through to England; a step which, if they study dividends, they had better leave alone, considering the enormous competition on the Atlantic.

China Service: *China, Japan, America, Great Republic, Costa Rica, New York, Herman.*

Panama: *Constitution, Sacramento, Montana, Colorado, Golden Age.*

Aspinwall: *Alaska, Rising Star, Henry Chauncey, Arizona, Ocean Queen.*

The treasure from San Francisco for China conveyed by these ships in 1868, including 784,225 dols. on board the *Japan*, for November amounts to 6,130,759 dols., at a freight of half and five-eights per cent. The cargo, consisting of flour, quicksilver, arms, and sundries, about 5,000 tons, at a freight of 10 dols. to 15 dols. From China and Japan the freight conveyed has been, including the *China* for November, 8,528 tons, chiefly tea for New York, at 35 dols. to 45 dols.

All goods for New York, England, &c., should, according to the United States Customs' regulations, pay a duty at San Francisco, as the first port of entry, and in order to get over this difficulty the Pacific Mail Company have to grant a passage to a Custom-house officer, who proceeds to Aspinwall and sees the goods actually put on board the steamer for New York. This is an awkward rule, and one that must be got rid of before goods are conveyed by rail, as the Customs cannot extend the privilege to the rail, and to insist on duties at San Francisco would be fatal to the carriage of any goods by the company's steamers for New York, England, &c.

The railway between New York and San Francisco will, it is believed, be completed next July. Meantime, the service is already performed in about twelve days, and the staging included is about four days; when completed the journey will be performed in seven or eight days, and the line through will stand thus:—From England to New York, ten days; stoppage and rail to San Francisco, nine days; steamer to Yokohama, four days more in winter, twenty-three days; Yokohama to Hong Kong and stoppage, eight days; total, fifty days. To compare with our P. and O. line in point of time faster steamers must be put on the line, but the travelling public will gladly avail of the change, and it will bring a large number of pleasure seekers, who will arrive out via San Francisco, and home by the P. and O., or reverse it and a finer trip cannot be conceived.

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## NAVAL AND MILITARY.

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### ANOTHER GUNBOAT FOR CHINA.

The double screw composite gun-vessel Midge, 2, at Devonport, is ordered to be put in commission by Commander Charles C. Rising. She is intended for service in China, and will have a complement of 71 officers and men. The Midge measures 464 tons, and has already been placed in dock.

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### THE LOSS OF H.M.S. "RATTLER" IN JAPAN.

The following letter appeared lately in the columns of a morning contemporary:—

SIR,—Apropos of the very interesting letters daily addressed to your valuable journal on the subject of saving lives at sea, can you inform your readers what action has been taken by our Government in the recent wreck of the *Rattler* on the coast of Japan, when 140 British sailors had been saved by the French man-of-war *Dupleix*, commanded by Captain Du Petit Thouars.

More than a month since I read in the French papers a highly interesting narrative of the return to Yokohama of the officers and crew of the unfortunate *Rattler*, and the humane and considerate treatment they experienced whilst on board the *Dupleix*.

Independently of the great number of lives thus providentially rescued, a valuable amount of stores had also been saved.

The French Government has not been slow in appreciating, the very efficient service rendered to a friendly nation, as I have heard of its having substantially recognised and rewarded their officers for their energetic conduct on so trying an occasion.

Permit me to renew the question. What, beyond poor official thanks, has our ministry done in recognition of the valuable aid thus rendered by the Marine of our humane and chivalrous neighbour.—Yours, &c.,

Feb. 2. A SUBSCRIBER.

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The following letter has appeared in one of the "service" papers on the subject of the Taiping campaign and Chinese decorations:—"Sir, —If the proposal for a general service medal comes to anything, may we who served in the rebel war in China in 1861-63 ask your advocacy for its being extended to us? A considerable number of troops (land and sea) were engaged in these operations; the work was hard, and entered upon with the depressing consciousness that, owing to a popular cry at home in favour of the rebels, we should not get even thanked for it. We had quite a fair proportion of killed and wounded, not to mention deaths from climate, &c.; but not only have we never received any recognition of our services in a war of which it is impossible to overrate the importance, but many of us, decorated for good service by the Emperor of China, have been refused permission to wear our hard-earned medals. Perhaps, if you took up our cause, we might obtain the general service medal, which would atone in some degree for what many of us, with all respect, consider an injustice.—Yours truly, ANTI-TAIPING."

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NOTICES TO CORRESPONDENTS.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be accompanied by the name and address of the writer.

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# The London & China Telegraph.

*LONDON, MONDAY, FEB.* 22, 1869.

## "IN TRANSITU."

THE Judicial Committee of Privy Council has been occupied for two days with an appeal against the decision of the Supreme Court of Hong Kong in the now celebrated *Min* case. It will be remembered that this arose out of a consignment of Manchester goods, obtained on credit from Messrs. MENDEL, LIEBERT, and other Manchester firms, by Messrs. LYALL and STILL, and shipped by them to the Hong Kong firm of LYALL, STILL, and Co. A clause in the heading of the invoices stipulated that the proceeds of these goods were to be remitted specially to cover Messrs. LYALL and STILL'S acceptances against them; but the Hong Kong firm being in difficulties, its representative, Mr. MACLEAN, made an assignment of its property to the Chartered Bank of India, Australia, and China, and the Comptoir d'Escompte, which included this shipment, and handed over to these banks the documents appertaining thereto. On arrival of the vessel, however, the goods were stopped *in transitu* at the instance of the Manchester firms; an action was brought by the banks for their value, and a verdict given in their favour, with costs.

The object of the present appeal (a full account of which will be found in our "Legal" columns) is to set aside this verdict, on the ground that, under the peculiar terms of the transaction, LYALL, STILL, and Co. were not *bona fide* owners of the goods at the time they made the assignment; that such an assignment could only convey such interest as LYALL, STILL, and Co. really had in the property assigned (which in this case amounted to *nil*); and that the lien held by the banks on property so transferred must be subject to any prior claims there might be upon it, such as that of an unpaid vendor. Judgment was reserved; but Lord CHELMSFORD took occasion to express a grave doubt as to whether a bill of lading could in any case be lawfully assigned for an antecedent debt. In an article on this case in *The London and China Telegraph* of August 13, 1867, we noticed the intention of the Manchester firms to promote an appeal to the Privy Council, and at the same time expressed a belief that they would be successful—a belief which we still feel sure will be justified when the decision of the Judicial Committee shall be made public. Should it be otherwise, the sympathy of all right-minded persons must be with the vendors thus despoiled of their equitable rights. As for the banks, they were entirely deceived by the ingenious suppression of the original invoice, containing the special clause above quoted, and the substitution of a fictitious one in which that clause was expunged; and they can hardly be blamed for endeavouring to hold such security as seemed available to protect them from impending ruinous losses. And the authors of this clever operation? Well, there is nothing to be said against *them*. Did they not leave the Hong Kong Bankruptcy Court "without the slightest imputation?" and did not Judge SMALE pay them a high, and (doubtless) well-merited compliment on their conduct? Rather let us offer them our congratulations on the noble example of integrity and fair dealing they have shown their brother merchants; and on the halo of dignity in which the firm of LYALL, STILL and Co. sets below the commercial horizon.

WE hear from Paris that Viscount BRENIER DE MONTMORAND, Consul of France at Shanghai, is appointed Consul-General at New York, and is replaced in Shanghai by M. DE CAZOTTE, at present Consul at San Francisco.

## CHINA AFFAIRS.

THE correspondence between the FOREIGN MINISTER and Mr. BURLINGHAME, which has appeared in the daily papers (and which we reproduce elsewhere for purposes of reference), shows that the statement we gave a short time since regarding the agreement entered into was substantially correct. Whether this letter of Lord CLARENDON'S to the Chinese Envoy, and the reply of the latter is to be the sole end and result of the negotiations—or whether these despatches are merely intended to settle the basis of a treaty, to be concluded on the return of the Mission from Paris remains to be seen. We understand that China affairs will be brought to the notice of the House of Commons at an early period of the Session now commenced; and Lord CLARENDON will have an opportunity of more explicitly stating on what footing he has placed our relations with China, and of explaining (as the *Spectator* puts it) "how far he has fallen into Mr. BURLINGHAME'S trap, and how far Mr. BURLINGHAME into his." In the meanwhile, it is remarkable that we hear nothing of the Hong Kong Association—the London branch we mean, of course. Now is the time when its members should bestir themselves. Last Session China affairs were left to shift for themselves, and the subject was postponed until late in the year, when other questions of more Imperial urgency caused it to be shelved altogether. It seems to us most important that the Association should lose no time in deciding on its programme, so that no favourable opportunity may be lost in obtaining for our relations with China, and the condition of the colony of Hong Kong, that consideration in the House of Commons that is so necessary to the welfare of our interests in those quarters.

## THE TELEGRAPH TO INDIA AND CHINA.

ALLUSION was made in our last issue to two new companies formed to undertake the extension of telegraphic communication, firstly with India, and ultimately with China and Australia. The first of these will certainly effect its object without much delay, the whole of the required capital being subscribed, and arrangements for the manufacture of the cable in active progress at the works of the Telegraph Construction and Maintenance Company. Regarding the second company named, nothing further has transpired, and now that the "British Indian Submarine" has got first in the field, and its success seems assured, it is not unlikely that the other project will remain in abeyance, if it is not abandoned altogether. We are informed that an application made to the Admiralty by its promoters, for the use of two vessels of war to lay their cable, met with a prompt refusal, and this may have something to do with the delay. The directors of the "Anglo-Indian" have acted wisely in securing the services of the *Great Eastern*, almost the only ship afloat really qualified for an operation of such magnitude. Most of our readers will have seen an account of an accident to the *Calcutta*, a ship employed in conveying to its destination a portion of a new cable for the Persian Gulf. That line is double for about half the distance between Bushire and Kurrachee, that is to say, between Jashk and the latter port, there is a land line along the coast as well as a submerged cable; but from Bushire to Jashk it is at present single, and any accident to this portion interrupts the whole system. To double this section, therefore, a cable of some 500 miles in length has been manufactured by order of the Indian Government; 280 miles of it was on board the ill-fated *Calcutta*, and the rest was to follow almost immediately in the *Tweed*. The mishap to the former vessel will of course cause a long delay in the laying of the wire, and it may even yet be superseded by the new Red Sea cable before it is ready for use. We sincerely hope that those interested in the extension of the system to the Straits and China will lose no time in preparing for active operations, which need hardly be delayed for the completion of the section now about to be commenced. We are glad to hear that Her MAJESTY'S ship *Serpent* has commenced taking deep sea soundings between Singapore and Galle, with a view to the future laying of a telegraph cable. With a thoroughly efficient Mediterranean system already in working order, a cable from Suez to Bombay to be laid in a few months, and preparations in progress for an extension from Galle to the Straits, a direct line of telegraph from London to China is no longer a dream of the remote future. In the meanwhile, GRANT'S Trans-Mongolian line is again open for the season of 1869. Its efficiency was thoroughly proved by last year's operations, and there is every probability of its usefulness being largely increased.

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## THE GAMBLING FARMS AT HONG KONG AND THE SOCIAL SCIENCE ASSOCIATION.

THE non-receipt by the Council of the Social Science Association of the reply vouchsafed by Sir RICHARD MAC-DONNELL to their Memorial of last year, is at length explained. Its suppression, after all, was not due (as we had thought possible) to some bungling on the part of subordinate officials at Hong Kong, but to a deliberate act of the late SECRETARY of STATE for the COLONIES, who received it from Hong Kong, but did not think proper to forward it to its destination, being of opinion that it was unnecessary for a Colonial Governor to justify his acts to a private society. In another column we print a letter addressed by order of Earl GRANVILLE, the present Colonial Secretary, to the Association, in which his Lordship conveys this explanation, and adds that he regrets the publication of the document, but as it *has* been made public in the columns of an English newspaper (*The London and China Telegraph*), he *now* sees no objection to hand over the original to the persons it is addressed to. This letter is dated the 4th inst., and on the 9th Earl GRANVILLE received a deputation, headed by Mr. CHISHOLM ANSTEY, to hear the views of the Association verbally explained. We give a detailed report of the proceedings elsewhere, so it will suffice to remark here that the Earl promptly owned his personal distaste for the system of adding to the colonial revenue by profits derived from gambling or opium-smoking, but showed at the same time a full appreciation of the difficulties in the way of reversing the acts of his predecessor on such short notice. We quite agree with his Lordship that it is not easy to see how these vices are to be suppressed altogether, or, if the licence system be applied to keep them under some degree of control, how the profits arising from it can be consistently devoted to measures for suppressing these same vices that the licence system itself renders legal. The question is an intricate one altogether, and, as the SECRETARY of STATE justly remarked, requires at least a few months' consideration from the new Administration before any decisive action can be taken with safety.

## CORRESPONDENCE BETWEEN LORD CLARENDON AND MR. BURLINGHAME.

The following correspondence between the Secretary of State for Foreign Affairs and Mr. Burlinghame, as Envey of the Chinese Government, was made public the day after the departure of last mail :—

THE EARL OF CLARENDON TO MR. BURLINGHAME.

Foreign-office, December 28, 1868.

SIR,—I gathered, from the conversation which I had the honour to have with you on the 26th instant, that the objects of the Chinese Government in sending a diplomatic mission to Europe were twofold : one, that by means of such a mission the European Powers might be disabused of an impression which it was supposed at Peking that they entertained, that the Chinese Government had entered upon a retrograde policy, and contemplated not only refusal to enlarge their relations with Christian nations, but even restriction within narrower limits of the intercourse which, under treaty, those nations were now entitled to hold with the Chinese dominions; the other, to deprecate any intention on the part of European Powers to bring to bear on China any amount of unfriendly pressure to induce her rulers to enter precipitately on a new system of policy which would seriously affect her independence.

I understood from you that the Chinese Government were fully alive to the expediency, or even necessity, for their own interests, of facilitating and encouraging intercourse with foreign nations; that they were sensible of the advantages that would result from a greater assimilation of their rules and practice to those of other nations, and from the adoption of the improvements by which the industry of Europe had been so much developed, and the happiness of its people so much increased; but that with all this they felt that any attempt abruptly to introduce new systems or new ideas among a people whose knowledge of foreign nations was of recent date, and who had been brought up under a traditional system. to which they had been accustomed and were attached, would not only produce confusion and even revolution in the country, but would tend to retard instead of promoting the progress, the necessity for which the Chinese Government fully admitted and were desirous to encourage, though they wished to be allowed to do so by degrees, and without any sudden and violent shock to the feelings, passions, and even prejudices of their people.

Her Majesty's Government, I informed you in reply, fully admitted that the Chinese Government were entitled to count upon the forbearance of foreign nations; and I assured you that, as far as their country was concerned, 'there was neither a desire nor an intention to apply unfriendly pressure to China to induce her Government to advance more rapidly in her intercourse with foreign nations than was consistent with safety, and with due and reasonable regard for the feelings of her subjects.

But Her Majesty's Government, I said, expected from China a faithful observance of the stipulations of existing treaties, and reserved to themselves the right of employing friendly representations to induce the Chinese Government to advance in the course opened up by those treaties, and to afford greater facilities and encouragement and protection to] the subjects of foreign Powers seeking to extend commercial intercourse with the Chinese people.

Her Majesty's Government feel that they may fairly appeal to the Chinese Government, though always in terms of friendship, to act in this spirit towards themselves and other foreign nations; and they would do so with the more confidence because they may be excused for believing that the interests of China will be advanced in a far greater degree than those of foreign nations, by steadily availing herself of the opportunities within her reach for applying to her Empire the skill and experience of the nations of Europe.

But Her Majesty's Government are, moreover, entitled to expect from China, as an indispensable condition of their goodwill, the fullest amount of protection to British subjects resorting to her dominions They are aware that the provincial governors are too often in the habit of disregarding the rights of foreigners, trusting to impunity as regards the Central Government of Peking, and to the unwillingness of foreign Powers to assert the rights of their subjects by local pressure.

Her Majesty's Government feel that they are acting in the interest of the Chinese Empire when they announce their preference for an appeal rather to the Central Government than to local authorities fo the redress of wrong done to British subjects. It is with the Central Government, and not with the provincial authorities, that foreign Powers have entered into treaties, and it is for the interest of the Central Government that foreign Powers should recognise its supreme authority over its provincial governors, and that the Central Government should assume, and on all occasions when appealed to for the redress of local wrongs, be prepared to exercise that authority.

These observations will, I trust, enable you to reassure the Government of Peking as to the friendly feelings entertained towards it by the British Government. It rests with the Central Government so to order its intercourse with Great Britain and the Queen's subjects as to avoid cause of difference, and to preserve unimpaired the friendship of this country.

I have only to add that all Her Majesty's agents in China have been instructed to act in the spirit and with the objects which I have thus explained to you, and generally to caution British subjects to pay due respect, not only to the laws of the Empire, but, as far as may be, to the usages and feelings of the Chinese people.—I am, &c.,

(Signed) CLARENDON.

MR. BURLINGHAME TO THE EARL OF CLARENDON.

(Received January 13.)

Chinese Legation, London, Jan. 1, 1869.

MY LORD,—I have the honour to acknowledge the receipt of your lordship's despatch of the 28th of December, and, in reply, to inform you that I agree to the general accuracy of your deductions from our conversation at that time.

1st. That it was the object of the mission to disabuse the foreign Powers of an impression they were supposed to entertain, that the Chinese Government had entered upon a retrograde policy ;and secondly, to deprecate a precipitate and unfriendly attempt on their part to enter upon a policy which might make all progress impossible from its menacing tone and "violent shock to the feelings, and even prejudices of the people."

I have also the honour to express my satisfaction with the reply of your lordship on the part of Her Majesty's Government; first, that an unfriendly pressure shall not be applied inconsistent with the independence and safety of China; and secondly, that Her Majesty's Government desires to deal directly with the Central Government rather than with the local authorities, and that Her Majesty's agents in China have been instructed "to act in the spirit of these views, and to caution British subjects to pay due respect not only to the laws of the Empire, but as far as may be, to the usages and feelings of the Chinese people."

I agree also with your lordship as to the importance of the strict observance of existing treaty stipulations. Agreeing then as we do to these principles of action, it is equally gratifying to know that we do not differ as to the manner of their application, particularly as to the exercise of force—that is, that it should be used to protect life and property immediately exposed. These safe, the question becomes diplomatic, to be referred first to Peking, and, before war ensues, to the Home Government.

The explicit manner in which your lordship expressed yourself upon this point, not only in the conversation of the 26th, but in that of today, will give great satisfaction to the Chinese Government. This policy, acted upon, will make wars with China impossible, or they will not occur without sufficient cause, and only after mature deliberation.

I do not recur in this despatch to other topics of our conversation, but limit myself to a statement of the points agreed upon.—I have, &c.,

(Signed) ANSON BURLINGHAME.

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## THE SOCIAL SCIENCE ASSOCIATION AND THE GAMBLING QUESTION.

The Council of the Social Science Association, on finding that a despatch from the Governor of Hong Kong had been sent to them in reply to their Memorial, but had not reached them, again addressed the Colonial-office on the subject, to the following effect :—

THE SECOND MEMORIAL OF THE SOCIAL SCIENCE ASSOCIATION TO THE SECRETARY OF STATE.

SHOWETH,

1. That on the 1st of August last the memorial against the granting of farms, or gambling houses, by Government to certain parties at Heligoland and Hong Kong, of which a copy is now enclosed, was presented to your Lordship's predecessor, the Duke of Buckingham and Chandos, by your memorialists; and in the course of the same month they received from his Grace, under date the 18th of August, a simple acknowledgment that he had received it.

2. No further communication has been received from your Lordship's Department on the subject of that memorial, nor have your memorialists been as yet favoured with even an acknowledgment of either of their two subsequent communications to your predecessor—the one in the same month of August, transmitting a printed copy of their memorial, in which some omissions of marginal references were supplied, and the other in the ensuing month of September, transmitting copies of a then recent correspondence between a gentleman from Hong Kong, from whom they had obtained them, and Mr. White, the late Chief Magistrate of Police at Hong Kong; in confirmation of the former statements of your memorialists as to the true causes of the failure of criminal justice at Hong Kong, in the matter of the offences of gambling and keeping of gambling tables; and in illustration of the official documents so largely referred to by them in their former memorial upon that portion of the subject.

3. This prolonged silence on the part of the late Secretary of State with respect to their memorial and its prayer, is by no means their gravest subject of complaint to your Lordship. Within the last few days, your memorialists having learned, to their exceeding surprise, from an English newspaper, that an official letter to their secretary from the Government of Hong Kong was in circulation here, and having through personal application to a proprietor of an overland miscellany (the *London and China Telegraph*) obtained for the first time a perusal of the document in question, as published in his number of the 7th ultimo, have now to represent to your Lordship, on the authority of that gentleman (Mr. Wright, of No. 2, Cowper's-court, Cornhill) that he received it about the end of last November from the Hong Kong authorities, in a printed form, for publication here*; that it must have been privately printed: for in none of the Hong Kong or China newspapers hitherto received is there any allusion to the fact of such a document being in existence, or intended to be;—and, although it bears date "Oct. 20, 1868," and above all purporting, as it does, to bear the signature of the Colonial Secretary of Hong Kong (and to have been sent by command of the Governor), ought to have been sent to its destination along with the "Despatches" of the Governor to Europe,—nevertheless neither the original itself nor any copy of it has been as yet received by the gentleman to whom, if the accompanying copy from the *London and China Telegraph* be correct, the document, or as it is there called Despatch, in question purports to be addressed.

4. So far as your memorialists have been able to learn, the other officers and members generally of the Association have hitherto been kept in the same ignorance, on the subject of the so-called despatch or letter, with themselves, whose only means of knowledge consist as yet in the alleged copy of it, which accompanies the present memorial, and which was not procured by them until last week.

5. If it were necessary to enlarge upon the apparent impropriety of the above proceedings of the Hong Kong Government, your memorialists might justly advert to the fact that, as stated in the final paragraph of the Despatch or letter in question, the main, if not the only object of sending it at all, was to obtain the reparation, nay, the immediate reparation there demanded, for one misrepresentation of fact alleged to be contained in their former memorial, and insisted upon by the Hong Kong Government, not only in that paragraph, but also in the first eleven paragraphs of that so-called Despatch.

6. It is very obvious that a demand of that nature ought not for a moment to have been withdrawn, by the authorities making it, from the persons on whom they professed to make it, and that, by being kept so long in the dark as to the existence of such a demand, the latter are at this moment obnoxious to the very serious misconstructions of the public, in respect of their long and unexplained reticence in the presence of such a demand.

7. It is equally obvious that the non-publication at Hong Kong of a document meant for instantaneous publication here, and the entire ignorance of the community there of the very existence of such a document, must have again prevented the expression on its part of any dissent from the views signified by his Excellency in the Despatch or letter in question, and in more than one paragraph strangely represented to be in entire conformity—as those signified on a former occasion were also said to be—with the views of the community in general, and of every person who has ever resided in China.

8. Your memorialists do not doubt that this method, of suppressing in the colony and also from your memorialists, and at the same time publishing to the world, a paper, which contains at the same time with a demand of satisfaction of personal honour, the pretended reply to the main articles of accusation against the local government presented by the late memorial, will be regarded by your lordship neither as regular, in respect to the traditions of your department, nor as satisfactory in itself, nor yet as compensatory for the very extraordinary silence which, with regard to their well-founded and respectful complaints of colonial maladminstration, your predecessor appears to have considered it to have been his duty to pursue.

9. Into the possible reasons, which may hereafter be alleged in palliation, if not in defence, of the proceedings of which they complain, they do not pretend to enter. It is very possible that their endeavours to conjecture those reasons might be misguided, and therefore thrown away. They have also now the satisfaction to think that they can better attain the information which they seek upon that part of the case by asking your Lordship to afford it.

10. Before they conclude, your memorialists desire to add to their former—and as yet altogether unanswered—memorial, a few remarks upon the pretended reply to it, which is offered by the accompanying copy—if, indeed, it be genuine—of the so-called Despatch or letter of "October 20, 1868."

11. In the first place they draw the attention of your Lordship to the fact that the "Appendix," to which the paper in question professes to refer as evidence of the truth of its statements, has been excluded from the printed copy sent; an omission of some significance, because the Governor's accompanying financial statement for 1869, of which that supposed "Appendix" is there stated to contain extracts—and which had reached the hands of your memorialists through quite another channel—so far from supporting the statements in question, furnishes the strongest proofs of their inaccuracy and of the futility of the arguments founded upon them, by which the Hong Kong Government pretend to impeach the truth and justice of the original complaint of your memorialists (upon the point, viz., that the measures of that Government for the licensing of public gambling houses, amongst the Chinese of Hong Kong, through a Government farmer of licenses, for fees and rewards received by Government, is open not only to the more obvious reproach of being altogether at variance with morality and policy, but also to the particular reproach of being intended as a means of swelling the colonial revenue, and diminishing Imperial expenditure upon local establishments). For, in that State paper addressed to his Legislative Council, the Governor of Hong Kong no longer, as in 1867-8, affects to set apart the moneys received from such a source, as not properly belonging to local revenue, nor applicable to local purposes, but now at least claims to deal with them as part of that revenue, and to apply them to those purposes, and this, too, in aid of an ordinary revenue, which according to the same statement, is very largely in excess of the expenditure of 1867. They also observe with surprise and regret that the change of policy is justified in the same State paper on the ground that his Excellency had been recently empowered by your Lordship's predecessor to effect it.

12. Nevertheless, if the alleged "Despatch," or letter, be a genuine document, your memorialists are now challenged to retract their original statements on that head, and in the form at least in which they are worded; and, to give colour to the demand, an issue, altogether immaterial, is attempted to be raised upon the word "highest"—occurring in one solitary passage of their former memorial (viz., that the Gambling-houses' Farm "had been granted to the highest bidder"). It must seem to your Lordship, as it does to your memorialists, that the reproach to which this challenge refers consisted in the creation of such a farm, and in the putting it up for sale at all; whatsoever may have been the other conditions on which the acceptance of the bid at such sale was made to depend. If, therefore, their former memorial had incorrectly stated the effect of the proceedings of the Hong Kong Government, in a particular so irrelevant to the gist of their complaint, to take exception to it upon that ground would be altogether beside the question; and, if taken, equally idle, for your memorialists accept the discussion. But they do not admit that their former statements on this head, when read with the context, are open, even to that extent, to the charge of inaccuracy. The Government of Hong Kong do not venture to say that the "offer" of "upwards of 300,000 dollars" was made by a "bidder" (indeed the vagueness of an offer so worded precludes the supposition of that being the case); and the fact, if it be one, that the Government was contented to accept a lower bid, with good security, for punctual payment or permanent continuance, than they might otherwise have gotten, is perfectly consistent with the fact that the bidding accepted upon such conditions was, according to the ordinary acceptation, the "highest." Yet this is the issue, the establishment of which, as the "Despatch" or letter expressly states, in its last paragraph, is the one single object to which the whole of that pretended reply to the former memorial is devoted.

13. Your memorialists do not feel that they are called upon to restate the facts and proofs upon which that memorial was founded, and of which none are refuted, nor, except by an occasional denial, so much as noticed by the "Despatch" or letter in question; whilst the silence of the Governor as to many of them would seem to confess them to be true. They can afford to pass by the repeated, yet quite unfounded, assumption that this committee consists of persons not one of whom has ever resided in China or Hong Kong, or who have had any means of becoming practically acquainted with the doings of the Hong Kong Government. It is the stereotyped objection in such cases, although an often refuted one; and it will be difficult to persuade your Lordship that the great traditions upon which the colonial empire of England was planted, and to which, according to the as yet unfulfilled prognostic of the founders of Hong Kong, as quoted in the former memorial, the laws, government, and policy of that colony were to be especially adopted, as an example to the neighbouring empire, are out of place in the present discussion, or are not binding upon the present Government of that colony; or that any objections to its proceedings which may be based upon those traditions ought to be considered as open to disparagement on the part of that Government, as the "mere sentimental objections" of "well-meaning persons in England, ignorant of the circumstances which have produced and which justify a policy" (paragraph 24); yet so little to be defended upon principle (as it is at the same time confessed), that but

* This is not quite correct. The gentleman named stated that he had received it from Hong Kong, in a printed form, but not that the Hong Kong Government had sent it to him for publication.

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for his local experience, the Governor himself would probably have subscribed a similar remonstrance, "and applauded himself for subscribing it" (paragraph 12).

14. Your memorialists see no reason to qualify in the least the adherence which they now express to the statements of their former memorial. They trust that by your lordship at least it will be now considered; and, in considering it, that due weight will be given to the important evidence to which its marginal references will direct your lordship. But to one of those proofs they may now not unprofitably make particular reference, seeing that the "Despatch" or letter before them contains a broad, although unsupported, assertion, that the increase of gambling at Hong Kong in time past was not due to any defect in the law, or any supineness on the part of the local authorities.

15. The despatch of Governor Sir Hercules Robinson, of the 16th December, 1861 (transmitting a copy of the minutes of that inquiry into the conduct of the Registrar-General of Hong Kong and "Protector-General of Chinese," Mr. Caldwell, J.P., which had then recently ended in the conviction and dismissal of that magistrate), is the document to which your memorialists refer. If, as has been stated, the grant of the Gambling Houses' Farm has been in any way negotiated or conducted with or through that person, the document acquires a new and painful interest in its bearings on this case. But it has, in any case, an importance of its own; for it clearly proves, not only the non-execution of the ordinances of Hong Kong and the other laws against gambling, but also the connivance of the one particular subordinate to whom the Government would naturally have looked for the practical fulfilment of their own duty in that respect. The paragraphs above cited in the margin show what, in Governor Sir Hercules Robinson's judgment, had been ascertained by the Commission of Inquiry on the following points.

16. Mr. Caldwell and a Chinaman, one Machow Wong, were, from a period very soon after the beginning of the colony, two of its inhabitants. They were partners in piratical ships and other disreputable adventures. Mr. Caldwell had placed his great influence and power, as a principal subordinate of Government, at his partner's disposal. This lasted until the latter was convicted of piracy, and transported, in September, 1857. Mr. Caldwell himself retained all his power, as sole magistrate or "Protector-General" of the Chinese, until Sept. 24, 1861, when he was dismissed from all his offices upon proof of his above-stated connection with Machow Wong. During the whole of the time of their partnership "pirates and other ruffians resorting to the island" were "provided with professional assistance when charged with offences against the law," "complainants or witnesses were intimidated," and "the great influence" which the Chinese confederate possessed through the English confederate was so exercised as "frequently to obstruct or prevent the course of justice." In addition to these instances of the guilty practices of Machow Wong, his Excellency particularly describes him as "an *extortioner, a recipient of bribes* FROM GAMBLING HOUSES, a confederate of pirates, and a receiver of stolen goods," and adds that "Chinese of standing and property would not appear against him, as they said they were in terror of their lives on account of him."

17. This striking illustration of the rest of the evidence on that part of the case will be better appreciated if your memorialists remind your Lordship that only four years had elapsed from Mr. Caldwell's fall when the first draft of the gambling-houses ordinance was laid before the Legislative Council, and that the only ordinance then in force for the professed prevention of the crime of gambling was the original ordinance of 1844, whose lamentable defects and errors had always been notorious.

18. Your memorialists most respectfully request your Lordship to take both their memorials into your consideration, and to allow them the honour of an interview with your Lordship, for the purpose of explaining and enforcing their statements and complaints.

And, &c. EDWIN PEARS, General Secretary.

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Earl Granville replied to this by the following note, explaining the suppression of the former Memorial, and appointing a time to receive a deputation:—

"Downing-street, February 4, 1869.

"Sir,—I am directed by Earl Granville to acknowledge the receipt of your letter of the 14th January, and of the Memorial from the National Association for the Promotion of Social Science, on the subject of Licensed Gambling in Hong Kong, and of the answer by Sir R. MacDonnell to a former memorial on the same subject, which has obtained publicity in an English newspaper,* but which has not been communicated to you.

"I am to inform you that the Governor's answer to the Association was forwarded to the Duke of Buckingham, with the expression of a hope that his Grace would not object to its being sent to its destination.

"His Grace, however, did not think it proper that it should be forwarded, considering that, although the Governor might properly defend himself and his Government from accusations made officially or in Parliament, it was hardly necessary to do so in the case of addresses of a private society, and a communication was made to that effect to the Governor. Lord Granville regrets that the Governor's letter should have been published, and considers it by no means desirable that a Secretary of State should take part in the discussions to which it appears to be leading.

"While, however, Lord Granville is wholly averse from useless controversy, he is fully alive to the importance of the question with which Sir R. MacDonnell has had to deal and to which the committee refer. That subject has already received, and will continue to receive, his most anxious consideration.

"As Sir R. MacDonnell's reply has obtained publicity he feels no difficulty in now forwarding to you the copy originally intended for the National Association by him.

"I am to add that if a deputation from the Association should wish to see Lord Granville, he will be happy to receive the members on Saturday next, at one o'clock.

"And any person who may choose to call at this office on behalf of the Society will be allowed to copy the letters referred to in your communication of the 14th January.—I am, Sir, your obedient servant,

"The Secretary, Social Science Association." "T. R. SANDFORD.

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On Tuesday, the 9th instant, to which day the reception of the deputation had been postponed by the Secretary of State, the following gentlemen, introduced by Mr. Chisholm Anstey, were received by Earl Granville, K.G., at the Colonial Office:—Dr. Aldis, Mr. Edgar, Mr. Frederic Hill, Mr. Crustnarao Pandoorung, and Mr. Pears Mr. Murrow, late of Hong Kong, was also present, and Colonel Sykes, M.P., and the Hon. Arthur Kinnaird, M.P., two vice-presidents of the Association, entered the room after the proceedings had commenced.

After thanking his Lordship for the above reply to their second Memorial, Mr. C. ANSTEY stated the case against the two Hong Kong Government farms, of opium smoking-houses, and gambling-houses, to which the two memorials of the Association (that of last year addressed to the Duke of Buckingham and Chandos, and that of last month, both printed in this journal) referred. He commented at large upon the few points raised by the now no longer apocryphal "despatch" of October 20th last, to the address of the secretary of this Association, and showed from documentary and even official proof the entire inaccuracy of every one of its material statements, and the entire unsoundness of every one of its relevant objections to their case. Upon the whole, he submitted that the following points were fully established:—That the project was originally one for raising local revenue in relief of the old Parliamentary grant; that it had been repeatedly scouted by former Secretaries of State; that the laws of China against gambling (which, under actual ordinances were quite capable of being applied in Hong Kong) had never been applied there, although they were quite sufficient for its repression, and had so been found in China (of which Mr. Anstey mentioned many instances); that the only way to enforce any laws against gambling-houses was by enforcing the Chinese laws of collective and mutual responsibility by means of the tithing (*Kea* or *Káp*), and the hundred (*Páou*) institutions which had been expressly recognised by the Hong Kong Legislature in Ordinances, passed in 1844–1857, but never put into execution; that the only local ordinance against gambling-houses had been found to be so ill-penned as to be inoperative; that the Hong Kong Government had never proposed to amend that ordinance; that it had never brought into play the criminal laws of England against gambling, although all those laws were in full validity within Hong Kong; that the only reason which could be suggested for those omissions on the part of that Government was the notorious fact that for many years certain persons were carrying on the endeavours already alluded to for obtaining Imperial sanction here to the legalisation of gambling, in order to convert it into a profitable Government farm (in which intrigues the go-between was always Mr. Caldwell); that it was untrue to state that the Hong Kong Government had exhausted penal means of repression, which was the main palliation now attempted for their having recently legalised under pretence of regulating it; and, lastly, that whilst some vicious practices might be said to be susceptible of regulation, gambling was the one vice of which that could not be said, nor was it even pretended, in the present instance, to regulate it at all, not even so far as to define the amount to be lost at one sitting. He referred also to the resolution of the Hong Kong Chamber of Commerce, of 1868, and the speeches of its chairman, Mr. Ryrie (member of the Legislative Council), and others of that Chamber, to the addresses of the local clergy and to other authorities, all condemnatory of the late Ordinance, and certifying the nearly unanimous opinions of all respectable Chinese to the same effect.

Earl GRANVILLE here interposing said: You are preaching, I may almost say, to a convert. I go quite with your able statement of the mischief, and I quite sympathise with everything that you have said against the fitness of raising a revenue in this way. I have not yet communicated my decision to Hong Kong. But I may say this much, that whatever that may hereafter be, I cannot approve of these proceeds of the gambling-house farm being treated as colonial revenue, or applicable to colonial purposes. Whether it may be employed specifically in defraying the charges of measures to suppress gambling, or in some analogous way to that, if we are to receive it at all, I shall have to consider if I determine to allow that experiment to continue. But what I should like to know from the deputation is, whether there is any practical way to the direct suppression in Hong Kong, by penal means, of the practice. Our authorities there say that they have exhausted all those means and failed. You have offered reasons for contradicting that statement, and even for asserting that down to the introduction of this gambling farm no real attempt to suppress gambling had been made. This creates a difficulty in the way of my reversing at once what has been done. It is true that there is now the advantage of a new Government being called upon to consider the matter, but then without a few months' consideration one ought not to reverse what may have been done already. I should like to look at the practical question of the way to put down gambling, if there be any way to do it.

Mr. ANSTEY briefly restated what he had said, and referred again to the authorities on that point. He also submitted that the very next preceding Ordinance of 1866 to the Gambling Farm Ordinance was one relating to Registration. By that Ordinance the long neglected Chinese Law of Responsibility was, at length, ordered to be carried into effect (although very imperfectly no doubt). One year's trial of that Ordinance had enabled the present Registrar-General to report that this portion of it had proved to be very popular and efficacious, and in particular, that it had been found of "material" efficacy in suppressing "Public Gambling Houses."

Colonel SYKES, M.P.: And now all these licensed ones will escape from that.

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* *The London and China Telegraph.*

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Mr. ANSTEY assented. He proceeded to read from the report, and also from the Governor's despatch of Oct. 29, 1867, approving of that portion of it.

Earl GRANVILLE having asked for some of those references, Mr. Anstey offered to place all his own notes in his lordship's hands, and it was accordingly done.

Colonel SYKES, after referring to his long personal experience of the coasts of China, a country with which he was even now in "fortnightly correspondence," bore testimony of the accuracy of one important statement made by Mr. C. Anstey, as the result of his official experience at Hong Kong, viz., that opium shopkeeping, gambling and piracy went hand-in-hand, and belonged everywhere to one establishment 'He was satisfied that to regulate Chinese gambling-houses is impossible. The only way is to be firm and put them down with the strong arm of the law.

Mr. MURROW confirmed another statement—viz., as to the persistence and success of the Chinese Government in putting Chinese laws against gambling-houses into effect. It was true that in the troubled times of 1865, at Canton, the Viceroy there for that one year only dispensed with those laws in favour of a particular locality; that is to say, the lanes in the immediate purlieus of the two worst gaols of that city; but there was a characteristic irony in the exemption; it had expired, and gambling at Canton was crushed.

The Hon. A. KINNAIRD, M.P.: We must not intrude any longer upon your lordship's valuable time, but I cannot help saying that the people here at home feel keenly upon this subject.

Earl GRANVILLE courteously thanked the deputation, and they took their leave.

# Foreign Intelligence.

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## NORTH GERMANY.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, Feb. 14.

From the returns of the navigation of Bremen that have just been published, it appears that the total number of vessels that arrived in the Weser last year was 3,182, with a tonnage of 468,900 lasts, of 2 tons to a last, against 3,108 vessels of 449,378 lasts in 1867. The departures were 3,277 vessels of 465,258 lasts in 1868, against 3,478 vessels of 471,394 lasts in 1867. The trade with the Far East has increased more than 50 per cent., for among the arrivals were 113 vessels with 46,544 lasts in 1868, against only 72 of 30,850 lasts in the previous year. Of the arrivals in 1868, 13 vessels of 5,457 lasts came from the British East Indies, 17 vessels of 6,595 lasts from the French East Indies, 53 vessels with 25,546 lasts from ports of Burmah, 16 vessels with 4,980 lasts from Siam, 5 vessels with 2,388 lasts from Netherlands India, 5 vessels with 898 lasts from China, and the remainder from the Sandwich Islands and other groups in the Pacific.

Messrs. Breitkopf and Haertel, of Leipzig, the oldest house in the German publishing trade, and well known as extensive musicsellers, celebrated last week the 150th anniversary of their establishment. They were the first publishers of the music of Mozart, Beethoven, Handel, Gluck, Haydn, and many other classical composers of the last century.

Herr Annecke, Consul in Japan for the North German Confederation, who has been for some months in Germany on leave of absence, left Berlin last week to return to his post in the Far East.

### COMMERCIAL.

Cassia Lignea continues in favour, and 6,000 chests were sold this week at 13½ sch. bco. per lb. There is also a good demand for Pepper, and higher prices are willingly given. Among the sales by importers were 1,800 bags of black Singapore, which realised 4⅛ sch. bco., and no more is to be had at that figure. In Teas there is no alteration to notice in prices. The sales of the week comprised 800 chests of common Congou, 130 do. of middling Pecco, and 400 do. of Canton-made Imperial and Gunpowder. There is a decided improvement both in the demand and the value of Spelter, the sales amounting to 18,000 centners, of which 5,000 for spring delivery at 13.10, 1,000 in loco at 13.11½, 1,000 for spring at 13.12, 5,000 for ditto at 13.14, and 6,000 at 14 marks bco., at which last figure there are buyers; but none is to be had now under 14.2, and the market closes firmly. Discount, 3½ to 4 per cent.

### SHIPPING.

The frost did not last long, and though there is still a deal of floating ice in the Elbe, navigation is again resumed. The Caroline, from Hong Kong, whose arrival at Cuxhaven was reported in my last letter, has come up in tow of a steam tug, and is now discharging her cargo. Sailed, Feb. 5, the Falcke, to Hong Kong.

## HOLLAND.

—o—

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, Feb. 10.

In our political circles much indignation has been expressed at the Order of the "Netherlands Lion" being conferred on Mr. C. Castens, ex-Government Director in Netherlands India. Of course the disapprobation does not result from the fact that this gentleman belongs to the family of the Minister of the Colonial Department, but arises from a statement that Mr. Castens, when Resident, showed himself an ultra-maintainer of the so-called "heerendiensten" (certain services which the natives are obliged to render), and made enormous profits therefrom, which *may* have been in the interest of his administration, but certainly not in that of the natives.

Some days ago a meeting was held at the offices of the Dutch Trading Company, at Amsterdam, of those interested in the manufacture of sugar, in order to report upon the "concretor," an invention o Mr. Alfred Fryer. This machine is designed to produce sugar in a much shorter time than could formerly be done. A resolution was carried to the effect that it was highly desirable that in the forthcoming Bill, regulating the manufacture of sugar, it should be stipulated that manufacturers are to be free to choose any method of manufacturing they think best, in order that they may make use of this "concretor" if it proves to their advantage.

Mr. Koorders, M.P. for Haarlem, died about a fortnight ago at his seat at Bennebroek, at the age of thirty-six years. Notwithstanding that he was a most powerful opponent of Liberal principles, the Liberal papers do honour to his capacities. It is most probable that the vacancy thus created in Parliament will be filled by a Liberal. Mr. C. J. F. Mirandolle, so well known in India, is the Liberal candidate, and the general opinion is that he will beat the Conservative representative, Mr. W. Wintgens. It was at one time in contemplation to bring forward a third candidate, in the person of Mr. Van der Hoeven, ex-editor of the *Bat Handelsblad*. At Groningen Mr. S. van Houten will most probably be elected. The local papers of that town state that he is a most advanced Liberal, and a man of great talent.

The Catholic papers have again opened a subscription on behalf of the Papal army. The Spanish Ambassador, Signor Blas, has been received by the King, the new Government of Spain being thus acknowledged. I hear that Mr. Edward Jacobson, ex-Consul for Italy at Samarang, and now residing at Frankfort-on-the-Maine, has been created by King Victor Emmanuel a Knight of the Crown of Italy.

To-day the sitting of the Second Chamber of the States General was opened, and the members met for the despatch of business. According to the Amsterdam correspondent of the *North Rotterdam Courant*, Mr. F. A. Muller, formerly director of the General Company of Trade and Industry at Amsterdam, has been appointed director of the Rotterdam Bank.

### COMMERCIAL INTELLIGENCE.

MONEY AND SHARES.—The markets for public securities continue rather dull in tone, although the undercurrent of business is believed to be good. Nevertheless, at the close of the market the home funds are steadier, and in sympathy foreign stocks are weak, but no change of importance has ensued. The demand for money at the Bank has been, on the average, fairly supported. The rate of discount remains unaltered.

COFFEE.—There has been no material alteration in the market, and prices continue to be well maintained. The private transactions include 6,000 b. Java, floating per Krimpen a.d. Lek; 500 b. do., ex Sourabaya Packet and Martha Bowker; 540 b. Timor, ex County of Stirling; 1,138 b. Macassar, ex Ternate and Ida Elizabeth; 800 b. Java, ex Martha Bowker; 1,000 b. Java, ex Cornelia Hendrika and Vyf Vrienden. The prices did not transpire. The Trading Company's first sale is announced to-day; 95,200 b. will be offered on the 17th. The total stock was, on the 1st inst., 554,750 b., and the unsold stock of the Trading Company, 359,700 bales.

RAW SUGAR.—Is rather more saleable, but not at any improvement. The following parcels have changed hands:—1,316 mats Sourabaya, ex Ragna, No. 11¾, at 33f.; 547 mats do., ex Ilma, No. 14, at 35½f.; 832 do., floating. per Ragna, at 33f.; 481 mats Samarang, floating per Isaac da Costa, No. 14½, at 35½f.; 664 do. Cheribon, ex Martha Bowker, No. 11¾, at 32¾f.; 1,164 do., ex Parana, No. 11 4-5ths, at 32½f.; and 450 mats do., ex do., No. 13 4-10ths, at 34f. The quotation is now ¾f. to 1f. under November. The stock in bond was, on the 1st inst., 33,408,727 kilo., the unsold stock of the Trading Company being 70,244 mats, against 51,003 mats in 1868.

RICE.—The market is inactive, holders declining to operate without a further advance.

SPICES.—The market is dull. The stock on warrants was, on the 1st—Nutmegs, 4,190 casks; Mace, 443 casks; Cloves, 2,799 casks; Cinnamon, 171 mats; Pepper, 183 bales; and the unsold stock was—Nutmegs, 422 casks; Mace, 81 casks; Pepper, 625 bales.

TEA.—The cargo ex Stinchar was entirely sold at the valuation. The quotations are:—China Congou, 95c. to 100c.; ordinary, 85c. to 88c.; do. Java, 90c. to 95c.; and ord., 83c. to 85c. On the 10th inst. will be offered—210/4, 443/12, and 1313/16 ch. China tea, ex Jungfrau and Falcon. The fine new season's Kaisow Congou is valued at 115c. to 135c., and the finest new season's Congou at 110c. to 115c. Receipts, per Mountain Ash, arrived from Foochow are 4127/4 and 3577/12 chests.

TOBACCO.—Without business; the stock is 26,788 b. Java.

INDIGO.—Prices firm; business small.

TIN.—The market is very animated, and 67¼f. has been paid for Banca, but at the close of the market lower prices are accepted, so that some parcels have been sold at 67f. Billiton is quoted 66¾f. The unsold stock was on the 1st 52,660 slabs Banca and 288 slabs Billiton.

HIDES.—Are attracting much attention; 305 Padang Rinder, ex Julie were sold at 37 1-5th to ¾c.; 678 Padang Buffalo, at 20 to 41¾c. On the 25th inst. large quantities, ex Glencune, Finella and Neckar, will be offered by inscription. The first hands stock is 8,400 Java Rinder and 1,000 Java Buffalo.

ARRACK.—Meets with a good demand, 105 casks Sourabaya, 34 casks Batavia, 7 casks alcohol, ex Gerardus Hendrikus, having been sold.

MISCELLANEOUS.—Rattans, 3,886 b., ex Souarbaya Packet, have been sold. Java Curcuma may be bought at 10f. Preserved Ginger: 490 chests were sold in auction at 55 to 64c.

### SHIPPING INTELLIGENCE.

According to official returns 8,274 vessels, with a tonnage of 2,065,972 tons were entered inwards during the year 1868; whilst during the same period 8,435 vessels, with a tonnage of 2,100,123 tons, were cleared outwards. The fleet of merchantmen consisted on the 1st January of 2,117 vessels, measuring 267,576 lasts, against 2,159 vessels, measuring 270,082 lasts on the 1st January, 1867.

ARRIVALS.—Jan. 25, at Texel, from Batavia, Anna Digna, Passaroeang; 28, at Texel, from Batavia, Insulinde; from Tjilatjap, Jacoba Christina; from Batavia, Cornelia Geertruida; 29, at Texel, from Batavia, Parana; 31, at Brouwershaven, from Bassein, Montrose; at

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Texel, from Batavia, Cornelia Adolfina, Cornelia; Feb. 1, at Brouwershaven, from Sourabaya, Johannes; at Texel, from Batavia, Minister Thorbecke, Maria Catharina; 2, at Hellevoet, from Foo-chow-Foo, Mountain Ash; 4, at Brouwershaven, from Batavia, Helena and Anna; at Texel, from Batavia, Vertrouwen; 5, at Brouwershaven, from Batavia, Hoek van Holland; 6, at Brouwershaven, from Batavia, Cortgene, Jacobus; 7, at Texel, from Batavia, Bathenas; 9, at Brouwershaven, from Batavia, Friesland.

PASSENGERS INWARD.—From Java: Per Erasmus, Mr. B. Feyver; per Passaroeang, Messrs. Goernat and family, Gerard; per Insulinde, Jhr. J. A. de Boreel de Maurignault, Messrs. A. G. Elles, G. L. Aalbertsberg, J. F. Grashuis and family, Miss M. Kregts; per Cornelia, Mrs. Beth Neerink; per Hoek van Holland, Mrs. Linck and family, Messrs. van der Slag and Steenhoven; per Cortgene, Mr. Bik and family.

ROTTERDAM, Feb. 15.

The prevailing topic of discussion in our papers at present is the Bill by which the Cabinet proposes to assist the Netherlands India Railway Company. The original contract between that company and the State stipulated that the Government should guarantee an interest of 4½ per cent. for a period of thirty-three years upon a capital of fourteen millions of guilders. This capital, however, proves to be insufficient, and the company desires to raise a further sum of three million guilders. Of course the Conservative journals oppose this Bill, which, however, is defended with great tact by the Liberal papers, and notwithstanding that the Conservatives will do all they can against it, it is most probable that the measure will be carried, perhaps with more or less important alterations.

In my last letter I stated that Mr. Muller had been appointed a director of the Rotterdam Bank. This news, which was set in circulation by the Amsterdam Correspondent of the *North Rotterdam Courant*, has created much sensation, and according to several letters published by our local papers the shareholders are of opinion that no director should be appointed until a total reorganisation of the statutes is effected. A general meeting will take place next month.

H. M. has conferred the knighthood of the Netherlands Lion on Mr. Van Hantrop, merchant of Maccassar, and on Mr. Lingard, merchant of Goenseng Tabor (Borneo); H.M. has also granted permission to M. H. Van der Tak, Dutch Consul at Kanagawa, to accept the Wurtemberg Friedrich Order, conferred on him by the King of Wurtemberg.

The Second Chamber has been opened, but nothing has occurred of interest to your readers. The ex-Minister, Mr. Heemskerk Az. has been elected President of his section, which proves that he henceforth will be the leader of the Conservative party, in the place of Mr. Koorders. The ex-Minister of Foreign Affairs, the Earl Van Zuylen is appointed Ambassador at the Court of St. Petersburg. I need not say that this is a concession to the Conservative party.

In my last letter I referred to the "Fryer's Concretor," a new invention for suguar refining and manufacturing. The *Nederlandsche Industrieel* has given some interesting details respecting this invention, stating that these useful machines may be obtained from Messrs. Manlove, Alliott, and Co., Nottingham, at a price of about £1,000. I told you also that the Dutch Trading Company had held a meeting of all those interested in sugar manufacturing. At this meeting the following resolution was proposed:—"That the thanks of this meeting be given to Mr. Alfred Fryer, of the firm of Fryer, Benson, and Forster, of Manchester, for the interesting and important information given by him this evening, with respect to the nature and working of the apparatus invented and patented by him, and called "Fryer's concretor." Further it was resolved:—"That, should it appear expedient and desirable that the said 'concretor' be introduced and applied to the manufacture of sugar in the Dutch East and West Indian Colonies, it is, in the opinion of this meeting, desirable that any impediments which may exist against such introduction and application be removed without delay." These resolutions were carried unanimously, and I am of opinion that the machine will very shortly be brought into practical use.

### PRODUCE MARKETS.

COFFEE.—The market is firm, and there is a good demand, but holders decline to operate. The transactions include 1,117 b. Java, ex Vyf Vrienden and Cornelia Hendrika, 285 b. Macassar paré paré, and 1,650 b. Padang, ex Maarten van Rossum and Julie, at 37c. to 42¾c. Of course, attention is fixed upon the forthcoming auction of the Dutch Trading Company, at which 100,200 b. will be offered.

SUGAR (Raw).—Owing to advices from Cuba there has been a lively demand, and important transactions have taken place at advancing prices. About 25,000 mats changed hands at f.¼ under to f.¼ to f.¾ above the November value. Generally importers decline to operate, in waiting for a further improvement of the market.

RICE.—Dull, demand being only for consumption.

SPICES.—There is some demand, but very firm prices must be paid. Cloves have advanced much in value. The quotations are, for Nutmegs. No. 1, 87c. to 89c.; No. 2, 79c. to 80c. Mace D, 135c. to 136c.; E, 130c. Amboina Cloves, N. 2, 28½c. to 29c. Pepper in good demand, and cannot be bought under 24c.

TOBACCO.—The market is very quiet, only 353 b. Java, trademark Temoeloes, ex Glenclune, having been sold. In Manila tobacco several transactions took place in secunda-quality, whilst the stock is nearly exhausted.

TEA.—210/4, 443/12, and 1,313/16 chests China have been offered in public sale for private account. These parcels, imported per Jungfrau and Falcon, were partly sold at 112c. to 128c. for fine new season's Kaisow Congou, and at 134c. for finest new season's Souchong. On the 3rd March the cargo, ex Mountain Ash, from Foochow, will be offered for sale, and on the 11th of that month 8,438/4, 563/8, 370/12, 19/16 chests Java.

DRUGS.—Camphor unaltered, but holders decline to operate at the current prices. Preserved Ginger: Without stock in the first hand; he nominal quotation is 78c. Pearl Sago: 12½f. Japan Wax: The Dutch Trading Company sold in auction 240 chests, quality C, at 47½f., and the other qualities at 42½f. The market closes dull. Mother-o'-pearl shells: 104 piculs floating per Mary Goddard were sold at secret prices. Gums: Unaltered and out of demand.

RATTANS.—847 pic., ex Lotus, and 110 pic., ex Zephyr, were sold at secret prices.

ARRACK.—75/1 and 50/2 casks Batavia, ex Willem Kroonprins der Nederlanden, were sold at prices that did not transpire.

JAVA INDIGO.—Without transactions, owing to want of stock; there is, however, a good demand for fine quality. Curcuma (Java): Several parcels were sold floating at 10f.

BANCA TIN.—Only a trifling business has been done, but holders decline to operate under 67½f.

### SHIPPING INTELLIGENCE.

ARRIVALS.—Feb. 10, at Texel, from Batavia, Helena and Henriette; 14, at Brouwershaven, from Batavia, Janet Mitchell; at Texel, from Macassar, Mary Goddard; at Texel, from Rangoon, Grecian Queen; 15, at Zierikzie, from Batavia, Friesland.

MISCELLANEOUS.—The Trading Company has chartered the following vessels to convey produce from Java:—To Amsterdam, Nieuwe Waterweg I., Capt. F. L. Zack, 744 lasts, at f.82.88; Koning Willem II., Capt. J. L. Besseling, 382 l., at f.87.87; Christina, Capt. M. H. Vissar, 250 l., at f.87.95; Catherina Elizabeth, Capt. J. M. Brakke, 232 l., at f.88.50; Helena, 395 l., at f.88.88. To Rotterdam, Kanagawa, Capt. W. Ouwehand, 642 l., at f.82.99. To Middelburg, Honigbij, Capt. J. van der Valk, Dz., 399 l., at f.82.88; Burgem. van Middelburg, Capt. P. Hoek, 395 l., at f.86.49. To Schiedam, Mary and Hillegonda, Capt. P. Walters, 398 l., at f.85.87.

## UNITED STATES.

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### THE CHINESE MISSION.

The *New York Herald* has some more jubilant comments on Mr Burlinghame's grand "success" in Europe:—

"The Chinese Mission to America and Europe is one of the liveliest of the many lively questions of the hour. When it became known that an American was to be the chief of that Embassy, not only to his own country but to all the Courts of Europe, Europe and America were equally astonished. Why should it be so? No one could answer. The European journals were tickled and tried to laugh. Some miserable American journals poohpoohed the affair, and called it a party move. Not a little dudgeon was called forth on both continents. Mr. Burlinghame and his Chinese friends came here and conquered. Mr. Burlinghame and his friends went to London and conquered. The partisan journals on this side remained doubtful. The European journals were still stubborn and a little cold. The *Herald* alone, seeing the result at a far distance, never doubted. When all the American journals were cold and unkindly the *Herald* predicted European success. We did so because we knew that a new era had come—an era in love with truth and justice. The London success did not convince doubters. The *Herald* said that Mr. Burlinghame's success in London implied success all over Europe, and that the Courts of Paris, of Vienna, of Berlin, of St. Petersburg, would follow the example of the Court of St. James. The result has proved that we were right. Mr. Burlinghame and his friends have gone to Paris, and the kindness shown them by the Emperor and his Minister has been quite equal to the kindness shown them in America and in London. So will it be until the end. All over Europe the new diplomacy will be acknowledged and encouraged. The Emperor Napoleon, who knows the modern world better than most men now living—pity he cannot live always—could not deny himself the little joke that it was funny to find the youngest nation pleading for the oldest; but the allusion seems to have been so delicate that we can only say it was pregnant with compliment rather than with jealousy. It is pleasant to think that China is to be admitted to the family of civilised nations, but the pleasure is increased by a knowledge of the fact that the initiation of this great reform is due to the United States. The Burlinghame mission at Washington, in London, in Paris, only proves that the era is new and that a new policy is necessary."

### THE TREATY WITH CHINA.

A despatch, dated Washington, Jan. 12, says:—In compliance with the requirements of the Act of June 22, 1860, to carry into effect the provisions of the treaties with China and certain other Oriental nations, the President transmitted to Congress a copy of eight rules agreed upon between the Chinese Imperial Government and the Minister of the United States, and those of other foreign Powers accredited to that Government, for conducting the proceedings of the joint tribunal in cases of confiscation and fines for breaches of revenue laws of that Empire. The rules provide for an adjudication of such cases in first instance by a board consisting of the American Consul and the Chinese Commissioners of Customs and the Chinese Superintendent of Customs. An appeal in certain cases may be taken to the higher authorities of both nations at Peking, and the proceedings, character of proof, &c., are regulated with great minuteness of detail. An accompanying letter from the Secretary of State to J. Ross Browne, American Minister to China, communicates the President's assent to the rules, and commends the diligence and ability with which Mr. Williams, our Chargé de Affairs, *ad interim*, has practised in securing the adoption of a code which promises to be so highly beneficial to the commerce in the East. The Secretary of State urges Congress to approve of these rules.

### THE BURLINGHAME MISSION AND ITS RESULTS.

(NEW YORK HERALD.)

Perhaps the most significant sign of the times, marking the conclusion of one historic epoch and the beginning of another, is the late reception of the Chinese Embassy at the Court of France. Young America, all sinew and elasticity, takes the aged father of nations by the hand, and, leading him eastward, shows him first the United States

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then England, then France. "These are the product of the world's movement westward," muses the old man. "I sent them on their journey to greatness thousands of years ago, while I, full upon the Eastern confine of the then known world, felt nothing from the constant impulse of Western civilisation except its drainage power. Now it has made the circuit of the earth, and spurs Eastern Asia to new and extraordinary action."

A dim perception of all this must have flashed upon the Emperor Napoleon as he received the Burlinghame mission the other day—a shadow that told him that Asia and the United States were on the point of banding interests, and that for the future we are entrusted with the commercial destinies of China and Japan. Heretofore France, England and the whole Atlantic seacoast of Europe have been the great centres of the India trade. They were made so by the voyages of Columbus, Vasco de Gama, and Magellan. Before the period of their commercial supremacy they received their Indian trade from the Eastern Mediterranean, across the immense deserts of Syria, Arabia, and the Persian Empire. Phœnicia grew dictatorial under the influence of this commerce. Carthage, Rome and Venice followed. But it was a commerce which clung to Asia through long lines of laden camels. The trade was in the rarest of Indian products; and in Europe it required the labour of many men to supply a single want of one fellow being. So the world slowly dragged along, and not until more than four thousand years after Syria launched her ships did Western Europe cut loose from its base and try to reach India by striking westward. A continent intervened three thousand five hundred miles in width; but Europe saw the Indian prize beyond, and set to the gigantic work of bridging it. Population poured in upon our soil, and the bone and sinew of the Old World made America a gigantic workshop, as if in preparation for the trade of a thousand millions of the human race which are now roused from their Asiatic lethargy by the echoes of our civilisation. Railroad, telegraph, steamboat, and every modern appliance have trained our energies to the task of preparing for this great India commerce. We press westward; but China, active under the coming storm of progress, moves eastward to meet us. Upon our soil, Ireland, the most western people of Europe, is advancing, spade in hand, towards the Pacific Ocean, while eastward, from San Francisco, twenty thousand Chinese labourers are creeping up the slope of the Rocky Mountains to connect the Old with the New, and complete for civilisation the orbit necessary to make the population of the world homogeneous.

Europe may well feel the pressure, but she must obey the impulse. England, great in the glory of her Indian conquests, enriched by a commerce which at home has made her a vast manufactory and abroad has given her the control of the ocean, must bow to a progress which she herself set on foot, and which she must recognise as holding a power great in proportion to our geographical position when compared to her own. France, whose sweeping intellect can almost compensate for lack of geographical advantage, must also bend to the fact that we are the centre of the world's trade. France was the master mason at the laying of the corner stone of our nationality. We have never forgotten it, and our highways to Eastern Asia are her transits also. "Come and share with us what we have" is the key-note of our greatness; and it is for this we applaud the liberal treaties which China is making with maritime Europe.

When we commenced the development of all our vast territory by our railway system the efforts made were local and imperfect. The lines were affected by petty interests, by rivalries and jealousies. They had very little bearing upon the question of great through routes and comprehensive principles. Up to 1861 we went on with our systems, discovering that the greatest embarrassment proceeded from State boundary lines. Slowly we are emerging from this narrowness of national development. Our railway kings now take the map of North America and draw bold lines across it. England does the same, and thereby compliments our future. We find that we cannot deal with this great palpitating progress without blotting out the narrow and the local to give place to plans proportioned to the demands of the age upon us. Short railroad lines are fast disappearing, and great through lines, under a single and cheaper management, take their places. To-day a great mania exists to reach the Pacific, and West and South-west our map is covered with projected routes to San Francisco, to Guaymas, to Mazatlan and San Blas. Irrespective of nationality we sweep across Mexico, and she, dead to modern progress, is of as little account as a feather in the track of a whirlwind.

All this impulse receives more or less force from the growing cordial relations which exist between us and Eastern Asia. When the last rail is laid upon the Pacific Railroad the world will no longer have a frontier. Besides all this, however, we must own Pacific telegraph lines; for we must talk daily with this great Chinese and Japanese people, with whom we are to be so intimately connected and upon whom depends so much of our future greatness. Asia in this century is to receive an impulse from the two youngest of the great nations, Russia and the United States—the former steadily marching southeast and the latter pressing already upon the shores of China and Japan. These are the signs of a new era in the world's history—an era which will be marked by an extraordinary progress, to which the past has been but the preface.

## NEW YORK TEA MARKET.

The following is from Messrs. Beebe's Circular, dated Jan. 15:—The new year opens with a decided increase in the demand for tea, and business during the past fortnight has been quite large. No great change has occurred in values, but the inquiry has been freely met by holders, and sales from first hands foot up 3,600 half-chests Green, 15,000 half-chests Japan, 25,000 half-chests Oolong, and 800 half-chests Souchong. Of these the Greens are nearly all from receipts *via* San Francisco, and realised very full prices as compared with previous shipments by the same route. The sales of Oolong include 5,200 half-chests new crop from Foochow, and 7,800 do. from Amoy, ex Samuel Russell, and 11,000 half-chests old Amoy, mainly of fair to good cargo grades. These last show an advance of 1c. to 2c. on prices obtainable for such goods last month. Of Japans, the sales noted are chiefly from the cargoes of new crop ex Parmenio and Italy. At the close the market rules firm, with a fair demand at our quotations for most descriptions. We note the arrival of the Samuel Russell, from Amoy and Foochow; Italy, Parmenio, and Benefactress from Yokohama.

The following report, issued by Messrs. Beebe, is dated 28th ult.:—"Since our report of the 15th inst. considerable business has been done in the various descriptions of Tea, and the market closes firm for Greens, at quotations of that date. For Japans there is rather less inquiry, and some concession in prices would be necessary to effect further large sales at the moment. In Oolongs the business has been confined almost wholly to old crop goods, at figures showing some decline upon prices realised early in the month. Sales reported from first hands during the fortnight are 12,200 half chests Green (including 3,800 to arrive), 11,500 half-chests Japan, 9,700 half-chests Oolong, 3,300 half-chests Souchong, and 500 half-chests Powchong. Of the Japans 4,500 packages were taken for export to Canada. We note the arrival of the Yokohama, from Yokohama, Asphodel, from Shanghai, Havelock and Camilla, from Foochow, at this port, and Tientsin, from Foochow, at Boston."

Current quotations:—Congou and Souchong: Dusty and common 45c. to 50; good cargo, 53c. to 55; superior, 58c. to 63; fine, 65c. to 70; extra fine and finest, 75c. to 90. Foochow Oolongs: Fair cargo, 50c. to 53; good, 54c. to 58; superior, 58c. to 65; fine, 65c. to 80; extra fine and finest, 85c. to 110. Amoy Oolongs: Fair cargo, 48c. to 50; good, 51c. to 55; superior, 56c. to 60; fine, 62c. to 65; extra fine and finest, 70c. to 85. Japans: Common, 55c. to 58; medium, 60c. to 63; good medium, 65c. to 67; fine, 69c. to 72; finest, 75c. to 80. Greens (Moyune, Twankee, and Fychow): Gunpowder, 85c. to 130; Imperial, 70c. to 110; Young Hyson, 56c. to 112; Hyson, 65c. to 100; Hyson Skin, 50c. to 65.

# LEGAL.

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## JUDICIAL COMMITTEE OF THE PRIVY COUNCIL.

FEBRUARY 4 AND 5.

Present—Lord Chelmsford, the Right. Hon. Joseph Napier, and Sir J. Colvill.

RODGER AND OTHERS V. COMPTOIR D'ESCOMPTE DE PARIS AND ANOTHER.

Counsel for the Appellants—Sir Roundell Palmer, Mr. Manisty, (Common Law), and Mr. Baylis.

For the Respondents—Mr. Mellish, Mr. E. E. Kay (Equity), and Mr. Holl.

This case, which arose out of the bankruptcy of Lyall, Still, and Co., was of considerable mercantile importance, and occupied the Judicial Committee for two entire days. Lord Chelmsford, in intimating that the Committee would reserve their judgment, took occasion to compliment in very high terms the legal gentlemen on both sides for the very able manner in which the case had been argued.

The appeal was against the judgment of the Supreme Court of Hong Kong, refusing a rule to set aside a verdict obtained by the respondents, and to enter a nonsuit, or for a new trial, on various grounds, but chiefly on the grounds that certain goods consigned to Lyall, Still, and Co., and shipped on board the *Min*, had been stopped *in transitu* by the unpaid Manchester vendors, and that the respondents were not holders of the bills of lading of such goods for valuable consideration, without notice so as to defeat the right to stop *in transitu*.

The facts as stated were these. The appellants are the owners of the ship *Min*, and the respondents are the Comptoir d'Escompte de Paris and the Chartered Bank of India, Australia, and China. In the latter end of the year 1866 the London house of Lyall, Still, and Co. purchased goods of Messrs. Liebert and Co., Mr. S. Mendel, and Messrs. Calvert and Co., all of Manchester, for the purpose of shipment to their house in China. Liebert's and Mendel's goods were subject to certain special arrangements which appeared at the headings of the invoices, but were not in any way adverted to on the bills of lading. The goods were sent from Manchester to London in Nov., 1866, received there by Messrs. Killick and Martin as agents for Lyall and Still, of London, who made out the bills of lading, put the goods on board the *Min*, and handed the bills of lading, which had never been seen by the Manchester vendors, to Lyall and Still. Lyall and Still re-invoiced the goods to their China house, adding their own charges, and sent a telegram to China advising the shipment of goods by the *Min*, but not saying what goods or from whom purchased; and in due course of mail sent forward the bills of lading, which were in the usual form deliverable to Lyall, Still, and Co., or their assigns.

In December, 1866, before any notice arrived in China of the shipment of the goods, the China house got large sums of money from the Hong Kong managers of the respondents, on the promise that they should be furnished with documentary bills in time to send by the next home-going mail; but Lyall, Still and Co. failed to furnish them, and after threats of criminal proceedings against the resident partner, the banks ultimately, in order to secure themselves (as Lyall and Still, having refused acceptances to the amount of $150,000, were evidently unsafe), took an assignment on the 22nd of December of various securities, and amongst others, "all goods or documents for goods alluded to in a telegram, dated 9th November, 1866, from London partners to Hong Kong firm," "and all goods or documents for goods purchased and shipped, and now on the way hither."

The goods referred to were those loaded on board the *Min*, and the bills of lading having arrived in due course, on the 27th of December were indorsed over to the respondents.

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The *Min* arrived in Hong Kong in April, 1867, the goods were stopped *in transitu*, and the master refusing to deliver them to the respondents in exchange for the bill of lading, an action of trover was brought in the Supreme Court of Hong Kong against the owners of the *Min*, and a verdict for the value of the goods with costs was obtained by the respondents. The judge having refused to set aside the verdict the present appeal was brought.

The appellants contended that the transitus of the goods did not terminate until the *Min* arrived in Hong Kong, and that the respondents, knowing *absolutely* of the insolvency of Lyall, Still, and Co., and *inferentially* that the goods were unpaid for, were not *bona fide* holders of the bills of lading for a valuable consideration without notice, which they must have been to defeat the stoppage *in transitu*. The appellants also contended that the assignment to the respondents was of that sweeping character that, if it operated to pass any interest in the bills of lading at all, which was disputed, would only pass such interest as Lyall, Still, and Co. themselves had, and that the respondents took them subject to all the equities affecting them.

The respondents rested upon the verdict in the Court below, the jury having found, after an adverse summing up, that the respondents were *bona fide* holders without notice, and they contended that a general knowledge of insolvency to be inferred from dishonouring bills was not in itself sufficient to displace their title, but that knowledge of insolvency, of the goods being unpaid for, and of the vendors being in a condition to stop, must combine to make such a notice as would defeat the respondents' title. They had the legal right and an equity as good as that of the unpaid vendors.

A case of Virtue *v.* Jewell, 4 Camp. 31, deciding that knowledge of insolvency alone was sufficient, was adverted to and commented on by their lordships, and Lord Chelmsford suggested a doubt whether a bill of lading could be assigned for an antecedent debt.—Judgment reserved.

Agents for appellants: Messrs. Reed, Phelps, and Sedgwick. Agent for respondents: Mr. Ambrose Parsons.

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### COURT OF ADMIRALTY.—FEB. 17.

THE PROCEEDS OF THE CARGO EX "ELLEN RODGER."

This was a cause of salvage instituted on behalf of the owners, master, and crew of the ship *Albuera* against the proceeds of the sale of a portion of the cargo, tackle, stores, &c., of the late ship *Ellen Rodger*, and against the owners of that ship and her cargo intervening. The money, amounting to £3,155, had been brought into Court.

Mr. E. C. Clarkson were for the salvors; Mr. Butt, Q.C., appeared for the owners of the *Ellen Rodger* and her cargo.

Two preliminary points of some importance arose. The salvors had filed their petition, setting out the facts which gave rise to their claim, to which the owners of the *Ellen Rodger* did not put in any answer, although they had appeared to the suit; the salvors, then, by leave of the Court, concluded the pleadings. Afterwards the owners of the cargo salved also appeared. Under these circumstances it was contended that all the allegations of the petition were admitted, and that it was unnecessary to call evidence on the part of the salvors, and cases were cited in support of this proposition.

The Court, however, held that as in all the cases cited the defendants had pleaded, and had either in their pleadings assumed the truth of the plaintiff's statements or denied some of them, from which it might be inferred that they admitted the rest, this case was distinguishable, and that the salvors must prove their case.

A witness was then called on their behalf and examined, but upon counsel for the ship and cargo proposing to cross-examine him, the objection was taken that as the owners of the *Ellen Rodger* and her cargo had not pleaded they could not take any part by counsel in the hearing of the suit.

The Court held the objection was good, and that a party who has not pleaded cannot be allowed to cross-examine witnesses or to be heard upon the merits.

There being, however, particular circumstances in this case, an arrangement was come to between the parties in order to save the expense of an adjournment, which was offered by the Court, and counsel for the ship and cargo addressed the Court by consent of the other side. The facts of the case were simple. The *Albuera*, a ship of 774 tons, bound from London for Shanghai, with a valuable cargo, on the 2nd of October, 1866, while sailing through Gaspar Straits, sighted the *Ellen Rodger*, a homeward bound tea ship, ashore on the Belvidere shoal and abandoned. Finding it impossible to save the *Ellen Rodger* herself, the master and the crew of the *Albuera* brought off from her 1,477 chests of tea, and a lot of sails and stores. The salvage services occupied five days, and were attended with considerable labour, as the *Albuera* dared not approach within a mile and a half or two miles of the wreck, and her boats had to carry everything saved from one ship to the other under a tropical sun. The tea and stores were taken to Shanghai and there sold, and the proceeds remitted to England.

The Court awarded £1,200 salvage, of which it allotted £400 to the owners of the *Albuera*, £200 to her master, and £600 to the crew according to their ratings.

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THE CHINESE MISSION AT A FETE.—At the Grand Hotel, Paris, there was recently held the annual ball in aid of the Poor Children's Fund, which has been so cordially supported in all circles and in all countries. In a quadrille of honour, which opened the ball, the Duchesse Tascher de la Pagerie danced with Mr. Anson Burlinghame, the Chinese Ambassador, Madame Stanisforth with Lord Lyons, Mademoiselle Ananoff, a beautiful Circassian girl, with the second Chinese Ambassador, Tcheta-jen, Madame Daker with Djemil Pasha, the Comtesse Stéphanie de la Pagerie with the Empress's Chamberlain, the Marquis de la Ferrière, and Madame Kœnigswarter gave her hand to the Cavaliere Nigra.

## Monetary and Commercial.

With reference to the affairs of the Commercial Bank Corporation, it is stated that a considerable number of assents to the proposed compromise of 17s. in the pound have been received from both creditors and shareholders, and a circular has been sent out by Messrs. Clarke, Son, and Rawlins, of 29, Coleman-street, on behalf of a committee formed to carry out the arrangement, inviting subscriptions to a trust fund of £100,000, which it is proposed should be formed to purchase for that sum various valuable properties acquired by the bank in China, principally in Shanghai. The estimated value of the properties which it is proposed to purchase is stated at £147,930, and the net annual rental at £12,709 10s. Allowing a considerable sum for management and other expenses, a present return of fully 10 per cent. on the purchase money is put forward with the probability of increase as the China trade improves, and of an ultimate advantage by the gradual resale of the properties at a price exceeding the present cost. The Master of the Rolls has sanctioned the sale of the properties by the official liquidator of the Commercial Bank, but the subscriptions to the trust fund of £100,000 are meantime limited to the shareholders and creditors of the above bank. Creditors can authorise the liquidator to retain their subscriptions out of the next dividend declared, thus avoiding cash payment. The following gentlemen act as a committee for carrying out the arrangement, viz.:—Mr. Reuben Sassoon, Mr. John Pares Bickersteth, Mr. John Campbell, Mr. William Henry Vacher, Mr. Frederick Chapman, and Mr. John Andrew Baumbach; any three to form a quorum. This measure will greatly assist the liquidation of the Commercial Bank and the proposed compromise of 17s. in the pound.

Telegrams from Hong Kong announce that a half-year's dividend of the Hong Kong and Shanghai Banking Corporation for the six months ending 31st December is at the rate of 12 per cent., that 200,000 dollars are added to the reserve fund, and the balance of profits carried forward to the new year.

Since the issue of a notice in December last on the subject of mails for China and Japan *via* San Francisco, information has been received from the United States' Post-office that letters intended to be sent to Japan or China by the United States' monthly mail packet from San Francisco will probably be in time if they are posted in this country so as to arrive in New York not later than the 22nd of each month.

According to a circular of Mr. F. M. Page, the specie shipments to the East, *via* Alexandria, amounted last year to £10,189,904, against only £3,659,154 in 1867, which was the smallest shipment known for many years past. The highest total ever attained was in 1864, when in consequence of the cessation of the American cotton supply it reached £24,318,189. For 1868 the total shipments to China and Japan reached £826,431, and to the Straits £306,865, these two amounts showing an increase of about a quarter of a million against the preceding year.

The small amount of bar silver brought by the last West India steamer has been disposed of at 60⅞d. per oz., a decline of ⅛d. from the rate obtained for that by the previous packet. In the interval a very large business has been transacted at 60⅞d. to 61d.; but the demand for India has decidedly slackened within the last few days.

The amount of bullion by the P. and O. Company's steamer Massilia, from Southampton on the 6th inst., was, in gold, to Galle, £2,934; to Bombay, £13,900; to Madras, £1,195; in silver, to Bombay, £82,000; to Madras, £2,000; to Hong Kong, £25,688; total in gold, £18,029; in silver, £109,688.

It is notified that the firm of Malcolm, Hudson, and Stitt, of London and Yokohama, is dissolved by the retirement of Mr. J. S. Stitt, and that the business will be continued at both places by the remaining partners, under the style of Malcolm, Hudson, and Co.

The retirement of Mr. Edwin H. How from the firm of E. H. How and Co., of Foochow, is also announced; the business is now amalgamated with that of Mr. R. R. Westall, under the style or firm of Westall, Galton, and Co.

A circular issued in New York, under date Jan. 1, announces that the late business of Messrs. Westray, Gibbes and Hardcastle will be continued henceforth by Mr. Fletcher Westray and Mr. Alfred H. Gibbes, under the firm of Westray and Gibbes.

Mr. Thomas B. Green has issued a circular, dated from the Lombard Exchange and News-room, announcing that he has commenced business as a public tea-inspector, and is prepared to

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examine and report on parcels of tea at a uniform charge per hundred packages. Mr. Green believes that the want of an independent inspector is frequently felt—for instance, when heavy simultaneous arrivals overtax the resources of brokers, and in cases where claims or disputes arise, to decide which a reference to a competent and impartial inspector must certainly be valuable.

Mr. James Innes has commenced business as a tea broker at 90, Great Tower-street.

## THE TEA DUTIES.

The following letter on the tea duties has appeared in the *Daily News*:—

SIR,—I am surprised that none of your statistical correspondents have drawn attention to the extraordinary development of trade, and to the great gain to the public that has followed the repeated reductions that have been made by the Legislature on the tea duties. Permit me to do it in a popular form, and your readers can judge how much they, or rather their poorer neighbours, the labouring classes, have gained by these beneficial changes. In 1852, the last year of the 2s. 2½d. per lb. duty, the consumption of the United Kingdom was 54,713,034lbs., yielding to the revenue £5,984,172. In 1868, with a duty of 6d. per lb., the consumption had increased to 106,250,000lbs., yielding £2,656,250; this shows an annual loss to the revenue of £3,327,922, but the gain to the public has been much greater. I dare not say that the consumption, with a 2s. 2½d. per lb. duty would now have been 106,000,000lbs., but taking the natural increase, which averaged 1,500,000lbs. a year during the twelve years that it remained at that duty, we should have had in 1868 a consumption of 78,000,000lbs., yielding, at 2s. 2½d. per lb., £8,531,250; deduct from this the actual amount paid, £2,656,250, the result will be £6,168,750. Add to this the profit taken by the retailer on his outlay for duty, which is certainly not less than 5 per cent., we have £6,527,032, or nearly double the loss to the revenue as the annual gain to the public. I rather think the reduction of the tea duties was first submitted to Parliament by Mr. Disraeli in 1852. It was left, however, to his successor to begin the good work and to propound a scheme, which he ultimately carried out, for their gradual reduction to 1s. per lb. At that figure the public and the trade seemed satisfied. To their surprise, in 1865 Mr. Gladstone, with great boldness and a true appreciation of the public good, reduced them to 6d. per lb. The annual gain to the public of £2,250,000 by that step is entirely due to him; and I dare say he will not grudge Mr. Disraeli his share of the credit for the earlier reductions. How does a large and important constituency in South-West Lancashire reward such services when the person who rendered them seeks another opportunity of still further benefiting his country? In your columns last week it was stated that the expenses of the defeated candidates for that constituency were £11,800; so that the man who has been instrumental in saving to the public about £6,000,000 annually is mulcted in the sum of £6,000 because he very naturally desired to represent his native county in Parliament. Can we wonder at the Chinese calling us barbarians when we so treat the public man of whom they hear most, and who, benefiting his own country in this matter of the tea duties, has equally benefited theirs?—I am, &c., A RETAIL TEA DEALER.

## BULLION AND SPECIE.

The following remarks are from Messrs. Mocatta and Goldsmid's report:—

Last week there was again a lively demand for Bar Silver, and the price advanced to 61d., at which some amount of business was transacted; during the last few days, however, the inquiry has slackened, and silver is now offering at 60½d. This depression is probably only temporary, as, although not far short of three millions sterling have been remitted to India within the last three months, there seems a fair prospect of the shipments being continued. Mexican Dollars have been also largely taken for China during the same period, chiefly for shipment by sailing vessels round the Cape. The supply is now very limited, and although the demand is not by any means general, a fraction higher than 59½d. has in some instances been obtained.

The foreign exchange having advanced there is no longer much advantage in sending gold to Paris; and although all that arrives here is still taken for exportation, the withdrawals from the Bank have in a great measure ceased.

EXPORT OF SILVER FROM SOUTHAMPTON TO INDIA, CHINA, AND THE STRAITS.

| Year. | India. | China. | Straits. | Total. |
|---|---|---|---|---|
| 1862 ... | ... £6,890,810 | ... £2,530,663 | ... £669,987 | ... £10,091,460 |
| 1863 ... | ... 5,971,632 | ... 1,995 909 | .. 295,470 | ... 8,263,011 |
| 1864 ... | ... 5,008 291 | ... 891,338 | ... 354,375 | ... 6,254,004 |
| 1865 ... | ... 2,738 762 | ... 560,026 | ... 299.270 | ... 3,598.058 |
| 1866 ... | ... 2,009,580 | ... 303,196 | ... 52,850 | ... 2,365,626 |
| 1867 ... | ... 370.231 | ... 265.766 | ... 6,915 | ... 642,912 |
| 1868 ... | ... 1,000,635 | ... 474,945 | ... 160.062 | ... 1,635,642 |
| 1869 (to date) | 548,800 | ... 85,211 | ... nil. | ... 634,011 |

QUOTATIONS.

| | |
|---|---|
| Bar Gold ... ... ... | ... 77s. 9d. per oz. |
| United States Gold Coin... | ...76s. 3d. to 76s. 3½d. per oz. |
| Bar Silver. Fine ... ... | ...5s. 0½d. to 5s. 1d. per oz. |
| Fine Cake Silver ... ... | ... 5s. 5½d. per oz. |
| Mexican Dollars ... ... | ... 4s. 11½d. per oz. |
| Spanish Dollars (Carolus) | ... ... — per oz. |
| Five Franc Pieces... ... | ... ... — per oz. |

## EXPORT OF COTTON GOODS TO THE FAR EAST.

The following is a summary of Mr. Sam Mendel's tables for the present month, which contain details of the quantities of cotton yarn and manufactures shipped from London, Liverpool, Southampton, and the Clyde, to Hong Kong, Shanghai, Japan, Singapore, Batavia, Manila, and Ceylon during the month ended 16th February, 1869.

To HONG KONG AND WHAMPOA.—Plain Cottons, 3,983,878 yards; Coloured Cottons, 283,478 yards; Printed Cottons, 275,086 yards; Cotton Yarn, 71,600 lbs. Total value of Cotton Goods, £101,334.

To SHANGHAI.—Plain Cottons, 16,742,199 yards; Coloured Cottons, 923,075 yards; Printed Cottons, 264,772 yards; Cotton Yarn, nil. Total value of Cotton Goods, £306,205.

To JAPAN.—Plain Cottons, 1,327,260 yards; Coloured Cottons, 24,548 yards; Printed Cottons, 423,552 yards; Cotton Yarn, 239,172 lbs. Total value of Cotton Goods, £40,192.

To SINGAPORE AND PENANG.—Plain Cottons, 4,653,815 yards; Coloured Cottons, 708,000 yards; Printed Cottons, 104,144 yards; Cotton Yarn, 166,915 lbs. Total value of Cotton Goods, £113,186.

To BATAVIA.—Plain Cottons, 631,763 yards; Coloured Cottons, 750,850 yards; Printed Cottons, 569,290 yards; Cotton Yarn, 53,780 lbs. Total value of Cotton Goods, £42,788.

To MANILA.—Plain Cottons, 569,114 yards; Coloured Cottons, 1,095,060 yards; Printed Cottons, 177,952 yards, Cotton Yarn, 2,100 lbs. Total value of Cotton Goods, £41,382.

To CEYLON.—Plain Cottons, 2,131,964 yards; Coloured Cottons, 131,059 yards; Printed Cottons, 249,389 yards; Cotton Yarn, 18,700 lbs. Total value of Cotton Goods, £43,980.

## BANK AND MISCELLANEOUS SHARES.

| Shares. | Joint Stock Banks. | Paid. | Prices Feb. 17. |
|---|---|---|---|
| £10 | Agra Bank, A shares ... ... ... | All | 11⅛ to 12⅛ |
| 10 | Do. B do. ... ... ... | — | 4⅛ to 5 |
| 25 | Bank of Egypt ... ... ... ... | All | 35 to 37 xd. |
| 20 | Chartered Bank Ind., Aust., and China | All | 20½ to 21½ |
| 25 | Chartered Merc. of India and China ... | All | 29½ to 30½ |
| 20 | City Bank ... ... ... ... | 10 | 11 to 12 |
| 28½ | Hong Kong and Shanghai Bank, new... | 5⅛ | ⅝ to ¾ pm. |
| 50 | London and County ... ... ... | 20 | 49 to 51 xd. |
| 50 | London Joint Stock ... ... ... | 15 | 32½ to 33½ |
| 100 | London and Westminster ... ... | 20 | 65 to 66 |
| 25 | Oriental Bank Corporation ... ... | All | 43 to 44 |
| 50 | Union of London ... ... ... ... | 15 | 36½ to 37½ |
| | MISCELLANEOUS. | | |
| — | Ceylon Deb., 6 per cent., Nov. 1878 ... | 100 | 109 to 111 |
| — | Do. Do. 1872 ... | 100 | 103 to 105 |
| — | Do. Do. 1882-3 ... | 100 | 111 to 113 |
| 20 | Ceylon Company ... ... ... ... | 10 | 3⅛ to 3½ dis. |
| 20 | Do. A shares ... ... ... | 5 | 2⅛ to 2½ dis. |
| 10 | Credit Foncier and Mobilier of England | All | 2⅛ to 3 |
| 20 | Egyptian Com. and Trading Company | 6 | — to — dis. |
| 10 | General Credit and Discount Company | 7½ | 1⅛ to 1⅛ dis. |
| 10 | North Assam Tea (Limited) ... ... | 5½ | 7 to 5 dis. |
| 10 | Do. do. B shares ... ... | All | 9 to 8½ dis |
| 20 | International Finance Society ... ... | 5 | 1½ to 1½ dis. |
| 50 | P. and O. Steam Company ... ... | All | 49 to 51 |
| 50 | Do. Do. 1867 ... ... | 10 | 1 dis to par |
| 10 | Upper Assam Tea... ... ... ... | All | 1½ to 2½ |
| 100 | West India Steam Company ... ... | 60 | 47 to 49 |

## ARTICLES OF IMPORT.

*(For Quotations see Table of Prices Current.)*

### TEA.

The public sales of China commenced on the 16th inst., the offers being 14,670 packages, of which 11,000 packages have been sold without reserve. There was considerable competition, especially for common Congous, Red-leaf realising 1s. 1d. to 1s. 4d., and Kaisow siftings 7¾d. to 8½d. per lb. By private contract there has been a more general demand for common Congous, and advanced prices are obtained, descriptions sold last week at 12¾d. to 13d. being now worth 13½d.

The following is from Messrs. W. J. and H. Thompson's Circular, dated 17th inst.:—During the last few days a speculative feeling has prevailed for common Congou, and the price has advanced ¼d. per lb.; other kinds remain much as before, but there is decidedly a healthier tone, and importers are firm. Foochow Congous: Dust, siftings, and broken leaf are rather dearer, and good common and inferior flavoury are saleable at 1s. 1½d., which shows an advance of ¼d. per lb. For superior and medium qualities occasionally better prices can be obtained than the depressed rates lately current; the same remark applies to fine. Black-leaf Congous: Good common has been taken both by the trade, exporters, and speculators at 1s. 1¾d. to 1s. 1½d. per lb., and little now is to be had at the latter figure. Fair and medium have also advanced ¼d. to ½d. per lb., and a good demand has existed at 1s. 2d. to 1s. 5d. per lb. Sales in good and fine have been small, but the prices obtained have been rather better than those lately ruling. Tayshan Congous: Fair to medium in boxes have been sold at 1s. 1½d. to 1s. 4d. per lb. Oolongs: Good common have again been sold at the auction at 1s. to 1s. 0½d. per lb. Scented Capers: Further sales have been made at the prices quoted in our last. Scented Orange Pekoes: A parcel of boxes of common, "with all faults," in the sale, realised 11¼d. per lb., and several lots of fair to good, received overland, sold at 1s. 2d. to 1s. 5d. per lb. Green Teas: There is no new feature to notice; common continues to sell freely, but the finer kinds do not meet with ready buyers. The China sale, which commenced on the 16th inst., concluded to-day. The prices of all common to fair Congous and medium black-leaf are ½d. per lb. dearer. The United Kingdom stock was, on the 31st ultimo, estimated at 100,000,000 lbs. in 1869, against 86,000,000 lbs. in 1868; cargoes of vessels arrived up to date, but not included in the above stock, with portion of other cargoes only partially included, 14,021,600 lbs. in 1869, against 6,016,700 lbs. in 1868; amount "on the water" advised by the last mail, 19,458,700 lbs. in 1869, against 27,528,500 lbs. in 1868.

### SILK.

With reference to the Lyons market we extract the following from the *Salut Public*:—Business continues to remain in that position which is neither activity nor stagnation. To judge from the published returns, it may be said to be in the normal condition for this period

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of the year. What characterises this situation is the difficulty encountered in concluding any bargains. On the one hand the holders, who have already made some concessions, are astonished that no greater results are produced; on the other, buyers, who still believe in a fall, cannot make up their minds to do more than supply their most pressing wants as they arise. In manufacture, in spite of the presence of numerous purchasers, very few transactions take place. The buyer is frightened at the high prices, and wishes to wait for the direct requirements of consumption before laying in a stock; but as the quantities in hand are not important, and a slight movement would soon exhaust them, a general resistance is offered to the lowering of prices. This is not the first time, moreover, that this apparent contradiction between the weakness of the rates in raw material and firmness in those of tissues has been witnessed. This state of things is explained, as we have just said, by the smallness of the stocks held, not only by the weavers, but also by the brokers, and likewise because the trade shows much prudence in production. A conviction is entertained that a slight movement would promptly bring about a satisfactory situation.

The Silk Market remains tolerably active, and prices show a decided advance on those current at the date of our last. Red Peacocks have been sold at 24s. 6d., while the 3½ flag chop which was sold at 22s. 9d has since been placed at 24s. 6d. Classic No. 3 remains at 29s. to 30s, while other chops are at 26s. 6d. to 27s. 6d.; for instance, 3rd flags and common Tsatlees are dearer, nothing now being offered at under 21s. 6d.—indeed, a large quantity imported by ship, and just to hand, has sold at a trifle above that price. Hainings are in better inquiry, 26s. 6d. having been offered for No. 2 Fat Mow. Japans are fairly current at last quotations.

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COTTON.—Since our last report the Liverpool market has exhibited great depression, the pressure to sell having become greater every day against an extremely slack inquiry, either from speculators or the trade. Prices are down ⅛d. to ¼d., the current rates being as follows:—Surat, 9⅜d. to 11¾d.; Madras, 9½d. to 10¾d.; Bengal, Scinde, &c., 8½d.; fair Dhollerah, 10⅜d.; fair Oomrawuttee, 10½d.; fair Broach, 10⅜d.; fair Bengal, 8⅞d.; fair Egyptian, 13⅜d. to 14d.; fair Pernam., 12⅛d.; middling Boweds, 12½d.; middling Orleans, 12⅜d. In "arrival" cotton but little has been done. The London market has also been extremely dull, only a small amount of business having transpired at irregular prices.

COFFEE.—Ceylon: Both Plantation and Native are still in good demand at the advanced rates current at the date of our last. The sales have been about 100 casks Plantation at 69s. to 73s., and 4,000 bags Native at 50s. 6d. to 52s. per cwt. For the week ended 13th inst. the deliveries are nearly 200 tons less than in the corresponding week last year; but as the landings are 500 tons less, the surplus in the stock is further diminished, and is now barely 600 tons, the altered relative position being mainly attributable to the early arrivals from Ceylon in 1868.

CUTCH.—At auction 454 boxes fine Pegu "Elephant" and "BB" marks were bought in at 35s., and private business has been effected at the same rate.

GAMBIER.—Sales of good cubes by private contract are reported at 23s. 6d., and in public sales 734 baskets fair cubes were bought in at 24s. per cwt.

GUM COPAL.—At auction 64 cases very low dark Singapore realised for one lot 15s. and for the remainder 7s. 6d. per cwt.

HEMP.—The only sale of Manila since our last has been 600 bales barely fair quality at £48 per ton.

PEPPER.—The market has been very quiet. The stock is 2,047 tons, against 2,551 tons at the corresponding date last year.

RICE.—There is a more active demand than when we last reported, and prices have acquired an upward tendency. The sales have been 6,500 bags fair Rangoon at 10s. to 10s. 3d., and 800 bags low Necransie at 9s. 3d.; 1,357 bags Siam being bought in at 9s. 6d. A floating cargo of 1,200 tons Rangoon, October sailing, has been sold at 10s. 4½d. for the United Kingdom.

SPICES.—No change has taken place in the tone of the market, but the business has been unimportant.

SAPANWOOD.—Four tons Ceylon have sold at £9 to £10.

SUGAR.—The tone of the market has been somewhat irregular, the inquiry running on good and medium qualities, which are 3d. per cwt. dearer, to the exclusion of the commoner descriptions. Penang: Of 941 bags offered at the public sales, only 100 bags good brown to low yellow (duty 9s. 7d.) sold at 32s. to 35s. 6d., the remainder being bought in, medium to fine yellow (duty 10s. 6d.) at 36s. to 39s., and superior (11s. 3d.) at 40s. Manila: The public sales have comprised 500 tons clayed (duty 8s.) at 32s. 6d. to 32s. 9d., 230 tons unclayed Zebu at 30s., 120 tons Taal price not reported, 25,000 bags Iloilo 30s. 6d to 30s. 9d. For arrival a cargo of unclayed Manila, per Cymbeline, 570 tons Iloilo at 31s. duty paid, landed in London, and 350 tons clayed at 33s. By private contract 17,000 bags clayed realised (duty 8s.) 33s., and 14,000 bags unclayed Iloilo 30s. 9d. China: Of 6,509 bags offered by auction 1,350 bags sold, soft at 28s., dark muscovado sort 29s. 6d.

TIN.—We have no change to report, the market for Straits remaining firm, with good business at £114 on the spot, and £114 10s. for arrival.

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## ARTICLES OF EXPORT.

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### LEEDS MARKET.

The following is from Messrs. Jorss and Co.'s Circular:—

In Wool the transactions have been very small, and only to supply the current wants of the spinners, who, as a rule, hold fair stocks. Prices in the country rule higher than amongst the wool-staplers, and there is no anxiety on their part to sell, while spinners find no inducement to increase their stocks, as their sales are only small.

In Yarns there is little change to notice; there is a fair inquiry from abroad, but the prices offered are considerably below those current here, in consequence of which but little business is done; the home demand also seems to be supplied at present.

In Pieces there is little fresh business, and manufacturers find their position getting worse daily. The rise in Cotton Warps is so serious that it materially affects the price of the manufactured article, which advance merchants are not prepared to pay. We hear of a number of looms standing, as the losses of manufacturers would be so serious that they prefer standing to accepting the rates obtainable. Prices remain as last quoted, owing to the absence of any demand, notwithstanding the greatly advanced cost of the material; a little demand would bring prices much higher.

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### MANCHESTER MARKETS.

The following is from Messrs. Collie and Co.'s Monthly Report, dated 17th inst.:—

During the past four weeks there has been a very large business transacted in cotton at hardening rates, and this has had considerable influence upon quotations for goods and yarns in this market. A decided advance has taken place in all descriptions of fabrics, but still insufficient to protect the manufacturer from loss, and this is especially the case with the producers of shirtings for the India and China trade. These goods must involve a loss of 10 per cent. on the cost, and the depression on this branch of the trade has been so great, and continued for so long a period, that there is now no doubt that their production has been greatly curtailed by the partial or entire stoppage of the mills, or else by turning the looms upon other kinds of cloth. No perfectly reliable information can be got as to the extent of the actual reduction in the manufacture of shirtings. An estimate only can be given, but after pretty extensive inquiry we believe that it is at least one-third of the average production of the past twelve months. But the demand for them has been so considerable, that the price, as compared with other goods, is still unaffected by the diminished supply.

SHIRTINGS have not responded to the enhanced prices of cotton during the past month. In many instances the looms have been diverted to the manufacture of other fabrics, and there is now an important diminution in the production; it however remains sufficient for the present small demand, as 39 in. kinds have been almost unsought for. The wider kinds, 45 in. and upwards, have been frequently inquired for and occasionally purchased, but seldom at anything like top quotations, and this remark is applicable to the lighter descriptions also during the past few days, but now they exhibit a languid tendency.

T-CLOTHS, in the total absence of demand for the China trade, show a considerable falling off in the turn-over, and but for the home trade having been moderately active, and the peace settlements between Turkey and Greece having brought the Levant buyers more largely into the market, our report of them must have been even more gloomy than that of shirtings. The business transacted in them has been confined to the better kinds.

LONG CLOTHS AND DOMESTICS have continued to advance in price with the upward course of cotton. For the former there has been a fair demand at firm prices, chiefly for the Levant trade, but it has now subsided, owing to the present high cost being deemed unsafe. The latter have maintained their position, not so much from the extent of the current demand as from the fact of being sufficiently engaged in the early part of January to keep the market still clear of stock.

MADAPOLLAMS have scarcely been mentioned in the transactions of the past month, probably because the previous heavy contracts satisfied the requirements of consumers and the trade. Although no present demand exists for them, they, like other cotton goods, are now quotably dearer, and from the altered position of the cotton market they could not now be bought at old prices.

PRINTERS, for some days after our last publication, continued in good demand, and it was found easier to obtain full prices for them than for other staples. Gradually, however, over production has taken place, and this, with a falling off in the inquiry, has brought them more nearly to the general level. The better qualities have been those most freely sold, yet they, as well as the lower ones, can now be obtained on terms more favourable to the purchaser.

JACCONETS and MULLS, in consequence of the comparative activity in them last month, have been lately more largely produced; but, like other goods suited to India, they are now almost neglected. With each successive rise in cotton they have been nominally advanced, but, were offers obtainable, they could no doubt be had at 1½d. per piece under the current quotations.

YARNS have been pretty extensively sold in the aggregate, the higher prices asked have been more readily paid for them than for goods, and spinners generally continue still well engaged. No. 40's Mule and better spinnings for India have enjoyed rather more favour, but spinners would concede ¼d. off their quotations to induce a repetition of orders, which have nearly ceased for the present, through the unwillingness of Eastern buyers for extended operations. In the higher classes there has been continuous moderate buying; they are fully engaged and firm in price, although at the moment no new contracts of any importance are offering. No. 16's to 24's and 28's to 32's Water have been weaker than for months past, owing to the absence of the usual China demand, and the small trade transacted in them has been confined to a few sales for the Continent.

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# LONDON PRICES CURRENT.

Articles in the following list subject to duty are quoted with the duties paid as annexed, unless marked "in bond." Those articles against which no rate of duty is placed are admitted free.

NOTE.—Besides the duties of Customs payable on certain articles as mentioned below, an addition of ½ per cent. in the said rates is also payable on entry for consumption, except Tobacco, on which the extra duty is five per cent. and ½ per cent.

| | s. | d. | s. | d. |
|---|---|---|---|---|
| **ARROWROOT.** | | | | |
| (*Duty* 4½*d. per cwt.*) | | | | |
| East India ... ... | — | | — | |
| **CANES.** Bamboo—each | 0 | 0½ | 0 | 2½ |
| Malacca ... ... | 0 | 1 | 0 | 9 |
| Partridge ... ... | 0 | 0½ | 0 | 3½ |
| Tonkin & Carolina ... | 0 | 0½ | 0 | 1½ |
| Rattans, com., per 100 | 2 | 0 | 4 | 0 |
| Good and fine „ | 4 | 6 | 7 | 6 |
| **CHEMICALS.** | | | | |
| Alum ... ...per ton | 150 | 0 | 155 | 0 |
| Antimony, ore ... | 280 | 0 | 300 | 0 |
| crude ...per cwt. | 25 | 0 | 26 | 0 |
| regulus, bowl ... | 48 | 0 | 50 | 0 |
| star ... ... | 48 | 0 | — | |
| Brimstone, roll ... | 12 | 0 | — | |
| Calomel ...per lb. | 2 | 8 | — | |
| Corros. Sublim. .. | 1 | 11 | — | |
| Iodine, dry per oz. | 0 | 9½ | 0 | 10 |
| Ivory Blk. dry, p. cwt. | — | | — | |
| Lime, Acet. wh. ... | 12 | 6 | 22 | 0 |
| Magnes. Carb. ... | 42 | 6 | — | |
| Prussian Blue, per lb. | 1 | 0 | 1 | 10 |
| Quinine Sulph., per oz. | — | | — | |
| British, in bottle ... | 5 | 6 | — | |
| French ... ... | 5 | 1 | — | |
| Vermilion, Eng., pr. lb. | 2 | 6 | 3 | 3 |
| China ... | 2 | 6 | — | |
| **COALS,** best per ton | 15 | 6 | 16 | 6 |
| other sorts ... ... | 13 | 0 | 15 | 0 |
| **COCHINEAL** per lb. | | | | |
| Honduras, black ... | 3 | 1 | 4 | 5 |
| silver ... | 2 | 11 | 3 | 7 |
| pasty ... | 1 | 6 | 2 | 10 |
| Teneriffe, black ... | 3 | 1 | 5 | 0 |
| silver ... | 2 | 10 | 3 | 4 |
| **COFFEE,** in bond per ct. | | | | |
| (*Duty* 3*d. per lb.*) | | | | |
| Ceylon | | | | |
| Native, fine bold ... | 54 | 0 | 58 | 0 |
| gd. and fine ord. | 50 | 0 | 53 | 0 |
| small and ordinary... | 42 | 0 | 48 | 0 |
| Plantation, fine ... | 90 | 0 | 95 | 0 |
| fine middling .. | 86 | 0 | 89 | 0 |
| good middling ... | 77 | 0 | 85 | 0 |
| middling ... ... | 70 | 0 | 76 | 6 |
| fin. ord. to low mid | 62 | 0 | 72 | 0 |
| mixed and triage ... | 25 | 0 | 54 | 0 |
| Other British E. I. | | | | |
| fine and superior ... | 89 | 0 | 100 | 0 |
| good and fine ... | 83 | 0 | 88 | 0 |
| mid to good mid.... | 71 | 0 | 82 | 0 |
| fine ord. to low mid. | 58 | 0 | 70 | 0 |
| good ord. Native .. | 51 | 0 | 54 | 0 |
| ordinary ... ... | 50 | 6 | 49 | 6 |
| Batavia, yellow ... | 68 | 0 | 80 | 0 |
| pale and mixed ... | 47 | 0 | 65 | 0 |
| Manila... ... ... | 44 | 0 | 57 | 0 |
| Singapore ... ... | 39 | 0 | 67 | 0 |
| Sumatra ... ... | 37 | 0 | 44 | 0 |
| **COTTON** ...per lb. | | | | |
| Surat ... ... ... | 0 | 8 | 0 | 11½ |
| Sawginned Dharw ... | 0 | 10 | 0 | 11 |
| Madras, Tinnevelly ... | 0 | 9 | 0 | 10 |
| North, and Westrn. | 0 | 9½ | 0 | 10 |
| Cocanada ... ... | 0 | 8½ | 0 | 9 |
| Bengal and Rangoon | 0 | 8 | 0 | 9 |
| Scinde ... ... ... | 0 | 8½ | 0 | 8½ |
| China ... ... ... | — | | — | |
| Egyptian ... ... | 0 | 10 | 1 | 6 |
| Smyrna ... ... | 0 | 10 | 0 | 11½ |
| Sea Island ... ... | 2 | 1 | 4 | 8 |
| Upland .. ... ... | 0 | 11 | 1 | 0½ |
| Mobile... ... ... | 0 | 11 | 1 | 0½ |
| New Orleans ... ... | 0 | 11 | 1 | 1 |
| **CUTCH.** | | | | |
| See Terra Japonica ... | | | | |
| **DRUGS.** | | | | |
| Aloes, Hepatic, per ct. | 90 | 0 | 190 | 0 |
| Socotrine ... .. | 140 | 0 | 270 | 0 |
| Aniseed, Chi. Star .. | 97 | 6 | 102 | 6 |
| Beans, Tonquin, per lb | 1 | 2 | 1 | 6 |
| Camphor, per cwt. ... | — | | — | |
| Japan ... ... | 120 | 0 | — | |
| China ... ... | 117 | 6 | — | |
| Cardamoms, per lb. ... | | | | |
| Malabar, good ... | 8 | 6 | 9 | 0 |
| Inferior ... .. | 6 | 0 | 8 | 3 |
| Ceylon ... ... | 2 | 9 | 3 | 0 |
| Corosos Nuts, per cwt | 12 | 0 | 16 | 0 |
| Cassia Fistula ... | 15 | 0 | 28 | 0 |
| China Root ... ... | 25 | 0 | 35 | 0 |
| Cubebs... ... ... | 42 | 0 | 41 | 0 |
| Dragon's Blood, reed | 100 | 0 | 220 | 0 |
| lump ... ... | — | | — | |
| Galan al Root ... | 13 | 0 | 18 | 0 |
| Gentian Root... ... | 16 | 0 | — | |
| Ginger, prsd. (*Duty* 1*d. per lb.*), per lb... | 0 | 6 | 0 | 10 |
| Ipecacuanha ... ... | 6 | 0 | 6 | 3 |
| Isinglass, Brazil ... | 3 | 2 | 4 | 2 |
| Tongue sort ... | 3 | 6 | 5 | 1 |
| East India ... ... | 2 | 3 | 4 | 2 |
| Myrabolanes, per cwt. | 11 | 0 | 18 | 0 |
| **OILS.** | | | | |
| Aniseed ...per lb. | 9 | 3 | — | |
| Cassia ... .. | 5 | 6 | — | |
| Cinnamon ...per oz. | 1 | 0 | 4 | 0 |
| Citronel ... ... | 0 | 2½ | — | |
| fine ... ... .. | 0 | 3½ | — | |
| Clove .. ...per lb. | 2 | 9 | — | |
| Lemon... ... ... | 4 | 6 | 8 | 0 |
| Lemongrass .. per oz. | 0 | 4½ | 0 | 4½ |
| Mace, expressed ... | 0 | 0½ | 0 | 2½ |
| Nutmeg ... ... | 0 | 4 | 0 | 7½ |
| Orange ... per lb | 5 | 0 | 8 | 0 |
| Orris Root ... per ct. | 38 | 0 | 42 | 0 |

| | s. | d. | s. | d. |
|---|---|---|---|---|
| **DRUGS** | | | | |
| Rhubarb ... per lb. | | | | |
| China, good and fine | 4 | 0 | 7 | 6 |
| gd mid. to ord.... | 1 | 0 | 3 | 6 |
| Dutch trimd. ... | — | | — | |
| Saffron, Spanish ... | 28 | 0 | 36 | 0 |
| Squills... ... ... | 0 | 1 | 0 | 2½ |
| Tamarinds ... per ct. | | | | |
| East India ... ... | 26 | 0 | 30 | 0 |
| Vanilla, large...per lb. | 10 | 0 | 16 | 0 |
| **DYE STUFFS.** | | | | |
| Galls, Buss. bl. per ct. | 80 | 0 | 90 | 0 |
| in sorts ... ... | 70 | 0 | 75 | 0 |
| white ... ... | 50 | 0 | 55 | 0 |
| China ... ... | 48 | 0 | 50 | 0 |
| Turkey, blue ... | — | | — | |
| Japan ... ... ... | 46 | 0 | 49 | 0 |
| Madder Root... ... | — | | — | |
| Bombay ... ... | 40 | 0 | 50 | 0 |
| Orchella, Angola ... | 32 | 0 | 37 | 0 |
| Bombay ... ... | — | | — | |
| Turmeric per cwt. | — | | — | |
| Bengal ... ... | 22 | 0 | 24 | 6 |
| Madras ... ... | 21 | 0 | 33 | 0 |
| Malabar ... ... | — | | — | |
| Java... ... ... | — | | — | |
| China ... ... | 30 | 0 | 35 | 0 |
| **GAMBIER.** | | | | |
| See Terra Japonica | | | | |
| **GUMS** ...per cwt | £ | s. | £ | s. |
| Arabic... ... ... | — | | — | |
| E. I. fine pale ... | 3 | 17 | 4 | 3 |
| sorts, mid. to fine | 3 | 0 | 3 | 12 |
| garblings ... | 2 | 0 | 2 | 17 |
| Assafœtida, com. to gd. | 4 | 0 | 5 | 10 |
| Benjamin, Siam, 1st | | | | |
| and 2nd ... ... | 18 | 0 | 30 | 0 |
| Sumatra, 1st and 2nd | 7 | 0 | 11 | 0 |
| Copal, Angola red ... | 4 | 10 | 5 | 0 |
| Manila ... ... | 1 | 10 | 2 | 5 |
| Dammar, Batavia, pale | 4 | 7½ | 4 | 12½ |
| Singapore ... ... | 3 | 15 | 4 | 5 |
| Gamboge, pkd. pipe... | 16 | 0 | 19 | 0 |
| Guaiacum ...per lb. | 0s | 8d | 1s | 4d |
| Kino ... per cwt. | 60 | 0 | 120 | 0 |
| **GUTTA PERCHA.** | | | | |
| per lb. genuine ... | 1 | 9 | 3 | 6 |
| **HEMP.** per ton | £. | s. | £. | s. |
| Sisal ... ... ... | 40 | 0 | 46 | 0 |
| Bombay & Kurrachee | — | | — | |
| Manila ... ... | 45 | 0 | 51 | 10 |
| do., good & fine white | 70 | 0 | 90 | 5 |
| China grass ... ... | — | | — | |
| COIR ... per ton | | | | |
| Rope... ... ... | 20 | 0 | 33 | 0 |
| Yarn, good & fine... | 38 | 0 | 71 | 0 |
| ord. to fair ... | 27 | 0 | 37 | 10 |
| Bombay, cm. to fn. | — | | — | |
| Junk ... ... | — | | — | |
| Fibre ... ... | 20 | 0 | 30 | 0 |
| **HIDES.** | | | | |
| Sourabaya & Batavia | | | | |
| Ox and cow hides, | | | | |
| dry, best, 61lb. to | s | d | s | d |
| 10lb. ... ... | 0 | 8 | 0 | 9½ |
| Seconds ... ... | 0 | 6 | 0 | 7· |
| Thirds ... ... | 0 | 4 | 0 | 5 |
| Buffalo hides, yel- | | | | |
| low, best, 171b. | | | | |
| to 221b. ... | 0 | 6½ | 0 | 7½ |
| Seconds ... ... | 0 | 5 | 0 | 6 |
| Thirds ... ... | 0 | 3 | 0 | 4½ |
| Dark, best, 201b. to | | | | |
| 281b. ... ... | 0 | 5 | 0 | 6½ |
| Seconds ... ... | 0 | 3 | 0 | 4½ |
| Singapore, | | | | |
| Ox and cow hides, | | | | |
| dry, best, 61b. to | | | | |
| 101b ... ... | 0 | 8½ | 0 | 9½ |
| Seconds & Thirds | 0 | 5 | 0 | 7½ |
| Buffalo hides, best, | | | | |
| 171b. to 201b. ... | 0 | 5 | 0 | 6½ |
| Seconds ... ... | 0 | 4½ | 0 | 5½ |
| Manila, | | | | |
| Buffalo hides, best, | | | | |
| 181b. to 271b. ... | 0 | 4 | 0 | 5 |
| Seconds ... ... | 0 | 3 | 0 | 3½ |
| **HORNS, BUFFALO,** | | | | |
| Calcutta, Madras and | | | | |
| Bombay, 11b. to 21b., | | | | |
| per cwt. | 25 | 0 | 41 | 0 |
| Singapore, 2½lb. to 4lb. | 35 | 0 | 47 | 0 |
| **INDIA RUBBER,** pr lb. | | | | |
| East India ... ... | — | | — | |
| Assam and Pegu ... | 0 | 11 | 1 | 2 |
| Penang, &c. ... ... | 1 | 5 | 1 | 7 |
| **LAC.** | | | | |
| STICLAC per cwt. | 47 | 6 | 58 | 6 |
| **METALS.** | | | | |
| IRON ... ...per ton | £ | s. | £ | s. |
| Welsh Rails in Wales | 6 | 10 | 6 | 15 |
| Welsh Bars in Wales | 6 | 0 | 6 | 5 |
| Welsh Bars in London | 6 | 10 | 6 | 15 |
| Staffordshire Bst. Bars | | | | |
| in London ... ... | 7 | 10 | 7 | 15 |
| Staffordshire B. Nail | | | | |
| Rods... ... ... | 7 | 12½ | 7 | 15 |
| Staffordshire B. Hoops | 8 | 5 | 9 | 0 |
| Staffordshire B. Sheets | 9 | 0 | 9 | 10 |
| Scotch Pig No. 1 in | | | | |
| the Clyde ... ... | 2 | 15 | 3 | 3 |
| Swedes Bars in Lon- | | | | |
| don ... ... .. | 10 | 0 | 10 | 15 |
| Swedes Steel in kegs, | | | | |
| ½ in. and ⅝ in. ... | 15 | 10 | 15 | 15 |
| COPPER ... ... .. | | | | |
| Ore ... per unit | 0 | 14½ | 0 | 15 |
| Chili Slabs per ton | 73 | 0 | 74 | 10 |

| | £. | s. | £. | s. |
|---|---|---|---|---|
| **METALS.** | | | | |
| Spanish Cake... ... | 74 | 0 | — | |
| Australian Burra ... | 84 | 0 | — | |
| Australian Wallaroo... | 84 | 0 | — | |
| English tough quality | 78 | 0 | 80 | 0 |
| English best selected | 81 | 0 | 83 | 0 |
| English Sheets,— | | | | |
| Sheathing, &c. ... | 83 | 0 | 84 | 0 |
| English Bottoms ... | | | | |
| rolled ... ... | 88 | 0 | — | |
| English Bottoms ... | | | | |
| hammered ... ... | 92 | 0 | — | |
| | s. | d. | s. | d. |
| Yellow Metal Sheets 4 by 4 ft. ...per lb. | 0 | 7 | 0 | 7½ |
| Yellow Metal Sheathings and Rods ... | 0 | 7 | 0 | 7½ |
| **LEAD.** ... ...per ton | £. | s. | £ | s. |
| Pig, W.B. ... ... | 21 | 0 | — | |
| Pig, other brands ... | 19 | 2½ | 19 | 10 |
| Spanish soft, ex ship | — | | 18 | 15 |
| Sheet ... ... .. | 20 | 5 | — | |
| Shot (kegs extra) ... | 22 | 0 | 22 | 5 |
| White (kegs extra) ... | 27 | 0 | 30 | 0 |
| Red (kegs extra) ... | 20 | 10 | 21 | 0 |
| **SPELTER.**... ... ... | | | | |
| Silesian ... ... | 21 | 0 | 21 | 15 |
| English (smelted from ores)... ... | 21 | 10 | — | |
| **ZINC.** | | | | |
| English Sheet ... | 27 | 0 | 26 | 0 |
| **MOLASSES,** *duty* 3*s.* 6*d.*) | | | | |
| East India ... ... | — | | — | |
| **OILS** | £ | s. | £ | s. |
| Cocoa-nut, Coch. p.tn. | 47 | 10 | 48 | 0 |
| Ceylon ... ... | 46 | 0 | 46 | 10 |
| Sydney ... ... | 40 | 0 | 45 | 0 |
| Rapeseed—Eng. pale | 35 | 0 | 35 | 10 |
| „ brown | 33 | 0 | — | |
| **PLUMBAGO.** | s. | d. | s. | d. |
| Ceylon, Lump ... | 21 | 0 | 34 | 0 |
| Dust ... ... | 12 | 0 | 18 | 0 |
| German ... ... | — | | — | |
| **PROVISIONS,** per cwt. | | | | |
| Butter— | £ | s | £ | s |
| Cork, 3rd to 1st ... | 5 | 16 | 6 | 16 |
| Beef ... per tierce | | | | |
| Foreign, India ... | 7 | 10 | 8 | 7½ |
| mess, and Ind. mess | 5 | 5 | 7 | 0 |
| Pork— | | | | |
| Pickled middles ... | 3 | 6 | 3 | 10 |
| Irish, prime In. new | | | | |
| mess. prime p. brl. | 5 | 5 | 5 | 10 |
| Foreign Ind. per trc. | | | | |
| mess per barrel | 5 | 0 | 5 | 10 |
| Hams, Irish ... ... | 4 | 6 | 5 | 8 |
| American ... | 3 | 14 | 3 | 18 |
| Lard, Irish bladder ... | 4 | 2 | 4 | 12 |
| keg and firkin ... | 4 | 0 | 4 | 4 |
| **RICE** ... per cwt. | s. | d. | s. | d. |
| Bengal, white ... | 9 | 0 | 16 | 0 |
| Ballam and Moonghy | 9 | 0 | 9 | 9 |
| brkn. and ord. white | — | | — | |
| mid. to good white | — | | — | |
| red cargo ... ... | 8 | 6 | 9 | 0 |
| Madras ... ... | 9 | 3 | 10 | 3 |
| Arracan ... ... | 9 | 3 | 10 | 0 |
| Moulmein ... ... | 10 | 0 | 10 | 6 |
| Rangoon and Bassein | 9 | 3 | 10 | 0 |
| Saigon... ... ... | 10 | 0 | 10 | 6 |
| Java ... ... ... | — | | — | |
| Patna-cleaned ... | 16 | 0 | 23 | 0 |
| Ballam do. ... | 11 | 0 | 12 | 0 |
| Rangoon do. ... | 11 | 6 | 20 | 0 |
| Java do. ... | 20 | 0 | 35 | 0 |
| Do. London cleaned | 22 | 0 | 36 | 0 |
| **SAGO** (*duty* 4½*d. per cwt.*) | | | | |
| Pearl, small (in bond) | 18 | 0 | 19 | 6 |
| large and medium | 17 | 0 | 19 | 6 |
| **SALT** (at the works in Cheshire, exclusive of 3*s.* lighterage) per ton | | | | |
| common ... ... | 5 | 6 | — | |
| butter ... ... | 8 | 0 | — | |
| stoved, common ... | 9 | 0 | 10 | 6 |
| handed ... ... | 12 | 0 | — | |
| bagged ... ... | — | | — | |
| Rock, large lumps ... | 6 | 6 | — | |
| **SALTPETRE,** per cwt. | | | | |
| Bengal, 6 p.c or und | 26 | 3 | 26 | 9 |
| over 6 per cent. ... | 25 | 6 | 26 | 0 |
| Calcutta, 5 to 2 pr. ct. | — | | — | |
| 12 to 6 per cent. ... | — | | — | |
| Scinde, refined ... | — | | — | |
| Madras ... ... | — | | — | |
| Bombay & Kurrachee | — | | — | |
| low to fine ... ... | — | | — | |
| **SEED.** | | | | |
| Rape per qr. 416lbs. | | | | |
| Calcutta ... ... | 52 | 6 | — | |
| Madras ... ... | 54 | 0 | 54 | 6 |
| Bombay ... ... | 55 | 0 | 56 | 0 |
| Japan ... ... | — | | — | |
| Teel per 384 lbs. | | | | |
| Sesame or Gngly... | 62 | 0 | 64 | 0 |
| **SHELLS** per cwt. | | | | |
| Mother o'Pearl ... | — | | — | |
| China and Manila . | 130 | 0 | 180 | 0 |
| Singapore ... ... | — | | — | |
| Buffalo ... ... | — | | — | |
| West Coast, Black | | | | |
| edge ... ... | — | | — | |
| Tortoise per lb. | — | | — | |
| Manila ... ... | 13 | 0 | 21 | 0 |
| Other East India ... | 7 | 0 | 18 | 0 |
| West India... ... | 10 | 0 | 15 | 0 |
| **SOY** per gall. | | | | |
| China ... ... ... | 2 | 9 | 2 | 11 |

| | s. | | s. | d. |
|---|---|---|---|---|
| **SOY.** | | | | |
| Japan ... ... ... | 2 | 0 | — | — |
| **SPICES** | | | | |
| Cassia Lignea, per cwt. | 130 | 0 | 140 | 0 |
| Vera... ... ... | 42 | 0 | 84 | 0 |
| Buds ... ... | 140 | 0 | 162 | 6 |
| Cinnamon per lb. | | | | |
| Ceylon, 1st quality. | 2 | 4 | 3 | 2 |
| 2nd „ | 1 | 11 | 2 | 10 |
| 3rd „ | 1 | 8 | 2 | 6 |
| Tellicherry ... ... | — | | — | |
| Cloves, Penang ... | 0 | 10½ | 0 | 11½ |
| Amboyna ... ... | 0 | 5 | 0 | 6 |
| Zanzibar ... ... | 0 | 4 | 0 | 4½ |
| Ginger per cwt. | | | | |
| Cochin ... ... | 31 | 0 | 120 | 0 |
| Mace, 1st qual. per lb | 2 | 6 | 3 | 0 |
| 2nd and inf. ... | 1 | 6 | 2 | 4 |
| Nutmegs. | | | | |
| 78 to 60 lb. ... | 2 | 5 | 4 | 0 |
| 80 to 90 lb. ... | 1 | 10 | 2 | 4 |
| 95 to 132 lb. ... | 1 | 5 | 1 | 9 |
| Pepper, black per lb. | — | | — | |
| Penang ... ... | 0 | 4½ | 0 | 4½ |
| Singapore ... ... | 0 | 4½ | 0 | 4½ |
| white ... ... | 0 | 9 | 0 | 9½ |
| **SUGAR** per cwt. | | | | |
| *Duties:*— | | | | |
| *Ref. and Candy,* 12*s.* | | | | |
| *Raw, 1st cl.* 11*s.* 3*d.* | | | | |
| „ *2nd cl.* 10*s.* 6*d.* | | | | |
| „ *3rd cl.* 9*s.* 7*d.* | | | | |
| „ *4th cl.* 8*s.* | | | | |
| Penang, yell. and gray | 35 | 0 | 39 | 0 |
| brown ... | 30 | 0 | 34 | 6 |
| Manila, clayed ... | 32 | 6 | 33 | 6 |
| superior ... | — | | — | |
| unclayed ... | 30 | 0 | 31 | 0 |
| Java, gray and white | 36 | 6 | 40 | 6 |
| brown and yel. | 28 | 0 | 35 | 0 |
| China and Siam, white | 34 | 6 | 40 | 0 |
| brown and yellow... | 27 | 0 | 34 | 0 |
| **TALLOW** per cwt. | | | | |
| East India .. ... | — | | — | |
| **TAPIOCA** (*Duty* 4½*d. per cwt.*) per lb. | | | | |
| Penang and Singapre. | 0 | 2 | 0 | 3 |
| Pearl ... per cwt. | 22 | 0 | 26 | 6 |
| **TAPIOCA FLOUR** lb. | 0 | 2 | 0 | 2½ |
| **TEA** (*Duty, 6d per lb.*) | | | | |
| Congou. | | | | |
| brown leaf, ord. ... | 0 | 10½ | 0 | 11 |
| good ord. to bst md. | 0 | 11½ | 1 | 0½ |
| good export kinds . | 1 | 1 | 1 | 1½ |
| Kaisow, 1st & 2nd ... | 1 | 5 | 2 | 8 |
| bk. leaf, com. to gd. | 1 | 0½ | 1 | 3 |
| medium to finest ... | — | | — | |
| Oopack and Moning . | 1 | 4 | 2 | 2 |
| do., extra fine ... | 2 | 3 | 2 | 4 |
| Ning Yong and Oolg. | 0 | 9 | 2 | 2 |
| Souchong. | — | | — | |
| fair to good ... | 1 | 1 | 1 | 8 |
| fine to finest ... | 1 | 10 | 2 | 6 |
| Flowery Pekoe. | — | | — | |
| fair to good ... | 0 | 10 | 1 | 6 |
| fine to finest ... | 1 | 10 | 3 | 6 |
| Caper, scented ... | 0 | 9 | 2 | 0 |
| Orange Pekoe, plain . | 1 | 2 | 1 | 6 |
| scented ... ... | 1 | 0 | 2 | 4 |
| Twankay. | — | | — | |
| common to good ... | 0 | 9 | 1 | 0 |
| fine to Hyson kind . | 1 | 0½ | 1 | 1 |
| Hyson Skin. | — | | — | |
| common to fair ... | 0 | 8 | 0 | 9 |
| good to fine ... | 0 | 10 | 0 | 11 |
| Hyson, common ... | 0 | 11 | 1 | 1 |
| fair to fine ... ... | 1 | 3 | 2 | 2 |
| finest ... ... | 2 | 4 | 3 | 8 |
| Yg. Hyson, Can. kind | 0 | 7 | 1 | 4 |
| country kinds ... | 1 | 0 | 2 | 10 |
| Imperial ... ... | 0 | 9 | 2 | 10 |
| Gunpowder ... ... | 0 | 9½ | 3 | 7 |
| Japan, uncoloured ... | 1 | 0 | 1 | 8 |
| Assam ... ... ... | — | | — | |
| **TERRA JAPONICA.** | | | | |
| Gambier per cwt. | 17 | 3 | 17 | 6 |
| free Cubes ... ... | 22 | 0 | 23 | 0 |
| Cutch ... ... ... | 32 | 0 | 34 | 0 |
| **TOBACCO.** | | | | |
| (*Duty* 3*s. per lb, and* 5 *per cent. and* ½ *per cent., equal to about* 3*s.* 1½*d per lb.*) pr. lb. | | | | |
| East India leaf ... | 0 | 2 | 0 | 6 |
| Japan ... ... ... | — | | — | |
| Java ... ... ... | 0 | 6 | 1 | 0 |
| Manila cheroots ... | 6 | 0 | 7 | 6 |
| **WAX** per cwt. | | | | |
| BEES'. | £. | s. | £. | s. |
| English ... ... | 9 | 10 | 10 | 0 |
| German ... ... | — | | — | |
| American ... ... | 8 | 10 | 9 | 0 |
| Bombay & Madras | 8 | 15 | 9 | 5 |
| Bengal ... ... | 8 | 10 | 9 | 0 |
| E. I. white ... ... | 10 | 0 | 12 | 0 |
| **VEGETABLE.** | | | | |
| Japan ... ... | 3 | 15 | 4 | 4 |
| **WOOD**—DYE, per ton. | | | | |
| Red Sanders ... ... | 6 | 17½ | 7 | 0 |
| Sapan, Bimas, &c. ... | 9 | 0 | 12 | 0 |
| Do., Siam .. .. | 11 | 0 | 14 | 0 |
| Cedar, Cuba .. per ft. | 0 | 5 | 0 | 6 |
| Ebony .. ...per ton | | | | |
| Ceylon ... ... | 5 | 12 | 15 | 0 |
| Satinwood ... per ft. | 1s | 0d | 1s | 2d |
| **WOOL** ... .. per lb. | | | | |
| East India, white .. | 0 | 7½ | 1 | 4 |
| yellow and gray ... | 0 | 2 | 1 | 0 |

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# Shipping Intelligence.

## ARRIVALS.

| Date. | Ship. | Captain. | From. | At |
|---|---|---|---|---|
| Feb. 4 | Chrysolite | McAllister | Bassein | Queenstown |
| — 6 | Denmark | Valentine | Rangoon | Liverpool |
| — 4 | Helena Anna | Aalborg | Batavia | Brouwershaven |
| Jan.24 | Camilla | Humphrey | Foochow | New York |
| — 25 | Yokohama | Paul | Yokohama | Do. |
| — 25 | Naples | Hutchinson | Batavia | Boston |
| Feb. 6 | Windermere | Johnson | Foochow | Deal |
| — 6 | Great Victoria (str.) | Glover | Rangoon | Liverpool |
| — 8 | Zenobia | Hutchins | Singapore | London |
| Jan.18 | Asphodel | Bayfield | Shanghai | New York |
| — 18 | Tientsin | Jarmin | Foochow | Boston |
| Feb. 8 | John Banfield | Bashan | Yloilo | London |
| — 7 | Rimac | Johnson | Shanghai | Deal |
| — 6 | Nestor | Laurin | Bassein, for Bremen | Falmouth |
| — 8 | Mercator | Brown | Shanghai | London |
| — 4 | Hoek v. Holland | Bakker | Java, for Rotterdam | Off Dungeness |
| — 5 | Jacobus | V. de Tas | Batavia, for do. | Do. |
| — | Joan Cunllo | Jones | Rangoon | Off Portland |
| — 6 | Ruhtinas | Hartman | Batavia, for Amstdm | Off Dungeness |
| — 4 | Vertrouwen | Seinstra | Do. | Texel |
| — 3 | Aureliana | Larachaga | Manila | Santander |
| — 10 | Chetah | Reid | Macao | Deal |
| — 10 | Eleanor | — | Padang | Do |
| Jan.24 | Eastern Chief | Newell | Singapore | New York |
| Feb.10 | Stanley Castle | McDougall | Shanghai | Downs |
| Feb.11 | Stanley Castle | McDougall | Shanghai | Deal |
| — 8 | Friesland | Sipkes | Batavia for Rottrdm. | Off Dungeness |
| — 10 | North Wind | Currie | Rangoon | Falmouth |
| — 10 | Morning Star | Grainger | Akyab | Liverpool |
| — 6 | Lanercost | Eaton | Yokohama | New York |
| — 11 | Diamond | Rose | Foochow | Deal |
| — 12 | Abdul Medjid | Mouat | Colombo | Do. |
| — 10 | Magnet | Keating | Maulmain | Queenstown |
| Jan.26 | Nellie Hastings | Hall | Hong Kong | St. Thomas |
| — | Abigail | — | China | Deal |
| Feb.12 | Margaret Galbraith | McTavish | Rangoon | Liverpool |
| — 11 | Wm. Carvill | — | Maulmain | Queenstown |
| Jan 30 | Mystic Belle | Burnham | Manila | New York |
| Feb.13 | Sir Harry Parkes | Chapman | Shanghai | Deal |
| — 14 | Tamerlane | Wilson | Do. | Do. |
| — 11 | Hamilla Mitchell | Branscombe | Singapore | Do. |
| — 13 | Zelica | Stephen | Rangoon | Queenstown |
| — 14 | Hainan | Nielsen | Foochow | Falmouth |
| — 14 | Susanna | Luth | Saigon | Do. |
| — 14 | Decision | Cummings | Rangoon | Liverpool |
| — | Agnes Banfield | — | Yloilo | Queenstown |
| — 2 | Kate Cleather | Johnson | Singapore | Provincetown |
| — 13 | President Plate | — | Batavia | Brouwershaven |
| — 16 | Boldon Lawn | — | Colombo | Deal |
| — | Agincourt | — | Rangoon | Queenstown |
| — 8 | England | Fox | China | New York |
| — 14 | Janet Mitchell | Penny | Batavia | Brouwershaven |
| — 16 | F. Reck | — | Shanghai | London |
| — 16 | Corea | — | Canton | Downs |
| — 16 | Passover | — | Colombo | London |

## DEPARTURES.

| Date. | Ship. | Captain. | For. | From |
|---|---|---|---|---|
| Feb. 3 | Queen of the Seas | Reid | Anjer | Cardiff |
| — 5 | Weymouth | Gibson | Shanghai | London |
| — 8 | Caldew | Clarkson | Chefoo | Sunderland |
| — 4 | Clara Babuyan | Etherington | Shanghai | Do. |
| Jan.15 | Java | Bassett | Yokohama | New York |
| Feb. 6 | Dr. Petermann | Fredericks | Cardiff & Hong Kg. | London |
| — 5 | Cornelis Smit | Wiedenaar | Singapore | Cardiff |
| — | Jupiter | Kiewit | Batavia | Amsterdam |
| — 3 | Herzogin v. Brabant | — | Hong Kong | Newport |
| — 6 | Kirkland | Colledge | Yokohama | Liverpool |
| — 6 | Dacre | Groundwater | Singapore | Sunderland |
| — 6 | Dewa Gungadhur | Sewill | Do. | Liverpool |
| — 6 | Herald of Morning | Gardyne | Do. | Glasgow |
| — 6 | Wm. Jones | Thomas | Galle | Newport |
| — 6 | Truedel | Mess | Shanghai | Cardiff |
| — 3 | Seaflower | Thomas | Hong Kong | Penarth |
| Jan.26 | Peruvian | Thompson | Yokohama | New York |
| — 27 | Maria Rickmers | Jansen | Hong Kong | San Francisco |
| — 27 | Sarah Maria | Gode | Do. | Do. |
| Feb. 7 | Alavesa | — | Manila | Cardiff |
| — 9 | Sisters | Claproth | Galle | Sunderland |
| — 10 | Deerhound | Carling | Shanghai | Do. |
| — | Gouveneur Nagtglas | Mellema | Hong Kong | Amsterdam |
| — 8 | Whirlwind | Graham | Shanghai | Glasgow |
| — | St. Bede | — | Singapore | Cardiff |
| — 13 | Rollo | Toward | Shanghai | London |
| — 12 | Glenclune | Harvey | Yokohama | Cardiff |
| — 12 | Mary Spencer | Ditchburn | Batavia | Liverpool |
| — 11 | George Avery | Christie | Hong Kong | Shields |
| — 11 | Liberty | — | Do. | Do. |
| — 11 | Francisco Padre | — | Do. | Do. |
| — 15 | Wave Queen | Thompson | Singapore | London |
| — 13 | Nieuwland | Rivacks | Batavia | Plymouth |
| — 13 | Maggie Leslie | Shoosmith | Shanghai | Do.* |
| — 13 | Dos Hermanos | Monasterio | Manila | Liverpool |
| — 15 | Coral Nymph | Winchester | Shanghai | Sunderland |
| — 13 | Senator Webber | — | Yokohama | Cardiff |
| — 13 | Tartar | Bush | Shanghai | Do. |
| — 16 | The Cedars | Stonehouse | Amoy and Chefoo | London |
| — | Mozart | Marcissan | Amoor River | Tvestrand |
| — 15 | Orion | Anderson | Yloilo | Cardiff |
| — 1 | Catalina | Demoro | Yokohama | San Francisco |
| Jan.30 | Rattler | Marsh | Manila | Do. |

*After repairing.*

*( ee Commercial Postscript and Correspondents' Letters.)*

## LOADING.

At LONDON.—For Nagasaki and Hiogo: Ravensbourne. For Yokohama: Aurora Australis, Janet Ferguson, Phaeton, Rifleman. For Tientsin and Newchwang: Cardiganshire. For Shanghai: William Melhuish, Geraint, Juanpore, Mary Moore, Sir Harry Parkes, Stanley Castle. For Hong Kong: Carmarthenshire, Cecilia, River Clyde, British Empire, Chetah. For Manila: Angela. For Singapore: Luzon, Jungfrau. For Penang: Pelham. For Batavia: Drusus. For Colombo: Ocean Belle, Maid of Glanwern, War Cloud.

At LIVERPOOL.—For Yokohama: Mount Vernon, Southern Belle. For Hong Kong or Canton: Parejero. For Shanghai: M. E. Nelson. For Singapore: Ringdove, Johannes, Twilight. For Manila: Esperanza, Joaquina Victoria, Elena, Victoria. For Batavia and Sourabaya: Fanny Kirchner. For Mauritius, Penang, Singapore, Hong Kong, and Shanghai: Nestor (str.).

At GLASGOW.—For Manila and Yloilo: Magallanes. For Singapore: Blenheim.

## SPOKEN.

CHILLINGHAM (?) (Dutch barque), Batavia to Rotterdam, 37 days out, Nov. 25, 33 S., 29 E.

ROYAL STANDARD, Ceylon to London, Dec. 2, 19 S., 75 E.

WELLINGTON, Singapore to Boston, Dec. 6, 23 S., 63 E.

BELEN Y LUISA, Macao to Havanna, Dec. 19, 31 S., 35 E.

B. L. HARRIMAN, Bali to Middelburg, Dec. 20, 32 S., 33 E.

TAMAR, Shanghai to London, Dec. 24, 35 S., 21 E.

ZVANE (Dutch barque), Batavia to Rotterdam, Dec. 18, 34 S., 23 E.

ALEXANDER HEXBE (?), Phillipine Islands to Falmouth, Dec. 19.

CONFUCIUS, from Macao, Jan. 10, 20 S., 1 W.

STAD MIDDLEBURG, Padang to Rotterdam, Dec. 19, off Cape Agulhas.

WARBLER, Philippine Islands to Falmouth, Dec. 8, 34 S., 25 E.

BARONESS, Manila to New York, Dec. 21, off Cape Agulhas.

NOUVEAU PENELOPE, Saigon to Belle Isle, Dec. 25, 36 S., 21 E.

HORATIO, Shanghai to New York, Dec. 20, 35 S., 21 E.

MERADA, Canton to New York, Nov. 21, 32 S., 31 E.

CATHERINA MARIA, Batavia to Rotterdam, Dec. 12, 32 S., 31 E.

SYRINGA, Bangkok to Falmouth, Jan. 6, 23 S., 3 E.

CROUCH BROTHERS, Ceylon to London, Dec. 11, 26 S., 62 E.

PHILLIPS, Shields to Galle, Nov. 20, 31 N., 18 W.

MARIA ELIZABETH, Rotterdam to Singapore, 3 N., 27 W.

LOOLOO, Foochow to London, Dec. 10, 26 S., 57 E.

CHALGROVE, Foochow to London, Dec. 25, 35 S., 22 E.

SMYRNA, Foochow to London, Jan. 6, 23 S., 3 E.

RAINBOW, Penang to Boston, Dec. 16, off Cape Agulhas.

EUROPA (Dutch barque), from Bangkok, Dec. 19, 35 S., 19 E.

FRIEDERICH (barque), from Shanghai, Dec. 10, 36 S., 23 E.

CLASMERDEN, Penang to Boston, Nov, 6, 6 S., 94 E.

AGDER (Norwegian barque), Java to Amsterdam, Dec. 15, 36 S., 21 E.

JULIETTA, Java to Amsterdam, Dec. 31, 17 S., 6 W.

SERINGAPATAM, Shields to Shanghai, Nov. 24, 15 S., 31 W.

FRITTZ AND ANTON, Cardiff to Singapore, Oct. 17, 14 S., 32 W.

MALACCA, Singapore to Liverpool, seven days out, in Java Sea.

THOMAS BELL, Colombo to London, Dec. 28, 13 S., 9 W.

FRIESLAND (Dutch barque), Batavia to Rotterdam, Jan. 29, 44 N., 22 W.

FRANCIS A. PALMER, New Yk. to Hong Kong, 150 d. out, Sts. of Maccassar.

DIAMOND, from Foochow, bound S., Nov. 17, 16 S., 74 E.

MARIA ELIZABETH, Rotterdam to Singapore, Dec. 24, 3 N., 27 W.

JOLLY, of Neath, Christiansand to the River Amoor, Dec 29, 10 N., 22 W.

MUTLAH, Boston to Hong Kong, Aug. 16, 34 N., 48 W.

QUEEN OF THE WEST, Swansea to Galle, Dec. 15, 26 S., 26 W.

ANNIE SCOTT, Bangkok to Falmouth, Dec. 29, 14 S., 7 W.

VAN DER PALM, Rotterdam to Singapore, Dec. 21, 22 S., 31 W.

ISABELITE HYNE (Fr. barq.), Foochow to Boston, 49 days out, Nov. 29, 29 S., 44 E.

SOMERSET, Cardiff to Saigon, 43 N., 11 W.

WINDHOVER, Liverpool to Hong Kong, Feb. 10, 42 N., 12 W.

DENMARK, Bangkok to Liverpool, Dec. 11, 35 S., 22 E.

WHITEADDER, London to Shanghai, Jan. 10, 8 N., 19 W.

## FREIGHTS AND CHARTERS.

Berth freights to the Eastern ports have been dull; coal freights from the Northern outports have slightly improved, and there is more inquiry for tonnage.

Current rates of freight for vessels on the berth:—To Yokohama: 40s. weight, 45s. meast. To Nagasaki: 45s. weight, 50s. meast. To Tientsin: 50s. meast. To Newchwang: 55s. meast. To Shanghai: 40s. weight, 45s. meast. To Hong Kong: 40s. weight, 30s. meast. To Singapore: 30s. weight or meast. To Penang: 30s. weight or meast. To Ceylon: 20s. to 25s. weight, 35s. meast. At New York to China; $12 to $15 per ton of 40 cubic feet

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—For Yokohama: £43. For Shanghai: £43. For Hong Kong: £33. For Singapore: £27. For Galle: £24. From Newport, Cardiff, or Swansea per ton.—For Yokohama: £2 3s. For Shanghai: £2 5s. For Hong Kong: £1 15s. For Manila: £1 15s. For Singapore: £1 7s. 6d. For Galle: £1 5s.

The Admiralty have invited tenders for the conveyance of 950 hogsheads malt liquor from England to Hong Kong.

## CASUALTIES.

The Jupiter, Kiewit, from Amsterdam for Batavia, arrived at Falmouth Feb. 5, with sails split.

The Josephine Amedeé, Lagard, which arrived at Havre Feb. 3, from Hong Kong, reported that she had experienced severe weather, and in consequence of the pumps being out of order, had in her hold two feet of water, which was afterwards pumped out.

The Tewkesbury, from Manila to Liverpool, which put into Milford, Feb. 2, leaky, arrived at her destination on the 8th.

A telegram received from Calcutta, dated Feb. 7, states that the Surprise (Amer.), Ranlett, from Foochow to New York, with tea, had been on shore three days, and that the ship and cargo were badly damaged.

The Helen Finlayson, which sailed from Glasgow, Dec. 21, for Ceylon, arrived at Queenstown Feb. 6, with chainplate loose, &c.

Advices from Lisbon, dated Feb. 8, state that the Baltic (N.G. barq.), Jessen, from Newcastle to Singapore, had put in there that day leaky, and that part of her cargo had been jettisoned.

The Kirkland, which sailed from Liverpool Feb. 6 for Yokohama, put back Feb. 10, and was reported to have sustained damage.

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The 'St. Bede, from Cardiff to Singapore, arrived at Queenstown Feb. 10, with loss of galley, bulwarks, &c.

The Dunmail (ship), of Workington, Thompson, which sailed from London Jan. 29, for Hong Kong, put back to Gravesend Feb. 15, the crew refusing to proceed in her.

Lisbon advices of Feb. 11 state that the Baltic, Jessen, from Newcastle to Singapore, which put in there Feb. 8, leaky, &c., would discharge.]

MISCELLANEOUS.

At ASCENSION.—Jan. 4, England, from Shanghai, and sailed for New York; 8, Tamana, from Zebu, and sailed for Falmouth.

Off ASCENSION.—Dec. 17, Abdul Medjid, from Colombo, for London; Jan. 10, Landbouw, from Batavia, for Rotterdam; 12, Guurtje and Maria, from Bali, for Rotterdam; 14, Alvington, from Penang; Corea, from Macao; 16, Ensign, from Singapore, all three for London; J. W. A. Lorenzen, from Bangkok, for Falmouth.

At ST. HELENA.—Dec. 29, Hoogly, Veillet, from Foochow, and sailed 30 for Boston; 30, Niagara, Merie, from Macao, and sailed 31 for Havana; Jan. 1, Mackay, Owen, from Java, and sailed for Amsterdam; Daphne, Olsen, from Batavia, and sailed for Falmouth; Annie Storey, Penny, from Sourabaya, and sailed for Rotterdam; 4, Zadok, Priest, from Ceylon, and sailed for London; 7, Dolores Ugarte, Saul, from Macao, and sailed 8 for Havana; Isaac Da Costa, Klein, from Batavia, and sailed for Rotterdam; Abnegacion, Lloret, from Manila, and sailed for London; 8, Lodore, Howat, from Bangkok, and sailed 9 for Falmouth; Zingra, Hedley, from Foochow, and sailed for London; 10, Susanna Elizabeth, V. d. Heyden, from Banjoewangie, and sailed 11 for Middelburg; Cervantes, Ezraguirre, from Manila, and sailed 11 for Cadiz; 11, Agatha Johanna, Biehls, from Macao, and sailed 12 for Hamburg; Vrachtzoeker, Hellinga, from Banjoewangie, and sailed 12 for Rotterdam; 12, St. Jan, Lommerst, from Batavia, and sailed for Schiedam; Maccassar, Bose, from Java, and sailed for Amsterdam; 13, Ragna, Taxt, from Sourabaya.

Off ST. HELENA.—Dec. 29, Janet Mitchell, from Batavia; 30, Mary Goddard, from Maccassar; Jan. 4, Witch of the Wave, from Manila, for New York; Nimrod, from Batavia, for Rotterdam; 12, India (Dutch ship), from Java.

At TABLE BAY.—Dec. 23, Samuel, Wigzell, from Swatow, and sailed 23 for Falmouth; 26, Syringa, Hick, from Bangkok; 27, Eugene, Lenay, from Saigon, and sailed 28 for Falmouth; 31, Confucius, Stenzel, from Macao, and sailed Jan. 1 for Havana; Jan. 1, Sydpolen, Silversparre, sailed for Singapore.

The Aboyne, Grant, which sailed from London, Jan. 27, for Colombo, put back to Gravesend, Feb. 14, through stress of weather.

At MADEIRA.—Feb. 4, Nile (s.s.), Gaine, from London, and left for China, &c.

Off ST. HELENA.—Jan. 6, Nouvelle Penelope, Vigoureux, from Saigon, &c.

At SIMON'S BAY.—Previous to Jan. 6, Hen. Gerardina Susanna, Dam, from Batavia for Rotterdam.

At CALLAO.—Jan. 3, Braemar, Griffiths, from Galle, and sailed 7 for Chinchas.

At CHINCHAS.—Jan. 12, Henry IV., Mouillot, loading for China.

At MAURITIUS.—Jan. 4, Ajax (str.), from Singapore, &c., and left 16 for London.

The Pacific Steam Navigation Company have received by the Atlantic Cable intelligence that their steamer Arica was totally lost near Pacasmayo, Peru, on the 13th ult. No lives were lost. The vessel is understood to be partially insured in Liverpool.

LAUNCHES.

There was launched on the 15th inst., from the building-yard of Messrs. Clibbett and Son, Appledore, a handsome brigantine. She is the property of Captain John W. Turner, of Northam, and was named by his daughter the Eudora. She is 171 56-100 tons N.N., and is intended for the general foreign trade, under the command of her owner.

Messrs. John Duthie, Sons, and Co. launched on the 11th instant a three-masted schooner, named the Resolute, of the following dimensions:—Length, 116.6; breadth, 24.65; depth, 13.2; and of 235 tons register, and 327 tons builders' measurement. The vessel has been built for Fraserburgh owners, and is intended for the Mediterranean and West India trade, and will be commanded by Capt. Alex. Stephen, late of the Alexander Harvey, of Fraserburgh.

On the 12th inst. there was launched from the building-yard of Messrs. Alexander Stephen and Sons, Kelvinhaugh, an iron barque named the Antonia. The Antonia, like the other ships of this line, takes her place in the Pacific trade, loading at once from Glasgow to Valparaiso.

Messrs. Archd. M'Millan and Son, Dumbarton, launched recently a very handsome iron clipper barque of about 600 tons burthen, named Chiselhurst, classed Aa at Lloyd's, and is intended to trade from London to the Cape Colony, and to go into such rivers as the Cowie. She is built to the order of G. H. Payne, Esq., London, for his line.

Messrs. Blackwood and Gordon, Port Glasgow, have launched from their building-yard a handsome sailing vessel of 750 tons register, named the Wood Hall, for Messrs. Whittle and Co., of Liverpool. The vessel is built for the San Francisco trade.

A sloop of 100 tons burthen has been launched from the shipbuilding yard of Mr. George Westcott, Saltash. She was named the Sophia; she is owned by Messrs. Kelly, Holden, and Hine, of Plymouth, and is intended for the coasting and fruit trade.

On the 13th inst. a fine clipper brig, named the Henrietta, was launched from the yard of Samuel Dewdney, Brixham. She is 192 tons burthen, 105 4-10ths feet in length, 23 7-10ths feet in breadth, and 13 feet in depth, and has been classed A 1 at Lloyd's for twelve years. The Henrietta is owned by Messrs. Beer and Browning, and is intended for the Mediterranean trade.

The Hirondelle, a fine clipper schooner, has been launched from the yard of Messrs. J. Upham and Sons, Brixham. She is 104 feet in length, 23 feet 8 inches in breadth, 12 feet in depth, 177 tonnage, and has been classed A 1 at Lloyd's for twelve years. She is owned by Mr. O. H. Bartlett, and will be employed in the fruit trade.

On the 11th instant a splendid iron screw steamer was launched from the shipbuilding yard of Messrs. T. and W. Smith, North Shields. The vessel is one of the largest ever built by the firm, her dimensions being —Length, 220 feet; beam, 30 feet; depth of hold, 18 feet 4 inches, and is 1,500 tons burthen. She is intended for the Mediterranean trade.

From the shipbuilding-yard of Mr. John Stephens, of Point (Truro), on the 17th inst., a screw steamtug, of the following dimensions:—Length, 70 feet; breadth, 14 feet; depth, 8 feet; with engines of about 40-horse power, and named the North Star by Miss Bessie Chellew, daughter of one of the owners.

On the 13th inst. there was launched from the shipbuilding-yard of Messrs Leslie. and Co., Hebburn Quay, on the Tyne, a splendid screw steamer of 1,700 tons burthen. She is intended for the Mediterranean trade, and is built with all the latest improvements in hull and rigging.

A very large iron screw steamer has been launched from the shipbuilding-yard of Messrs. Palmer and Co., Jarrow. The vessel is about 2,000 tons burthen.

On the 13th inst. Messrs. Caird and Co. launched, on the Clyde, a handsome steamer, named the Leipzig, for the North German Lloyd's of Bremen, measuring 290 feet in length, 39 feet in breadth, and 30 feet in depth; of 2,200 tons burthen, and 350-horse power. The Leipzig is intended for the Company's Bremen and Baltimore service, and will be commanded by Captain Sagar.


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Risks are accepted at current rates of premium.

Agencies have been established at the various ports of India, China, and Japan, at the more important of which Policies can be made payable if required.

In accordance with the Resolution adopted at a Special Meeting of Shareholders, held in Shanghai on 18th Nov., 1867, Messrs. Ashton and Co. have ceased to act as Agents in London, and a Special Branch has been opened as above.

JOHN S. MACKINTOSH, Agent.

London, 1st January, 1869.

### NOTICE.

THE PARTNERSHIP hitherto existing under the style of ALT and Co. in Japan, and ALT, HOOPER, and Co., in London, was dissolved on the 31st Dec. last, by mutual consent.

Mr. W. J. ALT and Mr. RICHARD LINDAU will continue the house in Japan under the style of ALT and Co.

Mr. JOHN R. HOOPER has established himself under the style of JOHN R. HOOPER and Co., at 32, Great St. Helen's, London, and will act as special Agent for ALT and Co., of Japan.

### NOTICE.

THE BUSINESS of LAMBERT, WHYTE, & Co. will, from and after this date be carried on under the style of "W. A. WHYTE & Co."

9, Mincing-lane, London, Jan. 1, 1869.

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The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.


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A.D. 1869.

# GRANT'S TRANS-MONGOLIAN TELEGRAMS,

## VIA KIACHTA.

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TELEGRAMS for CHINA or JAPAN may be despatched from any Telegraph Station in Europe on any Tuesday, commencing from the 16th February, to Tuesday, the 29th November, inclusive.

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I have to thank my constituents for the increased support they have given to my line, and in order that it may be still further used, it is my intention to reduce the charges so soon as the capital due to subscribers has been paid up.

KIACHTA, December 31st, 1868. **C. MITCHELL GRANT.**

## LONDON AGENCY,

# LONDON & CHINA TELEGRAPH OFFICE,

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WM. CLOUGHTON, Managing Director.

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| Calcutta..... | Brit. Nation | | | |
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## THE LONDON & CHINA TELEGRAPH

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# The London and China Telegraph.

## JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON THE ARRIVAL OF THE FORTNIGHTLY ENGLISH, AND MONTHLY FRENCH MAILS FROM CHINA, JAPAN, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A SUMMARY OF NEWS FOR THE OUTWARD MAILS.

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## Latest Advices.

—o—

| Ports. | From London. | Arrived out. | Homeward. Received yesterday. |
|---|---|---|---|
| JAPAN — Osaka and Hiogo | — | — | Jan. 5 |
| Yedo | — | — | Jan. 12 |
| Yokohama | Nov. 6 | Dec. 30 | Jan. 13 |
| Nagasaki | Nov. 20 | Jan. 11 | Jan. 13 |
| Hakodadi | — | — | Jan. 10 |
| CHINA — Peking | | | |
| Tien-tsin | | | |
| Chefoo | | | |
| New-chwang | — | — | Dec. 14 |
| Hankow | — | — | Jan. 15 |
| Kiu-kiang | — | — | Jan. 16 |
| Chin-kiang | | | |
| Shanghai | Dec. 4 | Jan. 23 | Jan. 24 |
| Ningpo | — | — | Jan. 16 |
| Foochow | — | — | Jan. 20 |
| Formosa—Tamsuy | | | |
| Amoy | — | — | Jan. 21 |
| Swatow | — | — | Jan 22 |
| Hong Kong | Dec. 4 | Jan. 17 | Jan. 28 |
| Canton | — | — | Jan. 28 |
| Macao | — | — | Jan. 28 |
| PHILIPPINES— | | | |
| Manilla | — | — | Jan. 20 |
| COCHIN-CHINA— | | | |
| Saigon | — | — | Jan. 30 |
| SIAM — Bangkok | — | — | Jan. 17 |
| BORNEO—Labuan | | | |
| Sarawak | — | — | Jan. 20 |
| JAVA — Batavia | — | — | Jan. 14 |
| MALACCA STRAITS— | | | |
| Singapore | Dec. 19 | Jan. 19 | Feb. 3 |
| Penang | Dec. 18 | Jan. 20 | Feb. 3 |

### THE MAILS, &c.

—o—

The French mail arrived yesterday, bringing a few days' later news from China than the P. and O. mail delivered this morning; the bulk of our correspondence, &c., reached us by the latter, whence we selected to-day for publishing.

The two homeward mails may clash again next month, those leaving Hong Kong on Feb. 23 (English) and Feb. 25 (French) being due here on the 5th and 7th April respectively. Thenceforward the new time-table of the Messageries will come into play on the homeward route.

The latest telegrams from China (which will be found in the usual place) are those in advance of the mail leaving Hong Kong Feb. 9, due here on the 22nd inst. Some of these telegrams were received in very good time, while others only came to hand yesterday—twelve days in transmission from Galle.

## List of Passengers.

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### PASSENGERS INWARD.

By this mail to Marseilles, per P. and O. steamer *Massilia*, arrived March 7. From Hong Kong: Mr. and Mrs. Boyd, 2 children and servant, Dr. and Mrs. Carnegie, child and servant, Mr. E. J. Livingstone, Mr. John Moore, Mr. T. Carricartie. From Singapore: Capt. and Mrs. Jones, Mr. F. Brogren. From Galle: Mr. Sommervalle, Mr. and Mrs. Lawrence, Mr. Blackitt, Mr. Folkhard.

Per Pacific mail steamer *China*, arrived at San Francisco Feb. 23. – For New York: Lieut.-Commander A. S. Kellogg, U.S.N.; First Assistant Engineer H. W. Scott, acting master; Ed. Babson, acting master; Albert Taylor, acting ensign; J. Q. Winchester, acting ensign; J. F. Whitmore, acting ensign; L. Walleman, acting ensign; D. Lee, acting third assistant engineer; A. M. Shaw, acting third assistant engineer; E. J. Swords, D. C. Woolson, Wm. Purdie, V. Argouiota, Capt. Rowes, and five in steerage. For Southampton: Albert Sechroes, Bros. Albertson. For Valparaiso and Callao: J. S. Stillo and Capt. Ferrious.

Per French mail steamer *Said*, arrived at Marseilles March 6.—From Yokohama: M. Degrom. From Shanghai: Messrs. Theric, Telleno. From Hong Kong: Messrs. Le Mestro, Cembano, Pestano. From Saigon: Messrs. Paine, Trescroe, Brimster, Vaillant, Goutchoux, Bousquet, Mdme. Vaillant. From Batavia: Messrs. Bassle, Van Berkel, Eschangier, Van Bosshuiter, Collum, Schill, Winter, Pons, Tellinghauss, Halkema, Jullien, Codrika, Mr. and Mrs. Kerrel, Mr. and Mrs. Hartzlerr, Mdme. Lagnier and child, Mdlle. Kerappers. From Singapore: Messrs. Riedmann, De la Postille, Menandez, De Guardiole, Carmenes, Ceross, Benigny. From Galle: Mr. Beyer, Dr. Mispelbrom.

### PASSENGERS OUTWARD.

Per steamer *Nestor*, from Liverpool, March 1.—To Mauritius: Miss Short, Mrs. J. Brodie, two children, and servant, Mrs. A. R. Barrant, three children, and servant, Mr. Charles Wilson, Dr. W. Macaulay. For Singapore: Mr. E. McAlister. For Hong Kong: Mr. Jules Giquel. For Shanghai: Mr. R. Lehmann.

Per P. and O. steamer *Bangalore*, from Southampton, March 6.—To Hong Kong: Mr. S. J. Crutch, Mr. A. Fulton Smith, Mr. J. S. McDonald. To Ceylon: Mr. and Mrs. Ralph and child, Mr. C. J. Pattenson, Mr. H. F. Wandby, Mr. W. H. Case.

Per P. and O. steamer *Massilia*, from Marseilles, March 14.—To Shanghai: Mr and Mrs. W. G. Price, Mr. C. A. Rees, Mr. R. R. Westall. To Hong Kong: Mr. J. Anderson, Mr. F. M. Youd, Mr. Otto Menger. To Ceylon: Mr. H S Saunders.

Per P. and O. steamer from Suez, March 21.—To Ceylon: Mrs. and Mrs. Officer and child.

Per P. and O. steamer *Tanjore*, from Southampton, March 20.—To Yokohama: Mr J. H. Longford. To Shanghai: Mr. H. R. Hearne, Mr. E. H. Parker, Mr. W. D. Spence, Mr. T. L. Bullock, Mr. W. S. Ayrton, Mr. R. Gardner. To Ceylon: Miss Hardy.

Per P. and O. steamer *Ripon*, from Marseilles, March 28.—To Shanghai: Mr. A. Thurburn, Mr J. T. Brand, Mr. J. J Kelly, Mr. J. G. Weston. To Hong Kong: Mr. W. M. Gilman, Mr. H. Lawrence, Mr. Marcus Daly, Mr. and Mrs. F. Luddeke, Mr. W. P. Galton. Mr. and Mrs. Larken, Mr. Kinnear. To Singapore: Mr. and Mrs. Oscar Mooyer, Mr. and Mrs. W. C. Hannay, Mr. H. Buchanan. To Ceylon: Mr. David Wilson, Mr. Thomas Clark.

## Summary of News from the Far East.

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### JAPAN.

—o—

### HIOGO AND OSAKA.

(FROM A CORRESPONDENT.)

JANUARY 7, 1869.

Mr. Lowder, who has been in charge of the Consulate at Osaka, leaves here for Yokohama to-morrow, *en route* for the new port of Nee-e-gata, which is to be opened by him. Mr. Robertson, who has been in charge at Hiogo, remains here; and Mr. Gower, just arrived from England, takes charge at Osaka.

Hiogo is making rapid progress, and is a very convenient shipping port. The foreign concession of land has already a fine bund of 120 feet, and houses are springing up; the spot is not the best, the water running very shallow, and piers must be run out for landing purposes. The Europeans are now quartered in native houses, rented from Japanese, along a sandy beach; and the picture is a striking example of the pursuit of business under difficulties, and the energy and enterprise of Europeans and Americans. The number of foreigners now here is about two hundred. The Consuls are—British, Mr. Robertson; French, M. Viault; American, Colonel Stewart; Prussian, Mr. Evers (of Kniffler and Co.); Dutch, Mr. Bauduin (of the Dutch Trading Company); Danish, Mr. Polano (of Adrian and Co.).

The distance from the anchorage at Hiogo to the Bar at Osaka is twelve miles. On the Bar there is only three feet of water, up to seven in high spring tides, and with a strong wind is impassable. So long as this difficulty remains Osaka cannot advance. The Japanese Government intend to deepen the bar and construct a basin for shipping, but the process, even when commenced, will be long, and the expense very large. No reliance is felt in its early completion, and merchants are consequently building here with confidence. There are some, of course, who believe that the outlay made in Hiogo will be lost, and that Osaka must ultimately be the place. Many firms are building on the concession sold lately at Osaka, and some are building at both. The position is very perplexing, but until the bar difficulty can be got over, it is well that Hiogo was granted. The returns for the first year's trade must be considered satisfactory, being 4,600,000 dols. imports, and 1,500,000 dols. exports. At all other ports the exports by far exceed the imports.

Osaka is by no means equal to Yedo in extent or population, but still it is the centre of an immense trade, and must have a great future for foreigners. The best thing the Japanese can do at present is to assist the laying of a line of railway from Hiogo to Osaka, a distance of about twenty-two miles. They have already ordered from England telegraphic instruments, and the poles will be erected shortly. This is very necessary, for it now occurs that a steamer arrives at, and leaves Hiogo, before it is known in Osaka, as in the case of the *New York*, from Yokohama for Shanghai, a few days since.

The want of regular communication with England is much felt. The *Azof*, P. and O. Co.'s steamer, now here as a spare steamer, runs between this and Yokohama when nothing more profitable turns up. The P. and O. Co. should obtain a hold on the traffic between

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Yokohama, Hiogo, Nagasaki, and inland sea places, before it is completely monopolised by others. By running regularly they would secure it, and a company like this can afford to inaugurate a service in connection with the mails from Europe. Experience, also, has demonstrated that Japan cannot have her mail service through Shanghai; it must be direct to and from Hong Kong. The French Company has adopted this plan, and the P. and O. Co. will do well not to be behind them.

The Custom houses here are in good working order, and the bonded warehouses of great service, as they are good detached buildings, while the most of the godowns occupied by foreigners are contiguous to Japanese houses, and are not insurable in English offices. When the buildings on the foreign concession are finished all this will be altered.

It is a matter of surprise that we have not yet a vessel loading in London direct for Hiogo; all the large amount of imports to the present are from Yokohama and Shanghai. Surely the next number of the *London and China Express* will show a vessel loading direct for Hiogo and Osaka. The venture will be a good one.

The steamers now employed between here, Inland Sea, Yedo, and places along the coast, up to Hakodadi, are P. and O. Azof, Mars, United Service, Naruto, Sunrise, Staunch, Fusiyama (Captain Dundas), Viborg, Osaka, Nymph, Yangtze, Courier, Vulcan, Albion, Argus, Adeline, Hermann, Taping-nyo, Mona, Bahama, Orissa, and Fee-loong. The Kebendalem, a small steamer, built in Java, is here for sale. Of course the whole of these steamers are for sale, but at present the Japanese are not buying, except on long credit, which owners are not disposed to submit to, experience having shown this to be very unsafe. The Helen Black, a barque of about 400 tons, is reported as sold lately. There is plenty of employment in carrying troops, and some steamers are doing remarkably well.

The foreign concession at Osaka is a very nice site, with the river on two sides. Several buildings are in progress, and in a few months will be occupied; meantime, foreigners are living in native houses, including the English and other Consuls. The land sale consisted of twenty-six lots, of which thirteen were purchased by English and thirteen by other nationalities. There is hesitation on the part of some of the buyers to build, as it is still a moot question how far the place will hold its own against the superior facilities of Hiogo.

At Hiogo or Kobe, as the Japanese call the site selected for foreigners, lots sold were 37, 11 by British, and 26 by other nationalities, the price realised being 165,057 bous., of which 52,991 was placed to create a municipal fund, and 112,065 went to the Japanese Government. This appropriation for municipal purposes is a wise step, and will probably avert the incessant quarrelling and grumbling found at Yokohama. A council has been formed of the foreign Consuls and merchants, and two or three Japanese officials. The members of this council give their attention to the laying-out of the streets, lighting, and draining, in conjunction with Mr. J. W. Hart, civil engineer, who has been appointed to that post by the council. The total number of lots set apart is about eighty, and another sale will shortly be held. Great complaints are made that the Ministers and Consuls did not take sufficient pains in seeing that foreigners were provided with native houses on arrival at reasonable rates, the prices paid being six and even ten times that current among Japanese. The site at the other end, which has deeper water, could have been secured with a little trouble on the part of the Ministers. They accepted too easily what the Japanese offered.

In addition to a Municipal Council Hiogo has also a Chamber of Commerce, which proposes a monthly price current. Two newspapers also flourish in this rising place; the *Hiogo Herald* started first, and was soon followed by a rival, the *Hiogo News*. A race committee has also been formed, and the first meet came off in Christmas week. A *corps dramatique* is also in progress. Whatever Osaka may be, the merchants of Hiogo are determined to have the start, and there is little doubt but that they are right. Hiogo has all the advantage of a good harbour, vessels anchoring close in to the beach, near Stretham, and close to the godowns and dwellings. Many residents are even building on the beach in the native quarter, now in their temporary occupation, which is contiguous to the foreign concession, divided only by a creek. Of course every one cannot have water frontage on the concession, and another advantage is that the water is deeper and the landing more protected. There is one important disadvantage on the native site that the houses must adjoin those occupied by the natives, and this will prevent insurance against that dreaded and destructive element fire.

The Japanese talk of building docks and a navy yard. Several of their purchases of steamers are here, including the *Scotland* and *Keangsoo*.

Communication with Osaka is kept up by a small paddle steamer which came from Shanghai, called the *Ohen Maru*, belonging to Case and Co., storekeepers, and a screw launch, the *Gazelle*, owned by Messrs. Glover and Co., which cross the Bar, except when blowing from the west, when a heavy sea runs. The distance to the Bar from Hiogo is about twelve miles; the Bar is only about 400 yards, and on the other side the river is quiet, and a landing may be effected at any point on the banks for about three miles into the city of Osaka.

The land journey is about twenty-two miles, and Japanese messengers run the distance in four hours. The road is also passable for ponies, including three ferries, and is often done by foreigners in three to four hours, through a pretty country and splendid mountain scenery, at this time of the year covered with snow.

The mint purchased from Hong Kong for 70,000 dols. is in course of erection under the superintendence of Mr. Waters, engineer, but it will not be completed for a year.

The Japanese Government promise to make a good sixty-feet road for carriages. Taking the general run of the Japanese and the country it is much safer for travel than China, and the feeling towards foreigners beyond comparison better. One can walk or ride without molestation—indeed, smiles and politeness are met through all the cities and villages, which is an immense comfort to one who knows China. The readiness to adopt European clothing—boots, hats, blankets, watches, and such like articles—is in striking contrast to the Chinese. There must have been a large number of watches sold in Japan, for most of the well-to-do men have them.

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## YEDO.

### THE MINISTERS' VISIT TO THE MIKADO.

On the 5th January the whole of the foreign Ministers had an audience of his Majesty the Mikado in Yedo. They presented themselves in succession during the day. Sir Harry Parkes, to whom the choice had been specially offered, electing to take his audience last. It does not appear whether, in electing to be last—for all the other representatives of foreign Powers were admitted before him—Sir Harry wished to challenge comparison of pomp and circumstance, or whether, with diplomatic guile, he wished to effect a final vibration of the Imperial tympanum; but in both directions he was probably completely successful. The procession was formed at the British Legation about noon. Two companies of Marine Artillery and Marines from H.M.S. *Ocean* constituted the advance and rear guards, and the Legation Mounted Escort rode immediately in front of Sir Harry, whose suite comprised Captain Stanhope, Lieutenant-Colonel Norman, C.B., Messrs. Adams, Mitford, Satow, Consuls Fletcher, Gower, Willis, and about twelve officers of the navy and army, while in the extreme front and rear of the procession marched about 200 native troops. Considerable numbers of people were assembled to view the "turn-out," but the line of march was admirably preserved from all intrusion, and at the entrances of the bye-streets ropes were stretched and guards stationed. A correspondent thus describes the visit:—"The distance from the Legation to the palace (about 3½ miles) was traversed at a foot pace under a steady fall of sleet and snow, but parade being impervious to prudence, nobody made use of the cloak his *betto* carried beside him, so that we arrived at the palace in a state of utter congelation. There, passing within the massive walls, we found ourselves at last among those sacred precincts so long barred against all foreign contamination. From the outer gate to the inner keep, where the Mikado now resides, one traverses fully half a mile of devious road, threading its way through long lines of huge barracks and Yashikis. If these buildings were ever proportionate to the troops they contained, their extent and dimensions bear infallible evidence of the might of a Prince who could thus pour forth no mean army from the walls of his palace. Now, however, there is no appearance of life, and through ranges of sombre edifices a universal silence and desolation prevails.

"Arriving at the drawbridge and moat of the inner donjon some symptoms of ceremony presented themselves in the form of mauve coloured banners, bearing the Mikado's crest, and festooned over the gates and arches. Here all the Japanese officers were obliged to dismount and proceed on foot, but we riding about fifty yards further reached the steps of the Royal residence itself. Ascending these, we found ourselves in a handsome vestibule or waiting-room, whose walls were lined with beautifully-painted screens, and where—most welcome sight—was placed a long table with chairs and innumerable *habashis* to thaw our frozen limbs. Here we were supplied with tea, cakes, and tobacco. . . . . Passing by suites of apartments, looking beautifully fresh and clean, but so far as variety of furniture is concerned, differing nothing from the rooms of a good tea-house, we entered a spacious hall, in the centre of which on a raised platform stood the throne. Certainly if sombre stillness and ghastly rigour be the distinctive circumstances of dignity, then, indeed, dignity was here personified. On first entering, the throne became, of course, an object of universal scrutiny; but, in a moment, one was astonished to find that his mind, excluding all other ideas, had become imbued with this one morbid question, 'Is it a man or a mummy that sits under that canopy swathed in masses of crape and silk; whose stiff folds and angles refuse to acknowledge the most shadowy presence of animation?' . . . Certainly it was not without considerable scrutiny and no small disappointment that we at length disentangled from among dress and duskiness the features of a worn-out, languid-looking boy, to whom life had apparently already told its secrets and their sequels, and in whose face, whether from training or indifference, no symptom of interest or vitality presented itself from first to last. On either side of the throne stood a line of Princes and *Kuges*, who also carried out the principle of stolid immobility even as far as the long wings of their head-dresses.

"Sir Harry having presented himself, did the like for Captain Stanhope, R.N., and Colonel Norman, C.B., introducing all the remainder collectively. Then the chief interpreter, who stood

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beside the Throne, read from a paper the Mikado's speech, a few words, inquiring for Queen Victoria's health, expressing satisfaction at the friendly intercourse existing, and hoping that it might always continue undisturbed. Sir Harry, in reply, spoke briefly and pertinently. He thanked the Mikado in the Queen's name for his gracious expressions, expressed Her Majesty's wishes for the maintenance of friendly relations with Japan, congratulated the Mikado on his arrival in the Eastern capital of his Empire, and hoped that the return of peace would tend to the development of commerce, to the mutual benefit of England and Japan.

"After this we bowed ourselves out, were again served with tea and cakes, and finally started for the palace of the Minister for Foreign Affairs, where a succession of dinners in Japanese and English style occupied our attention till five o'clock in the evening."

## YOKOHAMA.

The English mail of November 6 arrived out on the 30th Dec., simultaneously with the Pacific mail steamer, bringing telegraphic news from Europe (via New York and San Francisco) to December 3. The present homeward English and French mails left on the 13th Jan. The *Japan Times*' summary of news is as follows :—

The event of the fortnight has been, of course, the opening of Yedo and the reception by his Majesty the Mikado of the whole of the foreign Ministers and their suites. The immense political and social significance of this move cannot be underrated. Above all, should it be fairly recognised as a pledge given by the party of progress to foreigners, of the sincerity of their professions of friendship and anxiety to assimilate the system of Government of Japan to that prevailing in the best governed countries of the civilised world. It is impossible, after so complete a concession, to doubt their wish to adopt a constitutional basis for their future work, and that this appearance of the Mikado in public will shortly be followed by the assembly of Representative Chambers may be considered as almost certain. But we must be careful not to attempt interference; we must be patient, and allow the able statesmen who have done so much to take their own time for doing more; it is certain that they have had great difficulty in inaugurating these reforms, and have overcome the strongest possible opposition to their introduction. We cannot tell what pledges they may have given to the Conservative party, and any pressure from without to obtain still greater advantages may very likely cause a reaction. We have now sufficient ports open to carry on our trade—many think more than sufficient—the opening up of the interior we must wait for, until our ally becomes convinced that it would be an advantage for him as well as for ourselves. For the immediate present we cannot expect trade to be anything but dull; no country can immediately recover from the effects of civil war. We have every reason, on the other hand, to be satisfied that we have done so well as we have; we have had no reason to complain of the export trade.

Of course the opening of Yedo, occurring as it did on a general holiday, was signalised by a rush thither of a number of pleasure-seekers, and more than one disturbance, reflecting great discredit on the actors in them, disgraced the occasion.

We give elsewhere a description of the reception of the British Minister by the Mikado, written by an eye-witness of the scene, which is well worth reading. Yedo generally is reported quiet, the influx of the people and the departure of the soldiery still continuing, as described in our last. Nothing of importance has been heard from the North; operations against Enomoto can, indeed, hardly be commenced in this season, and meanwhile, negotiations, which are always preliminary in Japan to any fighting, are going on briskly. Nee-e-gata was proclaimed open on January 1st, and Mr. Lowder has arrived from Hiogo to take up the consulate duty there. But he is likely to have little to do for the next three or four months, except studying the people and their dialect. It is said that in February about six feet is the average depth of the snow there, and as ships cannot anchor with safety in the roadstead at this season, there is not much immediate prospect of trade.

## NAGASAKI.

In Nagasaki the Chinese question is again being discussed, the occurrence of a murder into which no one inquired furnishing the text. The right of Chinese to live in Japan is not recognised by the Government, who refuse to control or deal with them. Foreign Consuls of course ignore responsibility, and the consequence is that the Chinese live uncontrolled. It is suggested that the Foreign Consuls as a body should arrogate the right to deal with Chinese culprits. Complaints are made of a number of counterfeit dollars being in circulation in Nagasaki, probably a Chinese importation.

(FROM A CORRESPONDENT.)

NAGASAKI, Jan. 13.

The London mail of 20th Nov. and the French mail of the 18th arrived here together in Messrs. Adrian's steamer *Orissa* on the 11th, with telegrams to the 7th Dec. The American mail, which arrived here on the 5th inst., brought London telegrams to the 2nd Dec., and announced the resignation of the Tory Ministry. The return American steamer *en route* for Yokohama and San Francisco is expected here on the 21st.

Although there has been an exodus from this place to Osaka of both Foreign and Japanese merchants, I think Nagasaki will always be the centre of a fair trade. As a harbour it is not equalled in Japan, and the transactions in respect to the sale of steamers are still more active here. The *Naruto*, late *Coromandel*, has just come up from Osaka, and it is expected her sale and transfer will be accomplished in a few days, and in that case Captain Stevens proceeds to England to bring out another steamer. The *Columbine* and *Nymph* are in the market here, and are well fitted for the Japanese; negotiations are going on for their sale. Two gunboats from England for the Japanese are expected soon, also a screw corvette building at Aberdeen through Messrs. Glover and Co.

The Chinese population is increasing fast, and there are in the foreign settlement about 300, and outside over 300. These Chinese compete with the Europeans in everything as storekeepers, shipchandlers, and even in shipments to England. They purchase and ship to China most of the tea yield.

The general condition of the settlement is far superior to Yokohama. The streets are much wider, paved with stone footways, rendering them dry at all times, and, the greatest of all comforts, the streets are lighted, the lampposts being on the English model.

The keeping of the settlement is at the expense of the Japanese, in consideration of the ground rent paid by foreigners. The foreigners have a municipal council, but the office is performed, except for any extraordinary cases, by Mr. Van der Pole, appointed by the council, at a salary, to give his daily attention to the wants of the place, and stir up the Japanese as required.

At last Desima, that old prison of the Dutch, is to be admitted to the privileges of the settlement by being connected with bridges, to be completed in two months. Desima, on which most of the Dutch firms are located, will be then but a few minutes' walk; at present it can only be reached by boats, or by a very circuitous route.

Foreigners have not experienced any difference in the new Southern Government; the administration of the Custom-house, &c., proceeds quietly under the new Governor. The fortifications, &c., were all handed quietly over by the Shiogoon's Government to that of the Mikado. Prince Satsuma, who is now at the zenith of his power, has been chiefly at Yedo. His troops who took part in the late struggles are now returning home to Kagosima, the stronghold of Satsuma. Foreign steamers have been busily engaged in their conveyance at good paying rates. The stoppage of the P. and O. Company's service to this place threw out the regular communication with England; chance steamers now have to be used to meet the mail at Shanghai or Hong Kong. At present the steamers of Messrs. Adrian and Co. fill up the want, but of course they are liable, like all private lines, to be interrupted for more profitable charters, &c. Messrs. Adrian's line consists of five very nice steamers—the *Fee-loong*, *Bahama*, *Osaka*, *Orissa*, and *Mona*—running between Hiogo, Nagasaki, and Shanghai.

Fire insurance premiums are a great trouble here, as at Yokohama. First class stone godowns with iron cased doors and windows and detached are charged at two per cent., whilst in China the same rates are 1 or 1¼ per cent. Here in the foreign settlement, so completely detached from the native town, a better risk could not be. The result is that the merchants prefer being their own insurers. Perhaps, the Japanese Government here will, (as in Yokohama), insure policies on their own bonded warehouses at half the rates.

The appointment of Messrs. Walsh and Co. as agents for the Comptoir d'Escompte, and of Messrs. Adrian and Co. for the Hong Kong and Shanghai Bank, has relieved the mercantile community of the difficulty of remitting for goods sold, &c. The powers conferred, however, are still too small, and the banks should give greater facilities for buying and selling exchange. Old residents in Shanghai will remember when Mr. G. F. Hubertson represented the Oriental Bank, and did a fine stroke of business for them. The depreciation in the value of bous is going on here as in Yokohama, the current rate being 333; this is owing chiefly to the inferior quality of the coin issued of late not being worth intrinsically so much as the old ones; they can be no longer be treated as a silver remittance to China.

The insufficiency of the foundations for houses built in the early days is now being severely felt. Messrs. Alt and Co. have found it necessary to rebuild, and have now the finest house on the bund, and the Prussian flag is hoisted in the front; Mr. Lindau, one of the partners, being the Consul. Messrs. Maltby and Co. and others are also rebuilding. The bund and sea-wall are still in good order, as also the landing-places.

The pretty little English church, designed and completed under the management of Mr. H. M. Wright, one of the early settlers, is in want of a pastor; it appears that the community is too small to contribute a sum sufficient for a chaplain, even when supplemented by the usual Foreign-office allowance, and the result is that it is shut up. To prevent its entirely falling into disuse, and English people entirely forgetting their religion and service, the Consul officiates occasionally; but the want of regularity has had a sad effect on the English, for last Sunday the response to Mr. Flowers' service was four attendants out of the whole community! This is certainly a very discreditable state of things. English people, as a rule, generally have more respect for the Sabbath than this, and Nagasaki must enjoy the character of the most irreligious community in the Far East. It is said that arrangements are in progress for a missionary from

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China to come and settle here, and take charge of the church, when it is to be hoped, for the credit of English institutions, that the community will mend their ways, and show a proper appreciation of things spiritual. Their own charming little cemetery must remind them that it is well not to fix all their thoughts on invoices, current sales, and dollar making. The cemetery is a credit to the place and Mr. Flowers, the Consul, who has charge of it, and is a pleasing contrast to the wild, uncared-for condition of the one in Yokohama. It is to be compared to our well kept places at home. Stone being cheap here, even the graves of sailors are well covered with a tombstone and inscription, and some graves eight years old are in excellent preservation, which must be a great satisfaction for the friends in England. One example is that of George Henry Woodfall, who died in 1861, and the stone looks almost new.

The large influx of Chinese is causing some annoyance in Nagasaki, as the Japanese here have no system of registration, and practically they are under no control, and many acts of violence pass unpunished. At present, by non-registration they also escape a proper share of the expenses of the settlement, which is certainly a mistake. The foreign Consuls should put this matter in a proper light to the Japanese Government.

The Nagasaki community is not behind in amusements. The club, with its reading-rooms, billiard-rooms, bowling alleys and racket court, is well maintained. Amateur theatricals and German concerts also form part of the engagements.

The best picnics in the Far East are also given at Nagasaki; the last one extending over a few days and winding up with a ball and supper, costing no less than 1,600 dols., or nearly £400! This must rather astonish quiet English people at home.

The Dutch sloop of war *Marnix*, Captain Tantenhooft, has just arrived from Holland via the Cape, &c., to relieve the *Curacoa*, which vessel leaves for Java and home in a few days.

The American store and hospital ship *Idaho*, Captain Hooker, 3,000 tons and 320 feet long, which has been anchored here for nine months, is not likely to be removed; she has magnificent accommodation for the purpose, but to keep up a vessel of 3,000 tons on almost sea-going expenses must be paying an enormous price for the small American fleet in these waters. The *Idaho* was originally built as a steam frigate, to attain an enormous speed, by Paul S. Forbes, Esq., well-known in the China trade, but her engines were a failure, and they were removed. As a sailing vessel she attains sixteen knots. A naval hospital at Yokohama is talked of now.

The Foreign Consuls here consist of Marcus Flowers, British; Mr. Mangum, American; M. Dury, French; M. Adrian, Danish and Belgian; Mr. Tombrink, Dutch and Swiss; Mr. Schottler (acting for Mr. Lindau), Prussian; Mr. Loureiro, Portuguese.

Another instance of the care taken of shipwrecked crews by the Japanese has just occurred with the North German barque *Cornelia*, Capt. Bundsguard, from Hong Kong to Yokohama, which struck on a rock near Yakuno. After a stay of fourteen days they were sent in a junk to Kagosima; there the officers of Prince Satsuma treated them hospitably, sent them over to Nagasaki in a steamer, and refused any recompense.

The Japanese steam factory at Akanora, across the harbour, erected by the Dutch for repairs, &c., to machinery, has lost its utility to a great extent since the discharge of the European engineers, &c. As in the case of steamers purchased by the Japanese the engines and boilers are soon ruined by the native engineers.

The weather just now is very charming; light occasional frosts, but in the day the temperature is sixty to seventy. The Bungalows on the hill have beautiful gardens, with a large variety of native and English flowers. They are laid out with as good taste as at home, and many in far better. The married residents mostly live at these bungalows, but the community has suffered a great loss in the departure of Mrs. Alt for Osaka, and Mrs. Alex. Glover for England.

Mr. Beveridge, the military instructor engaged by the Prince of Tsikuzen, has a large parade ground set apart for evolutions, and is making satisfactory progress. Mr. Grinnell, the American officer who was engaged to superintend the navy, has given up the appointment and gone home, after a very brief career. The Japanese are very volatile in these engagements, and spend money quite unprofitably. To a great extent it arises from too many foreign advisers.

Great inconvenience is experienced here by consignees of goods shipped *via* Yokohama; the want of proper facilities for discharging there generally entails a delay of five to six weeks, whilst the passage across is often twenty days. The *Contest*, just arrived from London and Yokohama, took this time. All shipments for Nagasaki should be to Shanghai for transshipment. The freight across is 4 to 5 dols.

The steam cotton-spinning mills erected for the Prince of Satsuma, at Kagosima, under the superintendence of Mr. Edward Holme, for some years engaged in mills near Manchester, are now running entirely under Japanese in a very satisfactory manner. There are 100 looms and 3,648 spindles. The texture of cloth made is simply to suit the native taste. There are about 220 hands employed; the men show great aptitude, especially in "piecing," at which they are remarkably expert.

The patent slip, which has been in construction here, is in a splendid natural position, well protected between two hills and stone facings. The engine, it is expected, will be ready for a trial next week. The rail is nearly complete, and one or two vessels are waiting to go on. The slip will be equal to raising a vessel of 1,500 tons, having about 500 feet of rails. The material was made and supplied by Messrs. Hall, Russell and Co., Aberdeen, and the works have here been erected under the superintendence of an engineer sent out by them. The slip was projected by Messrs. Glover and Co., of Nagasaki, and will be a great convenience as well as profit. At present vessels have to proceed to Shanghai to be docked.

Japanese coal is now brought here from the mines, and sold at 5 dols. to 6 dols. per ton; it is a first-rate cheerful house coal, but dirty. For steaming purposes it is quite equal to Newcastle coal, but not up to Welsh. European appliances are now being used in the coal mines at Takasima, as the mine has been leased to Messrs Glover and Co., and when the steam pumps are erected it is expected that the yield will be equal to from seventy to eighty tons per day.

The Governor and other officials are very obliging in their relations with foreigners. The ground rents paid here by foreigners, out of which the expense of keeping the settlement is defrayed, is as follows:—

| | Per Annum. |
|---|---|
| British ... ... ... ... ... | dols. 9,608 |
| American... ... ... ... ... | 2,506 |
| German ... ... ... ... ... | 2,175 |
| Dutch ... ... ... ... ... | 1,724 |
| French ... ... ... ... ... | 1,273 |
| Portuguese ... ... ... ... | 623 |
| Swiss ... ... ... ... ... | 424 |
| Total ... ... ... ... | dols. 18,333 |

The rate being for bund or front lots, per 100 tsuboes, 37 dols.; rear, 28 dols.; hill lots, 12 dols. The *Nagasaki Times*, which still flourishes, and is felt to be a very useful medium, publishes a statement of the population of Nagasaki as follows:—

| | |
|---|---|
| English ... ... ... ... ... ... | 88 |
| American ... ... ... ... ... ... | 42 |
| Dutch ... ... ... ... ... ... | 32 |
| German ... ... ... ... ... ... | 18 |
| French ... ... ... ... ... ... | 11 |
| Portuguese ... ... ... ... ... | 10 |
| Swiss ... ... ... ... ... ... | 6 |
| Total ... ... ... ... ... | 207 |

### HAKODADI.

The Shanghai papers give the following items of news from Hakodadi:—

On the 6th a battle was fought at Ono, twelve miles distant, between 600 Southerners and 900 Northerners, resulting in the total route of the Southern forces, who fled to Hakodadi in great confusion.

On the evening of the 8th all Southern troops were embarked on board the *Kanga no Kami* and *Taipanyo*, and, together with all Government officials here, left for Awocori Bay, and landing there, reached twenty-five miles to the interior of Chugaro territory, where they still remain very much scared. On the morning of the 9th the Northern or Tokugawa troops, together with the fleet, took quiet possession of Hakodadi, and after organising a temporary Government, left in force for Matsmai, landed on Fuku Sima, and engaged the Matsmai troops. Yesterday a report reached us from there that Matsmai had been burnt (the city), the troops whipped, and in full flight for Akita on junks seized for the occasion. The *Eagle* ("Tokugawa") returned from Matsmai, and confirmed the report; so that now the Shiogoonates consider the island of Yedo as theirs by conquest, and evidently intend to hold it. The place is quiet, and no disturbances have occurred or are anticipated. The ground, though frozen, is quite free from snow.

## CHINA.

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### PEKING.

By the latest news from the capital all was quiet. The new American Minister, Mr. Ross Browne, had been making strenuous efforts to induce the Government to construct a road from the coast to the Chia-tang coal mines, but without success. The journey between Peking and Shanghai during the winter months is performed more expeditiously overland *via* Ching-kiang than by way of Chefoo.

The *Peking Gazette* of Dec. 18 records the death of Prince Chung, brother of the late Emperor. His nephew, the present Emperor, had appointed the 26th Dec. to visit the family, and offer the accustomed condolence, &c.

### SHANGHAI.

The English mail left this port according to the Company's time table on the 20th January; the French mail, which should have left on the same day, was delayed until the 24th, and consequently brings the latest news, which will be found embodied in the following extract from local papers. Our correspondent's letter comes by the P. and O. mail, and brings intelligence to the 20th only, but is full of interesting matter.

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The latest news from England was that by the mail of Dec. 4, which reached Shanghai on the 23rd Jan.

In the course of a review of the progress of the Settlement, and its position at the close of 1868, the *Herald* says:—"The position and prospects of the public companies of Shanghai, to which we devoted last year a special paragraph, have been lately so fully reviewed in our paper of the 22nd ultimo that it is unnecessary to enter at length on that topic. It is sufficient to say that the majority show a steady recovery from the collapse which succeeded the inflated prosperity of 1863-4. The "Hong Kong and Shanghai Bank," and the several steamer and insurance companies especially, are monuments of brilliant success. Land has much increased in value, and house rent has risen proportionately. Many new buildings have been erected or commenced; amongst others, one destined for the Comptoir d'Escompte deserves notice. But the most remarkable feature in this connection is the extension of the Settlement up the Bubbling Well-road, which is now lined with villa residences nearly to the two mile stone. We cannot but think the class of buildings rather too pretentious, but they are nearly all let, and this is the great criterion. We are confident, however, that cheap houses—such as would let at Tls. 25 per mensem, offer a profitable investment to a limited extent. There are many people with incomes averaging Tls. 100 a month, who would gladly rent them. We must not omit to mention that Trinity Church is rapidly approaching completion, and bids fair to be an edifice of which Shanghai may be proud. New premises are also spoken of for the Oriental Bank. A new gaol has been commenced by H.B.M. Government, and extensive alterations in the Consulate buildings are in progress."

The following extracts are from the *North China Herald*:—

When we read in the *Recorder* an announcement that Mr. Hart had ordered a medical inspection of all second and third-class clerks in the Customs' Service, we thought our contemporary must have been misinformed. But we are assured that such an order actually has been issued in regard to third and fourth-class clerks. This is one of the most singular freaks the Inspector-General has yet perpetrated. It is true members of the army, navy and civil service have, in England, to pass a medical examination before admission; but this is a very different matter to subsequent inspection. So they have to pass a competitive examination; but the system was not made retrospective when it was first introduced. Those already appointed were not disturbed, either mentally or surgically.

We notice that works at the Kiangnan Arsenal are advancing with considering rapidity. A new steamer is on the stocks, far advanced towards completion; and the *Bengal*, an American vessel, is discharging the component parts of a gunboat, which were fitted, we suppose, in New York.

The *Shanghai News Letter* has the following paragraph from Chinkiang:—"A large party of Chinese merchants, estimated at some 250 in number, have come down *via* the Grand Canal from Tientsin, where they were frozen in, and could not proceed seawards. They bring considerable treasure with them. A Chinaman has come in with the report that a certain hill, about seven li from Tang Yang, which last year at this time was supposed to contain coal, and for which some foreigners were then negotiating, has turned out to contain gold and silver. The country people are said to be in excitement about the discoveries, and the place has been walled in to prevent depredations."

We have dates from Newchwang, by overland courier, to the 18th December. The river closed on the 23rd December; the thermometer had fallen to seven degrees Farhenheit. A little business was doing in opium.

The departure of M. Brenier de Montmorand, the French Consul-General, who has attained a high degree of popularity, is regarded with general regret.

The tea-clippers that had arrived at Shanghai had all left again for Hong Kong and the rice ports, to employ the time until the next season's teas come forward. The *Serica* is the only exception.

It is reported that Sir Rutherford Alcock purposes to make a circuit of the open ports during the coming summer, in order, we presume, to gain vivid impression of their wants and capacities, for the enlightenment of the Foreign Office on his return to England.

We note the following announcements of alterations in firms, in addition to those inserted in our last:—

Mr. Jas. B. Robertson and Mr. Henry W. Davis are authorised to sign our firm in China and Hong Kong from this date.

BULL, PURDON, and Co.

My business of auctioneer and general broker will from this date be continued on the premises lately occupied by Nils Moller, Esq., Canton-road, and the firm will be MELLER and Co.

Shanghai, Dec. 1, 1868.

The interest and responsibility of Mr. W. R. Adamson in our firm ceased on 30th June last. The business will be carried on as heretofore (in connection with Adamson and Co., of London) under the firm of Adamson, Bell, and Co., the partners being Frederick Hayley Bell, Henry Guy Pemberton, and John Anderson.

W. R. ADAMSON AND Co.

(FROM OUR OWN CORRESPONDENT.)

SHANGHAI, Jan. 19.

Your readers will, I doubt not, be interested in learning that Mr. Angier, whose name is familiar as a household word to foreigners in China, and to the readers of the *London and China Telegraph* at home, has arrived here, and is busily engaged in collecting information of all kinds, which when put before the public in a condensed form will prove of inestimable service to the European and American Governments and to all those engaged in trade with China. Isolated facts are frequently lost in correspondent's letters, or even when they are made the subjects of leading articles the interest they excite is ephemeral. It is when they are massed together that their importance becomes clear, and that the influence of each upon the system whereof they form a part is manifested.

The stirring days in which it paid the London morning papers to retain special correspondents in China appear to have passed by for ever, and this is little to "chronicle" from mail to mail, except the "small beer" of Shanghai social life. Balls, concerts, and amateur theatricals are now our events; the volunteers have beaten their fire-locks into fire-engine pipes, and the police, once so absorbed in the suppression of rowdyism, find their occupation gone, and their importance hopelessly diminished. Even "Municipal extravagance" has gone by the board, and we have nothing left to think of but our own private affairs. In a word, excitement is unknown, and this will indicate sufficiently to old Shanghai residents the utter change that has come over the model settlement.

You are aware of the sensation that was caused here in the middle of 1866 by the murder of two French Bishops, nine missionaries, seven native priests, and a large number of Christians of both sexes in Corea. The French Admiral sent up an expedition to chastise the offenders, but—tell it not in Gath—the natives proved too many for the French, and a decided defeat was hardly glossed over under the name of an "unsuccessful reconnaissance in force." It was at the same time semi-officially intimated that in the ensuing season the attempt would be repeated, and the Corean sovereign severely punished. But nothing more was heard of it, and the whole affair had almost escaped our recollection when a volume of the United States diplomatic correspondence for 1866 turned up here mysteriously, and was found to contain the despatches which passed between Prince Kung and the French Minister on the subject. Knowing the result, the attitude adopted by M. de Bellonet now appears strange, not to say laughable. Thus in his first letter, dated July 13, 1866, he says:—

The Government of his Majesty cannot permit so bloody an outrage to be unpunished. The same day on which the King of Corea laid his hands upon my unhappy countrymen was the last of his reign; he himself proclaimed its end, which I in my turn solemnly declare to-day. In a few days our military forces are to march to the conquest of Corea, and the Emperor, my august sovereign, alone has now the right and power to dispose, according to his good pleasure, of the country and the vacant throne.

Prince Kung's reply bears, I think you will admit, indisputable marks of a foreign hand. He says:—

When two countries come to war it involves the lives of their people. It seems to me that it would be best to inquire into the proofs and merits of the affair.

M. de Bellonet made no reply, but on the 24th October enclosed to the Prince a copy of a notice of blockade issued by Admiral Rose, announcing his intention of "attacking and subduing the country." A few days after, the French Minister again wrote to Prince Kung charging the Chinese Government with complicity in the affair, and with a general desire to dupe foreigners whenever an attempt is made to obtain justice for outrages. He assured the Prince that "for us (the French) war is a pleasure—passionately sought," and that

Every attempt at conciliation will be now useless, unless the *ci-devant* King of Corea surrenders at discretion, and implores the mercy of the Emperor our august Sovereign, trusting to his generosity.

Meantime the Chinese Government had submitted the correspondence to the other foreign Ministers, a course which M. de Bellonet bitterly complained of. And there the matter ended, the only comment possible being *Vox et præterea nihil.*

A memorandum by Mr. Hart relating to the appropriation of the tonnage dues to the lighting of the port has just been published. He announces that a lighthouse is about to be built, either on Ariadne or the Saddles, a light to be placed on Gutzlaff, another on the Beacon, and a third at Wusung. "These lights once placed, the navigation will be as easy, so to speak, as would be a walk down Regent-street when the gas is lit." After announcing various contemplated improvements in the conservancy of the Yangtsze, and acknowledging that the amounts hitherto expended from the tonnage dues have been small (about Tls. 55,000 per annum for the last five years), Mr. Hart states that the Tsung-li-yamen have quite entered into his views, and that the Government will "now do its share of the work faithfully and well." He also implies, if he does not state directly, that the whole of the tonnage dues (£70,000 to £100,000 yearly) will be expended on the necessary improvements. It is the fashion to represent Mr. Hart as ambitious and self-seeking; but, judging of him by his public acts alone, I cannot conceive the possibility of his doing more for foreign trade than he is endeavouring to do. Everything points to the conclusion that the Chinese would gladly get rid of us if they had the chance, and therefore every concession is wrung from them—a very delicate operation to be performed by any one in their pay.

A set of regulations for the Mixed Courts has recently been promulgated. The rank of the presiding magistrate is defined to be *Tungchi*, but he is not to hold an independent seal. The latter condition, I may remark, makes his rank, whatever it may be

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merely nominal. Hence the Court has no jurisdiction independent of the Shanghai Hien, and it was to obtain this separate jurisdiction that the Court was established. The existence of this muddle into which the native authorities astutely inveigled the Consuls renders the administration of justice in the Mixed Court theoretically a farce, and we are all here ready to admit that the theory is excellently carried out in practice. The regulations define the nominal powers of the Court, its jurisdiction, according to them, extending to "cases of debt, collision (whatever that may be), or robbery occurring on the ground rented by foreigners." The only noticeable points are that in the case of a non-represented foreigner convicted of any offence the magistrate shall report his finding to the Taotai, who, after consultation with a Treaty Consul, shall award the punishment; and, as it were to counterbalance this, 'on proof of perjury, subornation, or false accusation by either party, be he foreigner or Chinese, the Taotai's deputy shall visit heavy punishment on the offender." This latter is obviously either an oversight, a mistranslation, or a gratuitous addition on the part of the Chinese to the existing Mixed Court mess.

I told you in a recent letter that Sir Rutherford Alcock had requested the merchants at the various ports to give him information regarding the places which, under the approaching treaty revision, it might seem advisable to open. Accordingly, the Shanghai Chamber of Commerce held a meeting on the 14th inst., to consider a draft despatch on the subject. However, as no one came prepared with anything more definite than a list of ports which might, could, or should be opened, the meeting was adjourned for a fortnight, in order to enable the Committee to collect information regarding the places mentioned. The feeling evidently is that the Yangtsze should be opened as far as Chunking, in Szechuan, a distance of somewhat more than five hundred miles above Hankow. In addition to this, including of course the ports intermediate between Hankow and Chungking, one port or more should be opened in the North. But doubtless a vast mass of information relating to the proposed places will be collected before the 28th instant, when the Chamber will again meet. This, therefore, must form one of the subjects of my next letter. I should mention that one of the arguments adduced against the opening of new ports was that trade is passing rapidly from foreign hands into those of the natives. But the extract which I give you below ought to put down this cry—so far, at least, as the North of China is concerned, and it should be remembered that the complaint originated at Tientsin. I quote from Mr. Commissioner Dick's Trade Report for 1867 (just published):—

"Chinese merchants have preferred buying their supplies of foreign goods at Shanghai from the foreign merchants, who there receive them from abroad, to buying them through second foreign sellers at the outports. The mere operation of buying goods in their own country is one for which the Chinese have always been considered thoroughly qualified. It was a merely temporary condition of affairs under which, for a year or two, foreign imports were sold through secondary foreign agents at secondary ports. As soon as the Chinese merchants became accustomed to the manner of doing business with foreign vessels, they resumed their old practice of making their purchases at the headquarters of the import trade—Shanghai; but they made ready use of the new means of transport with which foreigners had furnished them; and the increase in the employment of foreign shipping has been much greater than the decrease in the employment of foreign mercantile agency. Even when intercourse with the interior is placed on a better footing, it is likely that the trade which will there pass through the hands of foreign mercantile agents will be limited to such amount as may be sufficient to keep the privileges gained in working order; for as soon as such new revenue regulations as may be enacted become uniform in application to both Chinese and foreigners, the former will draw their supplies through agency of their own from the principal market on the coast. But the advantages to trade will be none the less, although the number of foreign sellers employed may not be greatly increased; and in all operations beyond those of merely buying and selling, the Chinese in the interior will be as dependent (although it is not quite certain when the fact will come into full play) on foreign enterprise and skill as they now are, on the coast, in the matter of transport."

It is rumoured that Sir Rutherford Alcock purposes making a tour through the Ports during the ensuing summer, with a view to collecting information for the use of the treaty revisers. We have heard the mercantile view of the status of the ports; we know the view which the Chinese would fain push down our throats; it only remains for us to receive the Minister's light on the same question. Yet, if the light in him be darkness, how great is that darkness!

A meeting of shareholders in the French Gas Company was held on the 7th inst., ten persons being present, altogether representing forty-two votes, of which twenty-two were in the hands of the chairman and M. Leroy. The manager's report announced the laying of the mains, improvements in the works, and the reduction of the debt to Tls. 12,000. The gross receipts had been Tls. 7,794, and the expenditure had fallen short of this by only Tls. 9. The total income for 1868 was estimated at Tls. 8,000, not including Tls. 2,400 received as interest at 8 per cent., guaranteed by the French Municipality. A profit of Tls. 1,050 was estimated, but the grounds of the estimate did not clearly appear. The financial position of the company became the subject of a stormy discussion, in the course of which it was elicited that if the company were sold up on the spot there would remain only Tls. 3,000 to repay the subscribed capital of Tls. 30,000. After paying off the loss on working expenses during 1867, and debentures to the amount of Tls. 1,800, the shares were worth only Tls. 25 each. Again, while the plant had cost Tls. 46,000, its estimated value was only Tls. 15,000. It was suggested that under these circumstances it was hardly worth while to continue working, especially as without interfering with the contracts into which the French company had entered gas might be obtained from the English company at a dollar per thousand cubic feet cheaper than the French company could make it. After a prolonged struggle between the strength of numbers (eight representing twenty votes) and the strength of representation (two representing twenty-two votes), it was at length resolved:—"That a committee be appointed to confer with the Shanghai Gas Company to ascertain the price at which the latter will supply gas; and that a meeting be afterwards called to discuss the advisability of purchasing gas from them." And there the matter rests for the present.

The Municipal Council have been busy inspecting meat and seizing large quantities that seemed diseased. Through their exertions the recent cattle disease panic has almost disappeared. Heaps of garbage which had accumulated during some years past in various places on the English and American settlements have been removed during the frosty weather, when their emanations could do little harm, however much stirred up in the process of removal. Various plans for the extension of the existing roads have been adopted, and the improvement of those actually open is sedulously cared for. During the past week no less than 315 beggars were expelled from the English and American settlements, the number of miserable objects in the streets having suddenly increased upon the opening of a soup-kitchen for the local poor. From Soochow, Chinkiang, and even from Ningpo, hordes of beggars trooped into the settlements, but their eagerness has now met a serious check from the energetic "deportation" at once adopted by the Municipal Council.

The wisdom or the reverse of the speculations of past times was forcibly illustrated the other day, when the land formerly occupied by the Brick and Saw-mill Company was sold for Tls. 5½ per *mow*, and a large ice house, with three *mow* of ground attached, realised only Tls. 500.

The tea clippers have arrived, with the exception of the *Titania* and *Leander*. The *Spindrift* arrived at Wusung on the 7th inst., 107 days out from the docks. The *Taiping* made her appearance on the 14th, 104 days out; the *Lahloo* on the 16th, 100 days from London; and the *Serica* on the 17th, 99 days from port. The victory so far, therefore, lies with the *Serica*.

Some discussion has taken place with regard to the disgraceful condition in which the *Northfleet*, which arrived here on the 12th inst., is turning out her cargo. It appears that in the bottom there were stowed 500 tons solid weight of metal, besides a quantity of flints. In the lower hold were Manchester goods. The 'tween decks was occupied by bales, and the main hatch was built up with flints, China matting dividing these latter from the bale goods on either side. It requires only the most rudimentary knowledge of mechanics—indeed, it requires only common sense—to show that a ship stowed in this way must come to grief wherever there is any sea. And so, accordingly, the *Northfleet* did. First she lost her topgallant masts in a gale, during which she was uncontrollable, and in the calm which followed she lost her topmasts simply from the violence of her oscillation when there was no wind to steady her. Of course she wetted all her cargo, the flints and bales soon between them wore out the matting, and the upshot of the whole matter is that two-thirds of the cargo is damaged by sea water, and a great deal of it badly "chafed." Fortunately the *Northfleet* is a remarkably strong ship, to which is alone to be attributed the fact that she ever reached her port. It is hard to conceive how what actually occurred was not anticipated in Liverpool by either the owners, the charterers, the Government surveyors, or the captain. The latter must, of course, have known what he might reasonably expect, and I for one can find no excuse for carelessness of this kind, which throws the lives of an entire crew into the balance of chance.

On Christmas eve, two gentlemen, Messrs. Head and Haslam, left Shanghai for the Tai Hu on a shooting excursion. On arriving at a place called Eshan they landed, but on returning to the place where they had left their boat they found that it had disappeared. After wandering for some distance they finally obtained shelter in a village, and on the following day they sought the protection of the mandarin of Eshan, who, finding that they had no passports (which they had left in the boat) treated them with suspicion. They, however, were given food and shelter, and were finally forwarded to Shanghai, meeting with great kindness on the journey. Meanwhile, the boat which had deserted them was met by another party of foreigners, and sent back to the place it had left. The foreigners reported the story in Shanghai, and several expeditions started to discover the missing gentlemen. The fear was that either they had failed to find shelter and were frozen to death, or that having found shelter they were lying frost-bitten, or otherwise injured. Accordingly, on the 9th inst. a final expedition accompanied by a medical gentleman started, no accounts having been reeeived from the previous searches. But on the following day all anxiety was set at rest by the return to Shanghai of the sportsmen, who unfortunately had been brought down by a route different from that adopted by the last exploring

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party. An offer made to reimburse the officials for the expense involved in sending the two men back was courteously declined by the Taotai, who stated that "the local authorities did no more than their simple duty in taking advantage of the opportunity of showing in action the friendly relations between China and foreign nations."

Mr. T. T. Cooper, who recently made an unsuccessful attempt to reach India from the province of Yunan, has left Shanghai for Calcutta, where he is about to offer his services as an explorer to the Indian Government. Previous to his departure he was presented with a cheque for one thousand taels, subscribed by the merchants, in recognition of his efforts. He was also presented with Tls. 125 to enable him to purchase a watch in place of his own, which he was obliged to barter for a mule in Szechuan. Although unsuccessful, Mr. Cooper has collected much valuable information relating to the route through Western China, and this information will prove of immense use, if what we have just learned from the Indian papers be true. It is said that the Commissioner of British Burmah and the Panthay King of Yunan have settled the preliminaries of a formal opening of the old caravan route by Bhamo to Talifu, the Panthay authorities engaging to protect travellers and preserve the roads.

H.M.S. *Rodney*, Captain Heneage, left Wusung on the 14th inst., for Hong Kong, to meet Admiral Keppel.

The M.I. steamer *Dupleix* arrived on the 7th, with the mail of the 17th Nov. and telegrams of the 7th Dec. On the following day the P. and O. steamer *Malacca* brought in the English mail of the 20th Nov., but no later telegrams. With the *Malacca* arrived the *Costa Rica*, bringing the San Francisco mail of the 3rd December. Our latest telegrams are now therefore December 7.

The *Ganges*, leaving to-morrow morning at daylight, carries 813 bales China silk and 442 bales Japan.

From Chefoo there is a report of newly discovered lead mines, but on the whole the richness of the district has been so much exaggerated, and the opposition of the officials has been so intense, that we may fairly declare the Chefoo mines to be a delusion and a snare. The authorities prevent the Chinese from buying ore, and hence the miners can find no purchasers for any specimens they are lucky enough to secure.

We have Tientsin advices to the 26th December, on which day the river was so completely frozen over that people walked across it. Although ice was present the river was quite passable from Taku to Tientsin until Christmas Day.

Newchwang is of course closed. But apropos of it, I cannot refrain from quoting the following short extract from the last Customs Trade Report. It contains a hint that ought not to be lost :—

> The hair of the Corean boys grows low on the forehead, is parted in the middle, and is plaited into a thick tail behind. On marriage the back part is cut off, and this superfluity has become an article of commerce. A mace would purchase sufficient to make up a fair tail for a Chinese.

## FOOCHOW.

The *Recorder* mentions that another disturbance has broken out at a missionary station near Foochow. It seems that some missionaries settled a short time ago on Walga Island, a small fishing village situated at the mouth of the river Min, much against the wish of the inhabitants, especially the mandarins, who are said to have placed every obstacle in their way, and urged the people on to annoy them in every possible manner. The annoyance at last becoming so great the missionaries applied to the authorities at Foochow requesting that something might be done to stop it. H.B.M.'s gunboat *Janus* was despatched to endeavour to quell it. The Chinese had also sent down a gunboat to look after their own interests, and they were both lying at anchor off the Island when the *Miaca* passed.

## HONG KONG.

The English mail left Hong Kong on the 26th, and the French on the 28th January. By these opportunities we have confirmation of the telegrams reporting the outrage at Swatow. The latest home advices received in Hong Kong were by the English mail of Dec. 4, received there January 17, with London telegrams to Dec. 28. The following items are chiefly from the *Overland China Mail* :—

It is with extreme regret that we have to record the perpetration of one of the most brutal murders which has disgraced the annals of this colony, the victim being Mr. W. W. Holworthy, Deputy Assistant Superintendent of the Military Store Department. The unfortunate gentleman went for a walk yesterday (24th January) in the direction of Pokfolum, and at one o'clock was spoken to by the engineer of the waterworks there. At half-past one his lifeless body was discovered about two hundred yards from the Gap Junction. The wounds inflicted were exceedingly severe, and so far as can be as yet judged a severe struggle must have taken place between him and his ruffianly assailants. What adds to the mystery of the occurrence—for scarcely half an hour elapsed between his being conversed with and discovered murdered—is, that he was accompanied by a pure bred bull dog, and that such an animal would scarcely have allowed the assaillant of his master to escape unpunished. Every effort has been made to detect the murderer or murderers. His Excellency the Governor has offered a reward of 500 dols. for his or their apprehension. We refrain, for obvious reasons, from detailing the measures as yet taken, but the police are taking most active and judicious steps. Up to the time of going to press no clue has been arrived at, but the inquest has been formally opened. Much sympathy is felt for Mrs. Holworthy, so suddenly and severely bereaved.

No further action has been taken by the prosecution in *Regina* v. *Saint*—none, that is, of a public nature, but there is reason to believe that the Attorney General will, either voluntarily or of necessity, proceed with the case before the departure of the next mail. These three informations have been filed against defendant for a period extending over eight months.

### ATTACK BY CHINESE ON THE CREW OF THE "COCKCHAFER."

By the *Kwang Tung* we have news of a serious disturbance at Swatow. It appears that the boats of H.M.'s gunboat *Cockchafer* were exercising in a creek about four miles beyond Swatow, when their crew were stoned by some natives, the missiles striking several of the men. The latter landed and caught one of the assailants, whom they detained with the intention of handing him over to the native authorities, and retreated their boats. A large mob of Chinese, however—some 400 or 500—suddenly made their appearance from the village in the neighbourhood, and being well armed with gingalls, opened a galling fire on the boats' crews. The latter returned the fire with their Snider rifles, but were obliged to retreat, twelve of their number being wounded, and two, the boatswain and gunner, not expected to live. The loss on the Chinese side is said to be fourteen killed and several wounded.

This accident is particularly unfortunate, in view of the recent opening of Chao-chow-fu. We anxiously await further details; bnt the story, so far as it reached us, throws the entire blame on the Chinese, and not even *The Times* or the *Telegraph* can impute fault to the missionaries. We have to repeat the expression of our thankfulness that Sir Harry Keppel is admiral of the China station. It seems as if matters are approaching a culminating point—the point of war, which, as usual, must be undertaken by the Power that practically opened up China to foreign trade. The Mission which Mr. Burlinghame heads is full of peaceful meaning, no doubt; but there is a much more eloquent expression in the Gingalls and Sniders that were used at Swatow.

From private information we learn that the mob who first began the attack was composed partly of men and partly of boys—as most hostile gatherings are, especially in China. Almost every man in the *Cockchafer's* boats was wounded more or less severely, and even the man who brought the despatches on board the *Kwang-tung*, although on duty, had his arm in a sling, The gunner and boatswain are rather dangerously hit, one having been shot through the upper party of the body (back and breast), and the other in the shoulder, the ball having lodged in the chest. In the latter case the bullet is unfortunately so far from the reach of the surgeon's probe that fears are entertained of the possibility of its being removed; and if, as is generally the case, the ball be an iron one, very serious consequences may result. All the wounded men are in hospital, and are being carefully attended to by Dr. Scott. The gunner, who is a good marksman, is said to have fired no less than four hundred rounds of Snider ammunition before he was hit, so that the estimate of the loss on the part of the rascally natives may probably be under the mark. The gallant commander, Lieutenant Kerr, was of course exposed to the fire as much as any of his men; but it is satisfactory to know that he is unhurt. He had at least two very narrow escapes for his life, one bullet passing over his head grazed or went through his cap, and another found a lodgment in the breast of his coat. No little excitement, as might be expected, was caused in Swatow when the boats returned.

The H. K., C., and M. Steamboat Company have declared a dividend of 12 per cent. per annum. The loan raised has been cleared off to 70,000 dols., 26,000 dols. placed to reserve fund, and 5,348 dols. 65c. carried forward to next account.

H.M.S. *Rodney* (flagship) has arrived at Hong Kong.

An attempt has been made to rob the powder magazine, but was frustrated by the vigilance of the guard. The colony is exposed to much danger from the needless storage of powder within the limits of the city.

# STRAITS SETTLEMENTS.

## SINGAPORE.

From this port we have advices to February 1st by the English and 3rd by the French mail. The *Straits Times* of the former date gives the following summary of news :—

The fortnight has been an exceptionally quiet one politically, socially, and from every point of view. There have been rumours rife of impending political measures, to which, however, little weight has been attached. Colonial rule is certainly most unpopular, but there is no reason why it should be so, or why the transfer should be repented of. The causes of the existing and increasing unpopularity of our present Government are not far to seek, and may be summarised briefly as owing to disregard of public opinion, rash extravagance, vain-glorious dictatorial airs,

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and most ill-advised attacks on the most cherished political principles of the community.

The steamer *Clan Alpine* arrived here from Hong Kong on her way to Calcutta on the 27th Jan., and it appears that during the voyage a fire broke out on board which might have resulted in the most fatal consequences, but which was mastered in time by the presence of mind and energy of the captain, officers and European passengers on board. A panic seized a number of Chinese passengers on board, which led them to seize one of the boats, which was, however, swamped as soon as launched by being over-crowded, and two or three of their number were drowned. No serious damage was done to ship or cargo.

The report of the commission appointed to inquire into the origin and progress of the Penang riots has at last been published. This report is remarkable as the first official Blue book, so to speak, with which the present Government has favoured the colony. One of the main characteristics of Governor Ord's rule is close reticence and extreme unwillingness to take a recalcitrant community into his confidence on any subject whatever. The colony perhaps is considered to be too young yet to be treated like old stagers such as Hong Kong, Ceylon, or Mauritius.

In connection with Penang, we have to notice a petition presented to the Governor by certain Chinese owners of property in Penang, praying for relief from the high-handed proceedings of their Lieut.-Governor, Col. Anson, who has been attempting to deprive them of ground which they owned without question under the Indian Government, although not perhaps with a strictly legal title. The last consideration however does by no means justify Col. Anson or his superiors in their attempt at legal robbery.

# Commercial Report.

## CHINA AND JAPAN IMPORTS.

YOKOHAMA.—Business continued inactive, and the market still showed a decline for most staples, chiefly in consequence of a further depreciation in the value of native coin. Stocks were accumulating, the Brilliant having arrived with a general cargo from Liverpool. Yarns were easier, as were also Velvets, Camlets, Blankets, and fine Cloths; 7lbs Grey Shirtings were comparatively scarce and formed the sole exception to the general fall. The current quotations were as follows:—Cotton Yarn: Nos. 16-24, per picul, $45.50 to 47.0; 28–32, $49.0 to 50.50; 38–42, $50.50 to 51.0. Grey Shirtings, 7 lbs., per piece, $2.50 to 2.55; 8.4 to 8.8 lbs., $2.80 to 2.88. White Shirtings, $2.80 to 3.60. T-Cloths, 6 lbs., $1.70 to 2.20. Camlets, S, $15.0 to 16.0; SS, $14.0 to 14.50. Long Ells, $8.0 to 9.50. Cloth Broad, per yard, $1.50 to 2.0; Blankets, per lb., $0.70 to 0.80. Iron Nail Rod, per picul, $3.45 to 3.80; Hoop, per picul, $2.90 to 3.25; Bars, per picul, $2.75 to 3.50; Lead, per picul, $7.50 to 8.0.

SHANGHAI.—Cotton: There had been much more doing during the fortnight than was reported last mail. Plain Cotton Goods had met with very fair enquiry, and sales had been made at gradually declining prices. Chinese dealers were the principal buyers, attracted no doubt by low cost of the Goods. Grey Shirtings, 8¼ lbs. had been sold at Tls. 2.1.0 down to Tls. 2.0.0; 7 lbs., Tls. 1.9.1 to 1.8.5. White Shirtings were in good demand for arrival, and several contracts had been made. T-Cloths, 7 lbs. chiefly had been dealt in to a moderate extent at Tls. 1.6.0 to 1.8.0 for good to best qualities. No transactions in Drills were reported. Fancy Cotton Goods were dull of sale, and but few had changed hands. Woollens and Worsteds: Long Ells were difficult of sael. A few had been exchanged for Silk at Tls. 6.4.0. Spanish Stripes: Demand very small, prices rather firmer. Camlets SS in enquiry at low prices—Tls. 12.0.0 to 12.5.0 Figured Lustres continued to be sold at Tls. 3.6.0 to 3.9 0. Crape Lustres saleable for arrival at firmer rates. During the three days that elapsed between the departures of the P. and O. and French mails holders of Cotton Goods became firmer, and Grey Shirting obtained slightly better prices. Iron and lead had also improved. The following were the quotations current at the departure of the French mail on the 24th of January:—Grey Shirtings, 7 lbs., Tls. 1.8.3 to 1.8.8 per piece; 8.4 to 8.6 lbs., Tls. 2.0.0 to 2.0.5 per piece. White Shirtings, Tls. 1.9.0 to 3.0.0 per piece. T-Cloths, 6 lbs., Tls. 1.3.5 to 1.6.0 per piece; 7 lbs., Tls. 1.6.5 to 1.8.5 per piece; 8 to 8.4 lbs., Tls. 1.9.5 to 2.5.5 per piece. Camlets, English, SS., Tls. 11.5.0 to 12 2.5 per piece. Spanish Stripes, Tls. 0.5.7 to 0.8.0 per yard. Medium Broad and Habit Cloth, Tls. 1.0.0 to 1.6.0 per yard. Iron, Nail Rod, Tls. 2.1.0 to 2.4.0 per picul; Hoop, Tls. 1.8.0 to 2.0.0 per picul; Flat and Round, Tls. 2.4.0 to 2.4.5 per picul. Lead, Tls. 5.6.5 to 5.8.0 per picul. Tin Plates, Tls. 4.3.0 to 4.8.0 per box. Steel, Tls. 3.5.0 to 3.6.0 per tub. Coals—cargo quotations afloat, Cardiff, Tls. 11.0.0 per ton; North Wales, Tls. 10.0.0 per ton; English, nominal; Anthracite, Tls. 11.5.0 per ton.

HANKOW.—Plain Cottons: A steady inquiry was maintained at the commencement of the fortnight for 8¼ lbs. Grey Snirtings at Tls. 2.1.5 to 2.1.7; but large arrivals, and less favourable advices from Shanghai, had since lowered quotations to Tls. 2.1.0 to 2.1.4; 7 lbs. were still wanted at Tls. 1.9.5 to 2.0.0. T-Cloths: A considerable business had been done, chiefly for 7 lbs., though at a decline; 8 lbs. had been in better demand at unchanged prices. In Drills there had been but little doing, and the market was weak. White Shirtings showed a slight improvement. Fancy Cottons continued dull of sale. Woollens and Worsteds: Camlets, Lastings, and Figured Orleans had been in very limited request at lower rates. Scarlet Long Ells, of favourite chops, were reported rather higher. Lead was down 3 mace per picul, and was quoted Tls. 6.3.0 to 6.4.0, the demand having been freely met by the arrivals.

FOOCHOW.—The sale of imported produce during the interval had comprised the following:—2,000 pieces, 8¼ lbs. Grey Shirtings, at $2.90 per piece; 250 pieces Turkey Reds, at $3.20 per piece; and 2,300 piculs. Lead at $8.00 to $8.50 per picul for cash; and $9.00 against Tea.

HONG KONG.—The following is from Messrs. Olyphant and Co's. export, dated 25th of January:—Cotton Yarn.—Sales at private have again been confined to one small parcel of Signapore cargo, and further offerings at auction not fetching prices equal to those previously obtained, quotations for sound goods are nominally $2.50 per bale lower. The sales by auction have amounted to 32 bales Nos. 16 to 24, 15 do. Nos. 28 to 32, and 28 do. Nos. 38 to 42. Piece Goods.—The arrival of several vessels from London bringing more or less goods, and further offerings, announced, and prospective, of damaged parcels created a desire to realise, and some small sales of Grey Shirtings, and T-Cloths were made, shortly after despatch of last mail, on easier terms, but during the past week there has been some inquiry on the part of buyers for Tientsin, in anticipation of the re-opening of navigation, which has imparted a decidedly better feeling, and induced a display of more firmness, which will no doubt result in some advance in values, should the inquiry continue. Large additions have been made to the stock of Turkey Reds, which are five cents lower, but this is the only decline from last mail's quotations. The market is bare of Americans Cottons. Auction sales amount to 4550 pcs. 8.4 lb. Grey Shirtings, 1,000 do. 6lb., 5,000 do. 7lb., and 900 do. 8lb. T-Cloths, and 1,170 do. English Drills. Woollens: Long Ells and Blankets are again lower, but there has been some little demand for other descriptions, and prices have a tendency to advance, but the inquiry is still limited to best qualities of favourite makes. Metals: Iron of all kinds is less inquired for, and prices show a decline from former high values. Lead continues in good demand, and large sales have been made at a further advance. L.B. has been placed at $7.50, and there are still buyers at that figure, but holders are unwilling to sell, supplies here and on the way being light. There is no W.B. on the market. Tin is very materially dearer, and much wanted. Coal: Arrivals have been—263 tons English, 4,044 do. Welsh (2,259 to consumers), 1,765 do. Australian (775 to consumers), and 1,300 do. Anthracite (to consumers). The market is quiet, and sales only amount to 263 tons English at $10.25, and 528 do. Welsh at $11 (for Japan), and 621 tons Welsh at $11.10. Ginseng: Contrary to expectations, a fair demand has existed, and sales of some 60 casks Crude have been made at $131 to 137 per picul, showing a slight advance on former rates. Holders are firm for enhanced prices both for Crude and Clarified—the latter is very scarce. The following were the quotations:—Cotton Yarn, No. 16 to 24, per picul, $124 to 118; 28 to 32, $131.50 to 140; Grey Shirtings, 7 to 7¾ lbs., per piece, $2.35 to 2.30; 8 to 8¾ lbs., $2.70 to 2.62; White Shirtings, $2.35; Grey T-Cloths, $2.40 to 2.35; Long Ells, $8.35 to 8.65; Camlets, SSS, $14.50 to 14; SS, $16 to 16.50; S, $16,75 to 17; Iron Nail Rod, Nos. 1 to 6, per picul, $2.85; Hoop, $2.90 to 2.85; Bar, $2.70 to 2.75; Lead, large, $6 90 to 6.80; Steel, English, per tub, $4.05 to 4.20; Coals, afloat, per ton, English steam, $11 to 9.75; American Anthracite, $10 to 10.05.

## CHINA AND JAPAN EXPORTS

### TEA.

YOKOHAMA.—Business in Tea had continued on a fair scale. Settlements were almost entirely for the New York and San Francisco markets, and amounted to about 2,500 piculs, the greater portion of which had been settled at extreme rates. Prices had advanced from $1 to 3 per picul, and must be considered almost nominal for the higher grades, of which there were scarcely any parcels on offer. Stocks were reduced to a lower point than they had been during the season, and consisted of the common grades, anything approaching to fine being very scarce. The N. B. Palmer and Pallas had sailed for New York, making the export to 13th Januasy 7,179,797 lbs., against 5,620,511 lbs. last year. The Alcyone, Caractacus, Solent and John Norman were loading for New York. current quotations:—Common, $19 to 23 per picul; good common, $24 to 25; medium, $26 to 28; good medium, $29 to 32; fine, $34 to 37; finest, nominal; choice, nominal.

SHANGHAI.—Black: There had been more doing than advised in our last, and prices for fair black leaf kinds had ruled a li ttle easier, but an advance in exchange quite neutralised any reduction in laying down cost compared with previous quotations. Stock was in a small compass, with no further supplies worth speaking of to come down from the river ports. Settlements for the fortnight, 4,287 chests; reshipments on owners' account, nil; stock, 19 chops, or 5,600 chests. Quotations, duty paid (exchange for credits, at 6s. 0¼d. per tael, and freight at £2. 10s. per ton):—Dust, common, 6¼d. to 6¾d. per lb.; Hohow, common, 1s. to 1s. 0¼d.; Ningchow, common fair, 1s. 1¾d. to 1s. 2d.; Ooopack, fair, 1s. 3d. Green: There had been a good inquiry since last mail for all Teas with quality. Fine and finest Moyunes and Teenkais, from their scarcity, had commanded higher prices, whilst medium to common kinds, being in full supply, continued to tend downwards. Settlements during the interval—13,000 half-chests Moyune and Teenkai, at Tls. 40.5 to 46; 11,000 half-chests Moyune and Teenkai, Tls. 34 to 37.5; and 6,000 half-chests common Moyune and Fychow, at Tls. 31 to 33. Settlements for the fortnight, 30,220 half-chests; re-shipments on owners' account, nil; stock, 115 chops, or 70,000 half-chests. Quotations (exchange, &c., as above) were:—Fychow and Moyune, Gunpowder, 1s. 6d. to 3s. 7d.; Imperial, 1s. 2¼d. to 2s. 10d.; Young Hyson, 11¾d. to 3s. 2d.; Hyson, 1s. 1¾d. to 3s. 3½d.; Twankay, 9d. to 1s. 6d.

HANKOW AND KIUKIANG.—We have no transactions to report from either port.

FOOCHOW.—The following is from Messrs. Odell and Co.'s Circular, dated 15th January:—Our last report was dated 1st inst., since when a fair amount of business has been transacted. Congous.—In the early part of the interval further large purchases were made on Australian account, and a temporary advance in price was thus obtained, but latterly the Teamen have been willing to sell at our previous quotations, which has led to more business on English account. Arrivals from the country for the fortnight have been only 317 chests, and the stock is reduced to 9,465 chests, and the quantity still to come to hand does not, it is said, exceed 2,000 to 3,000 chests. Souchongs have been in limited inquiry, at previous rates. Oolongs and Scented Teas.—The supply of desirable kinds being exhausted, we have no sales to advise. About 1,400 packages Tea, ex Sovereign of India, have been sold by public auction, and realised very full rates. Settlements for the fortnight have been:—Congou, 9,981

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chests, at Tls. 8.8 to 19.2 per picul, ship off; Souchong, 859 chests, at Tls. 16.5 to 18.8 per picul, ship off.

## SILK.

YOKOHAMA.—The market for this staple had been comparatively quiet during the fortnight. Arrivals had been more than equal to the demand, they had, however, consisted chiefly of Oshu sorts of inferior quality. Prices had a downward tendency for the commoner descriptions, and dealers evinced some anxiety to realise; no reduction, however, can be noted for fine silks; in fact, for really good parcels an advance in some instances might have been noted. Fine Hanks were seldom seen, and the yield of this description of Silk for this season seemed to be all but exhausted. The quotations (charges paid to London at exchange, 4s. 4½d.) were as follows:—Hanks—Mybash, Sinchu, &c., extra, 38s. 11d. to 41s. 8d.; best, 36s. 8d. to 38s. 1d.; medium, 33s. 7d. to 35s. 6d.; inferior, 29s. 7d. to 32s. 6d.; Oshu, extra, nominal, 36s. 3d. to 37s. 0d.; best, 33s. 3d. to 35s. 1d.; medium, 27s. 9d. to 30s. 8d.; inferior, 24s. 0d. to 26s. 3d.; Coshu, best, 31s. 5d. to 33s. 3d.; medium, 27s. 9d. to 29s. 11d.; inferior, 24s. 0d. to 27s. 0d.; Sodai, best, nominal, 29s. 7d.; medium, 25s. 10d. to 27s. 9d.; Etchesen, best, nominal, 27s. 0d. to 28s. 10d.; 2, 24s. 0d. to 26s. 2d.; inferior, 22s. 2d. to 23s. 3d.; Mashta, best, 24s. 0d. to 25s. 10d.; inferior, 20s. 3d. to 23s. 3d.; Hatchogee Tussah, 23s. 3d. to 25s. 10d.

SHANGHAI.—We extract the following from Messrs. C. J. Sheggs and Co's. report dated January 19:—A moderate business, amounting to about 1,000 bales, has transpired during the fortnight, a large proportion of it being in "barter" for Shirtings and Woollen Goods. For good and best Tsatlees prices show no alteration, although it may be said that dealers are somewhat easier owing to the near approach of China New Year, whilst for the commoner descriptions a decline of 5 to 10 taels may be quoted, which, however, with the advanced Exchange, still lay down fully 2s. per pound over home rates. A small parcel of Koo-fong-sings Chop is said to have been placed at 590 taels. In Kahing Taysaams no transactions are reported, whilst Chincums we need hardly quote, as they are taken for native consumption at very extreme prices. A considerable quantity of Yellow Szechuens have found purchasers at from Tls. 380 to 400, equal to 20s. to 21s. laid down, and a good many common and inferior Re-reels, drugged to an excessive extent, have been taken at prices ranging down to 23s. per pound. In Throwns, Trams have been in request at from Tls. 520 to 545, and Organzines at Tls. 570 to 590 per picul. The stock is estimated at from 2,500 to 3,000 bales.

## EXPORT OF TEA AND SILK, SEASON 1868-69.

### TO GREAT BRITAIN.

| Date. | From Kanagawa & Nagasaki. | From Shanghai and Hankow | From Foochow. | From Amoy. | From Canton, Macao, &c. | Total lbs. | SILK. Total Bales & Cses |
|---|---|---|---|---|---|---|---|
| From June 1 to Dec. 31, 1868 | 731407 | 65565678 | 49533375 | ... | 12129197 | 127959657 | 59819 |
| Corresponding period last season | 794506 | 50748098 | 41344299 | ... | 11255091 | 104141994 | 40486 |

*Shipments Since;*

| | | | | | |
|---|---|---|---|---|---|
| Jan. 7 | Kelso | ... | Canton | ... 760,235 | |
| — 9 | Beemah | ... | Foochow | ... 1,151,481 | |
| — 11 | Harlaw | ... | Shanghai | ... 1,189,695 | |
| — 12 | Star of India | ... | Foochow | ... 42,402 | |
| — 26 | Rangoon (mail str.) | ... | Shanghai, &c. | ... — | 1,336 |

### TO UNITED STATES.

| | | | | | | | Pcls. |
|---|---|---|---|---|---|---|---|
| From June 1 to Dec. 31, 1868 | ... | ... | ... | ... | ... | 24489775 | 1313 |
| Corresponding period last season | ... | ... | ... | ... | ... | 24729667 | 981 |

*Shipments Since;*

| | | | | | |
|---|---|---|---|---|---|
| Jan. 1 | N. B. Palmer | ... | Yokohama | ... | 1,074,493 |
| — 5 | Pallas | ... | do. | ... | 462,554 |
| — 7 | Glenaros | ... | Foochow | ... | 704,130 |
| — 8 | Laurel | ... | do. | ... | 493,055 |
| — 9 | Cleta | ... | do. | ... | 1,156,523 |

### TO THE CONTINENT.

| | | | | | | | Bales |
|---|---|---|---|---|---|---|---|
| From June 1 to Dec. 31, 1868 | ... | ... | ... | ... | ... | 3476339 | — |
| Corresponding period last season | ... | ... | ... | ... | ... | 985036 | — |

*Shipments Since;*

| | | | | |
|---|---|---|---|---|
| Jan. 5 | Victoria | ... | Foochow | ... 237,378 |

### TO AUSTRALIA.

From June 1 to Dec. 31, 1868 ... ... ... ... ... 15,714,349 lbs.
Corresponding period last year ... ... ... ... ... 11,226,855

*Shipments Since;*

| | | | | |
|---|---|---|---|---|
| Jan. 3 | Joshua Bates | ... | Hong Kong | ... 128,560 |

## EXCHANGES, &c.

*[For dates, see first page.]*

### ON LONDON.

| At | Bank Bills. | Credits. | Documentary. |
|---|---|---|---|
| Yokohama, 6 m. s. | 4s. 4¼d. | 4s. 4¾d. | 4s. 4¾d. |
| Shanghai ,, ,, | 5s. 11¼d. | 6s. 0d. | 6s. 0¼d. |
| Canton ,, ,, | 4s. 5¾d. | 4s. 6d. | 4s. 6¼d. |
| Hong Kong ,, ,, | | | |
| Macao ,, ,, | | | |
| Singapore ,, ,, | 4s. 5¾d. | 4s. 5¾d. | 4s. 6d. |
| Manila ,, ,, | 4s. 3d. | 4s. 3¼d. | 4s. 3¼d. |

### MISCELLANEOUS.

| — | At Shanghai. | At Hong Kong. |
|---|---|---|
| Bills on India | 298½ to 299 | 222 |
| ,, Hong Kong | 25⅝ to 26¼ dis. | — |
| Bar silver | 111·7·5 | 9¼ prem. |
| Mexican dollars | 75·4·0 | ⅛ prem. |

Bous, at Yokohama, 337½ per 100 dols. At Nagasaki, — to — per 100 dols.

### SHARES.

Hong Kong and Shanghai Bank, New, 7; Old, 25½ to 26 per cent. premium.
Hong Kong Gas Company, 42 dols. per share.
Hong Kong and Whampoa Dock, New, 21; Old, 8 per cent. discount.
Union Dock Company, 28 per cent. discount.
China Traders' Insurance, 500 dols. premium.
Hotel shares, 35 per cent. discount.
Hong Kong and Macao Steamboat Company, 5 per cent. discount.

## LIST OF SILK SHIPPERS TO SOUTHAMPTON AND MARSEILLES.

*From 1st June, 1868, to 20th January, 1869.*

| | | | |
|---|---|---|---|
| Adamson, W. R., and Co. | — | Jardine, Matheson, and Co. | 1,269 |
| Ashton and Co. | 15 | Jarvie, John, and Co. | 1,136 |
| Barnet and Co. | 2,323 | Krayer, A. | 26 |
| Birley, Worthington and Co. | 704 | Meynard and Co. | 124 |
| Birt, W. | 31 | Milsom and Tod | 1,079 |
| Bland, J. | 774 | Nachtrieb, A., and Co. | 197 |
| Blum Bros. | 33 | Overweg and Co. | 549 |
| Borneo Company | 848 | Olyphant and Co. | 2 |
| Borntraeger and Co. | 352 | Petrocochino and Co. | 421 |
| Bourjau, Hubener, and Co. | 704 | Pustau, Wm., and Co. | 1,025 |
| Bovet Bros. and Co. | 408 | Primrose and Co. | 620 |
| Bower, Hanbury, and Co. | 1,997 | Reid and Co. | 128 |
| Bradwell, Bloor, and Co. | 126 | Reiss and Co. | 25 |
| Brand, Monro, and Co. | 2,604 | Russell and Co. | 2,106 |
| Bouissonet, E. | 42 | Sassoon, David, Sons, & Co. | 1,501 |
| Carter and Co. | 1,037 | Scheibler, Matthai, and Co. | 473 |
| Chapman, King, and Co. | 521 | Shaw Brothers and Co. | 1,072 |
| Coutts and Co. | 135 | Siemssen and Co. | 1,146 |
| Cumine and Co. | 644 | Skeggs and Co. | 1,935 |
| Dickenson and Co. | 10 | Smith, J. M. | 23 |
| Dow and Co. | 154 | Textor and Co. | 987 |
| Fogg and Co. | 7 | Thorne Brothers and Co. | 360 |
| Gamwell, F. R. | 360 | Turner and Co. | 397 |
| Gibb, Livingston, and Co. | 1,191 | Ulysse, Pila, and Co. | 326 |
| Gilman and Co. | 1,685 | Westall, Brand, and Co. | 116 |
| Glover and Co. | 94 | Wilkinson, Alfred, and Co. | 984 |
| Gutschow and Co. | 195 | White, F. G. | 89 |
| Heard, Augustine, and Co. | 441 | Winch, J. H. | 5 |
| Helbling and Co. | 542 | Trautmann and Co. | 5 |
| Hogg Brothers | 733 | Miscellaneous | 351 |
| Holliday, Wise, and Co. | 30 | | |
| Hughes and Co. | 13 | Total bales | 37,212 |

# Shipping Intelligence.

## ARRIVALS.

At YOKOHAMA.—From Liverpool, Jan. 2, Brililant; from Swansea, Lawrence Brown.

At SHANGHAI.—From London, Jan. 7, Spindrift; 8, Ariel; 9, Corsair; 12, Kate Carnie; 14, Taeping; 16, Assyrian; 17, Lahloo, Serica; from Liverpool, 12, Northfleet; from Cardiff, 8, Dorothea; from New York, 7, Bengal; 9, Kate Young.

At HONG KONG and CANTON.—From London, Jan. 12, Crested Wave; 18, Channel Queen, Sir Henry Havelock, Shakespeare; 21, Southern Cross; from Liverpool, 14, Diomed (str.); from Cardiff, 14, Proteus; 15, Elise, Lily of Devon; 18, Madeira; from Glasgow, 21, Albany; from Newcastle, Atlantic; from Hamburg, 12, Martha; 14, C. Lorentz Meyer, Elvira; from Rotterdam, 15, Vesta, Stad Oldenzaal; from Havana, 21, Italia; from Boston, 14, Mutlah; from New York, 20, Agnes.

At MANILA.—From Liverpool, Jan. 19, Estrella, Flora; from Glasgow, Elisa; from Cardiff, 18, Salvadora; from Newcastle, 6, Hebe.

At SINGAPORE.—From London, Jan. 28, Star of Jamaica; from Glasgow, 26, Loudoun Castle, 27, Parana; from Cardiff, 20, Fritz and Anton, 25, Aline; from Hamburg, 27, Lizzie, Malabar.

At PENANG.—None.

## DEPARTURES.

From YOKOHAMA.—For Callao, Jan. 8, Agra; 11, Suliato; for New York, Dec. 31, N. B. Palmer; Jan. 5, Pallas.

From SHANGHAI.—None.

From FOOCHOW.—For London, Jan. 11, Beemah; 14, Sovereign of India; for Falmouth, 7, Victoria; for Boston, 5, Velocity; for New York, 9, Glenaros, Laurel.

From HONG KONG and CANTON.—For Havana, Jan. 15, Nadesda.

From MANILA.—For Liverpool, Jan. 8, Amigos; 19, Feliz.

From SINGAPORE.—For London, Jan. 18, Bristow; 24, Napier, Coleroon; for Liverpool, 29, Naworth.

From PENANG.—For London, Feb. 3, James Paton; for Boston, Jan. 28, Rocket.

## VESSELS LOADING.

At YOKOHAMA.—For United States, Caractacus, Alcyone, John Norman, Solent.

At SHANGHAI.—For London, Dundonald, Corsair; for New York, American Lloyds, Cingla, Queen's Own, Carnarvonshire, Annie.

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At FOOCHOW.—For London, James Shephard (full), Chanticleer; for New York, none.

At HONG KONG and CANTON.—For London, Ombu, Fairleader; for New York, Caroline, Magnet.

At MANILA.—For London, Aurora; for Liverpool, Lyola; for New York, Asa Eldridge, Nina.

At SINGAPORE.—For London, Argo, Loudoun Castle, Star of Jamaica; for Boston, Madawaska: for New York, St. Paul.

At PENANG.—For London, Helensbank, Tek Li, Aldourie.

## FREIGHTS AND CHARTERS.

At YOKOHAMA.—To London there is no vessel loading. To New York, £3 to £3 15s. per ton of 40 feet.

At SHANGHAI.—To London the rate is £2 10s.; and to New York £3 per ton. There is some inquiry for tonnage for the northern ports.

At FOOCHOW.—To London, £2 7s. 6d.

At HONG KONG and CANTON.—To London £3 per ton of 50 feet; to New York, £3 per ton of 40 feet.

At MANILA.—Tonnage is scarce and wanted. The following settlements are reported:—Loyola, 567 tons, to Liverpool, with wet sugar at £3 10s., hemp at £4 5s. per 20 cwt., and light freight at £4 10s. per 50 cubic feet.

## CASUALTIES.

The American ship Surprise, from Foochow, bound to New York, via Amoy, with a cargo of tea, while proceeding to sea, went on shore near Rees Rock; she has since been towed back into port with about half her cargo damaged.

## VESSELS PASSED STRAITS OF SUNDA.

| Date. | Ship. | From | To. |
|---|---|---|---|
| Jan. 5 | Sir William Wallace... | China | Falmouth |
| „ 7 | Brave | Yokohama | New York |
| „ — | J. M. Joshua | Shanghai | London |
| „ 8 | Bravo | Bangkok | Falmouth |
| „ — | Ardanza | Manila | London |
| „ — | Deucalion | Bangkok | Gibraltar |
| „ 9 | Drache | Bangkok | Falmouth |
| „ — | Sierra Nevada | Bangkok | Falmouth |
| „ — | Alardia | Bangkok | England |
| „ 13 | Frank Marion | Batavia | Holland |
| „ 15 | Sterling | Hong Kong | Boston |
| „ 16 | Java Packet | Batavia | Amsterdam |
| „ 17 | Gerard Pieter Servatius | Amsterdam | Batavia |
| „ — | Etha Rickmers | Shanghai | New York |
| „ 18 | Roslin Castle | Macao | London |
| „ — | Vistula | Macao | London |
| „ 20 | Kelso | Macao | London |
| „ — | Polka | Bangkok | Falmouth |
| „ 21 | Velocity | Foochow | Boston |

## COMMERCIAL POSTSCRIPT.

The Pacific mail steamer *China*, which left Yokohama on the 27th January, reached San Francisco on the 23rd February, with 625 passengers and 2,259 packages of cargo.

The failure is announced of Messrs. Waterhouse and Kendall, spinners and manufacturers, of Stockport, with liabilities estimated at £25,000. The *Manchester Courier* also reports the stoppage of Messrs. Leadbetter and Co., linen manufacturers, of Glasgow, but the branch establishments at Dundee and Belfast are not affected. The liabilities are stated at £70,000.

### SHIPPING.

ARRIVALS NOT IN THE TABLES.—March 4, off Dungeness, from Java, for Amsterdam, Jacob, Helena; off Isle of Wight, from Batavia, for Amsterdam, Nederland; 8, at London, from Shanghai, Hindostan; off Falmouth, from Batavia, for Amsterdam, Bremen; at Falmouth, from Rangoon, John Watt; at Queenstown, from Rangoon, Morning Glory; off Queenstown, from Bassein, for Liverpool, Vanda; from Akyab, Mirella; 8, at London, from Penang, Albuera; 6, at Queenstown, from Rangoon, Albatross; off Queenstown, from Rangoon, for Liverpool, Vancouver; 8, at Deal, from Shanghai, Ornate; from Moulmain, Josephine; Feb. 20, at New York, from Yokohama, Grenadier; 22, from Shanghai, Courser; 9, in the Downs, from Shanghai, Napoleon III.; 8, at Ryde, from Bangkok, Orion.

DEPARTURES.—March 8, from London, for Singapore, Red Riding Hood; 6, from Plymouth, for Batavia, Argo; 4, from Shields, for Shanghai, Athena; Feb. 20, from Baltimore, for Yokohama, Ellen Hood: from Boston, for Yokohama, Naples.

LAID ON.—At London, for Shangai, Albuera; for Singapore and Shanghai, Miranda (str.).

SPOKEN.—Almelo, Amsterdam to Batavia, Feb. 12, 41 N., 13 W.; Royal Standard, Colombo to London, Feb. 12, 13 N., 36 W.; Knut Akerhjelm (ship), Queenstown to Ceylon, Jan. 24, 2 N., 22 W.; Annie Sharp, Colombo to London, with bottom foul, Jan. 30, on the line, 21 W.; India, Sourabaya to Rotterdam, Feb. 8, 29 N., 41 W.; Orion, (Dutch barque), Bankok to Hamburg, Feb. 23, 39 N., 31 W.

MISCELLANEOUS.—Jan. 27, at Chinchas, loading for Amoy, Henri IV.

CASUALTIES.—The "Whirlwind," Graham, from the Clyde to Shanghai, which put into Dartmouth, March 3 leaky, &c., has been surveyed and part of her cargo ordered to be discharged.

Liverpool intelligence of March 4 states that the Ajax, Kidd, from Singapore and London, parted two anchors off Sandon Basin on the night of March 1, and while at anchor the next day was run into by the "Juliet" (ship), which had just come out of dock, had two bowplates stove and another damaged, started the forecastle deck, covering boards, rails,, stanchions, &c., and sustained other damages.

## PARLIAMENTARY NOTES.

Mr. CHILDERS, in his explanatory statement of the Navy Estimates last night, announced a reduction of the squadron in China waters from thirty-four to twenty-five ships, but did not specify in what class of vessels the change would consist. Colonel SYKES cordially approved, but Sir J. ELPHINSTON deprecated so large a diminution of the force, as it would admit of an increase of piracy, and entail a far heavier expenditure in the end. The proposed reduction will, nevertheless, be carried out.

Among notices of motion we are glad to see that there is one for "all papers and correspondence regarding the further exploration of the proposed railway route from Rangoon to Kiang-hung (Western China), in continuation of Parliamentary paper No. 28, 1 of Session 1867." We trust that this matter, in common with many others affecting the interests of the China trade, will receive a fair share of attention in the course of the present session.

## LATEST TELEGRAMS.

### RECEIVED VIA GALLE, FEBRUARY 27.

### CHINA.

HONG KONG, FEB. 7.—The inhabitants of the villages near Swatow who attacked the crew of the British gunboat *Grasshopper* have been satisfactorily punished. The details of the conflict show that eighty-eight natives were killed or wounded. Three English officers were wounded, but not seriously. The villages have been destroyed and the force has returned. The *Leander* has made the fastest run of the season from England to China, she having performed the passage in ninety-five days.

### RECEIVED MARCH 8.

HONG KONG, Feb. 8.—Markets unchanged. Total export of tea to date, 135,000,000 lbs. Exchange on London—Bank bills, six months', 4s. 5½d, to 4s. 5¾d.

SHANGHAI, Feb. 3.—Grey shirtings, 6½ catties, 8¼ lbs., 2,05 tls. Cotton, Shanghai, 16 tls. Tea—market closed. Silk—unchanged. Settlements since departure of last mail, 800 bales. Export to date (China and Japan) from commencement of season, 59,500 bales. Exchange on London—Bank bills, six months, 5s. 11¼d. to 5s 11½d.

[This telegram has occupied twelve days in transmission from Galle.]

## BIRTHS, MARRIAGES, AND DEATHS.

### BIRTHS.

BAYLIS—On the 22nd Feb., the wife of Alfred Baylis, Esq., of the Peninsular and Oriental Company's Service, of a son.

BIELFELD—On the 20th Jan., at Hong Kong, the wife of Alexander Bielfeld, of a daughter.

CHESHIRE—On the 5th March, at Forest Hill, the wife of Samuel Harley Cheshire, of a son.

EVANS—On the 9th Dec., at Hankow, China, the wife of Matthew Penefather Evans, Esq., of a son

HATCHISON—On the 4th March, at Cairngall, Aberdeenshire, the wife of William Hatchison, Esq., of a son

MACTAGGART—On the 15th Feb., at Blackheath-park, the wife of William Mactaggart, Esq., of a daughter.

MARTIN—On the 24th Feb., at St. John's-park, Blackheath, the wife of William Martin, Esq., of a daughter.

NEWBERY—On the 24th Feb., at Heathlands, Ottery St. Mary, Devonshire, the wife of Joseph Vickers Newbery, Esq., of a son.

PHILLIPS—On the 8th Jan., on board the *Harlaw*, at Shanghai, the wife of Capt. Phillips, of a daughter.

RICKETT—On the 17th Jan., at Hong Kong, the wife of John Rickett, Esq., of a daughter.

### MARRIAGES.

LOCK—MILLER. ARNOLD—MILLER.—On the 3rd March, at Windmill-street Chapel, Gravesend, by the Rev William Emery, Edward William Lock, of Hoddesdon, Herts, to Sarah Ann, eldest daughter of Alexander Miller. Also, at the same time and place, Frank Arnold, of King-street, Great Yarmouth, to Mary Jane, third daughter of Alexander Miller, of the Jerusalem, and 22, Park-place, Milton-next-Gravesend. No cards.

SCOTT—BOYLE—On the 17th Jan., at the Roman Catholic Church, Shanghai, William Scott to Alina Anne, relict of the late Patrick Boyle.

TRAILL—NEILLEY.—On the 15th Dec., at Rostella, Tasmania, by the Rev. Henry Plow Kane, M.A., George Hamilton Traill, Oriental Bank Corporation, to Jessie Frances Montague, youngest daughter of the late Captain Neilley, H.M.'s 40th Regiment.

### DEATHS.

EWING—On the 19th Feb., at New Lodge, Ryde, of acute inflammation of the lungs, Emily, the wife of Michael Ewing, Esq.

HANSARD—On the 19th Feb., suddenly, of disease of the heart, aged 47, Richard James Hansard, Esq., son of the late Luke Graves Hansard, Esq.

PADDAY—On the 22nd Feb., at Cliftonville, Brighton, Laura Maria, aged four years, second daughter of Reginald Padday, Esq., of Singapore.

RITCHIE—On the 24th Jan., at Singapore, in her 24th year, Agnes, eldest daughter of the late Alex. Ritchie, Esq., Glasgow, and granddaughter of Mr. John Anderson, of Singapore.

## STRAITS GRIEVANCES.

(MORNING STAR.)

A short time ago we directed attention to certain grievances in the Straits Settlements, which had previously called forth in our columns the earnest remonstrances of "A Singapore Merchant" Among the complaints upon which we then touched, the change which has taken place in the status of the judges since the administration of affairs has been transferred from the India to the Colonial office occupied a foremost place. The evil is so great—the discontent which it has provoked is so general—that we feel impelled to recur to the subject. The purity and the independence of the bench are synonymous terms. Where the judges are the mere creatures of authority they are likely to be its servile tools. In this country the profound confidence which everybody feels in the judiciary is based upon the knowledge that it can exercise its high functions without fear or favour. In some parts of America the judges are dependent for their original appointment and their continuance in office on the popular favour; but even this vicious arrangement is preferable to the system which obtains in our

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Crown colonies. There a Governor—acting perhaps in concert with his Council, which, however, is mainly composed of the official element—may remove a judge; and judges undoubtedly have been so removed, and not always from the motives assigned to the Home Government. The Duke of Buckingham, in dealing with the special case of Singapore, founded his argument on the extraordinary statement that the gentlemen who were appointed to colonial judgeships were necessarily taken from a class of the profession inferior to that from which the English judges were selected, and that it was not expedient to confer upon them equal privileges. This is a doctrine which is, in our judgment, utterly at variance with justice and sound policy. A lawyer may possess all the moral and legal qualifications necessary for the performance of judicial duties, without attaining that high rank and enjoying that lucrative business which are the stepping-stones to the English bench. There is no difficulty in finding plenty of such men in our Inns of Court, who are an honour to the legal profession, and who, if sent to the colonies, would acquit themselves with credit and distinction without having the fear of "his Excellency" before their eyes. There, if anywhere, it is most desirable that the judges should be perfectly independent of the executive authority, and that the people should have confidence in the unbiassed and impartial administration of justice. Once let them suppose that there is a private door of communication between the bench and Government House, and the moral effect of the suspicion (even though it be ill-founded) will generate distrust, and bring the law itself into contempt.

But the case of the Straits Settlements does not wholly rest upon these considerations. When that dependency was under the Government of India the two judges were absolutely free from all control on the part of the Governor-General—in other words, they could only be removed by the Crown; and in the only two instances in which, since the establishment of the court sixty years ago, the conduct of the judges has been impeached by the Viceroy, the Home Government was appealed to as the sole authority by which the points at issue could be determined. The fact that only two charges have been preferred since almost the commencement of the present century, and that in one of these the highest tribute was paid by the Secretary of State to the motives of the judge, is a proof that the judicial machinery had worked very satisfactorily, and that no reason whatever existed for investing the Governor with the power which has been attached to him since the Settlements have been brought within the jurisdiction of the Colonial Office. Neither can it be alleged that the distance is so great as to render this change expedient. Singapore is within thirty days' sail of England; and if grave difficulties should arise between the judges and the Governor it is surely infinitely better that they should be dispassionately weighed by the authorities at home, and, if needs be, referred to the Judicial Committee of Privy Council, than that a man who might really be giving judgment in his own cause, and who has only a small council of military men and civilians to advise him, should be empowered to remove a chief justice or an associate judge. How this principle of Executive interference has worked we know from various cases which have been duly recorded for the benefit of industrious lawyers; and it is rather too bad that, from a sheer love of routine and precedent, and not from any well-considered regard for the public interest, an innovation which is so likely to provoke disputes, and to fetter the independence of those who should be absolutely independent, has been foisted on a colony in which it was previously altogether unknown.

The worst of the Singapore business is that it has irritated all classes of the community. On this subject it cannot be alleged that the public are apathetic—that they regard the centralisation of power in the hands of the Executive with indifference. On the contrary, from the moment that the obnoxious measure was carried into effect they protested against it. They protested against it at a public meeting convened by the European merchants. They memorialised the Duke of Buckingham in favour of its repeal. A reply was vouchsafed which showed only too clearly that the then Colonial Minister was quite unable to take a large view of the subject—quite unable either to recognise the reasonableness of the claim that the judges should be restored to their former state of independence, or to perceive that some deference should be paid to the opinion—or, as his grace might think, the prejudices—of the community, who, as they have to pay the judges, and are amenable to their authority if they resort to the courts, have really the greatest stake in the matter. The Europeans do not stand alone. The Asiatics, whether Chinese or Malays, are equally dissatisfied, although they may not employ precisely the same modes of expressing their dislike to the newly-made law. Many of the Chinese shopkeepers who, with the Europeans, are the backbone of the Settlements, have already fled the country, under the impression that they are not safe so long as the law authorising their compulsory deportation remains on the statute book. Is it desirable that this anomalous state of things should continue? Assuming that the judges are practically as independent under the new arrangements as they were under the old, still if the taxpayers of Singapore think differently—if they desire that the Chief Justice and his colleague should occupy a position analogous to that of the English judiciary—what possible harm can accrue from making this concession to them? The power to suspend a judge may or may not be safely entrusted to a colonial governor and his council; but it is certainly creditable to the people of the Straits Settlements that they should be so anxious to uphold the independence of those who are called upon to administer the law. If they persevere with their demand, it will be strange indeed if justice is withheld from them.

## THE BRINDISI ROUTE.

The following very interesting letter appeared last week in the *Examiner*:—

Sir,—The new route to Egypt *vid* Brindisi is so likely, ere long, to become the great highway to the East, that a very few words about it may not be uninteresting.

Much remains to be done as regards the service on the railways of France and Italy before it can be a postal route. As far as Caloz the express from Paris runs through well and quickly; at Caloz, however, a most unnecessary delay occurs, as the train to St. Michel waits for the omnibus train from Macon, and for a slow train from Geneva, thus involving a detention of two hours. Once started, it might be expected the distance between Caloz and St. Michel (sixty miles) would be done in three hours, but the train stops at every station for the convenience, apparently, of a few third-class passengers, and finally arrives at its destination at 2.25 P.M., having consumed four-and-a-half hours on the way. Then comes another detention at St. Michel, far, longer than is required, to shift the baggage to the Mont Cenis carriages, or to give the passengers time for dinner. Surely half-an-hour at St Michel would suffice, instead of which we passed there, as usual, an hour and a-half.

The Mont Cenis carriages are very small, long, and narrow. They are divided into two compartments, each holding twelve persons, who sit facing each other as in an omnibus; the windows are high up—so that to see out of them it is necessary to stand or kneel on the seats—and are fixed firmly in their frames, as when the *tourmente* (a high wind accompanied with snow) comes on it would penetrate to the carriages unless the windows were water-tight; the carriages are entered from each end, and the central division has a door usually kept open. The guard sits in the doorway of the last carriage, with his hand on the powerful breaks, and certainly he must at times be infinitely amused at the alarm and absurd questions of the passengers. There is still one diligence for those who cannot make up their minds to encounter the terrors of the Fell Railway; but to those who remember the torture of three hours cramped up in the *coupé*, or stifled in the interior of those horrible inventions, the railway (even if at first starting many might be slightly nervous) must be a welcome change. At present the engines are not powerful enough, and now and then come to a dead stop, when the train slips back, and the guard screws the breaks on hard. This moment is generally selected for a few smothered screams from some of the ladies, and a decidedly uncomfortable expression on the faces of some of the gentlemen; but this will be remedied when the new and powerful engines arrive which have been made at Birmingham. The present ones were made at Paris, and are entirely incompetent to perform their work properly. They puff and pant and groan up the steep ascent, giving the impression that they are about to break down at every instant; but the greatest inconvenience is that when going through the covered ways, which on the summit of the mountain protect the line from avalanches of snow, or the worst effects of the *tourmente*, the air outside the carriages is vitated by steam and smoke, which after a time penetrate to the interior, and render breathing difficult; to open the door is only to admit a cloud of smoke, and the feeling of suffocation is most painful; but this once over the descent is rapid and easy, and Susa is reached about 9.30 P.M. No train leaves for Turin till 10.50, and no train leaves Turin for Bologna till 7.45 A.M., just seven hours and a-half to wait; it usually ends by the passengers sleeping at Turin and going on by the night mail to Bologna. It starts at 6.46 P.M. and reaches Bologna at 2 A.M., and then taking the morning mail from Turin, we reach Brindisi at noon the next day. The country round Brindisi is a barren moor; not a tree visible for miles, and the city itself is a most dilapidated place. History and memory tell of its past glories as one of the great seaports of the Roman Empire, and it is still an Episcopal See; the harbour runs in a curve inland, sheltered by rising ground from every wind, and the steamers run up alongside the wharfs, which are still in course of construction. Brindisi is evidently waking up from her long sleep of decay and desolation, houses are building everywhere, dredging machines at work to deepen the harbour, and a new street with handsome lamp posts has been opened from the town to the wharfs; but much remains to be done; there is not a single storehouse for merchandise, the railway station is miserable, and there are only two inferior hotels.

The streets are crooked, narrow, and dusty; many of the houses are roofless; yet there is no appearence of poverty about the place. Evidently it once contained many more inhabitants than it does now (about 6,000). There is a Greek Church, but all deserted, and roofless too. Yet with all this there is an air of work and business about the place, which is an omen of its renewed importance. I was surprised, however, to see that the weekly market was held on a Sunday morning, and the country people around came in with their wares, and bought and sold, and drank their wine, and quarrelled, and made it up again, and all whilst high mass was going on in the cathedral, attended by sixty worshippers, all women. I asked my guide what the bishops and priests say to this, and why they did not try to stop it. He answered, that in and around Brindisi the priests had ruled too long and too hard, and tried to make the people believe too much and pay too much, and now they were free and did as they liked, and he feared that the most part of them, especially the men, believed nothing at all. Once the priests would not allow the wine shops to be opened till after mass, and now they were open all day. The market was held as well; the popularity of the change was evident, its moral effect may be doubted. It is the usual rebound, visible all over Italy, from excess of superstition to excess of licence in religious thought. To one thing in Brindisi, however, I must give unqualified praise, the wonderful beauty of the women; it is the rule, not the exception, and it is almost worth a journey here to see the lovely faces that are visible at every turn, and the glorious eyes that look slyly at first, then smilingly at the passing stranger. There must be Greek blood in their veins, their beauty is not of the Roman type; and one other most inevitable fact is, that I was not accosted by a single beggar. Brindisi, when the railroad arrangements are better, when wharves, warehouses, and docks are made, is evidently destined to become once more a great seaport. But the Italians must put their shoulders to the wheel, and that quickly, or they may lose the turn of the tide that leads to fortune; meanwhile, all success to the efforts they do make here and elsewhere to raise this noble land to a state of prosperity and comparative wealth, and to her proper position as one of the foremost nations of the earth. E.

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# The London & China Telegraph.

*LONDON, TUESDAY, MARCH* 9, 1869.

## RELIGIOUS PERSECUTION IN JAPAN.

IN September last we received from Nagasaki intelligence of a fierce and relentless persecution of the native Christians at that port, which was stated to have been inaugurated by the infliction of a cruel death on upwards of one hundred of them. Subsequent accounts considerably modified the alarming statements contained in the first, it being explained that the Christians had not, after all, been put to death, but merely torn from their homes and families and deported to a distant province. These accounts were not only published in the *Nagasaki Times* and the China papers, but were confirmed by other advices *via* San Francisco. Yet now we receive Japan papers throwing ridicule on the whole affair, and pitying our credulity in having taken it *au sérieux*. It is really difficult to know what to believe. The *Missions Catholiques* —the principal organ of the French Missionary societies— publishes accounts from Japan of a recent date, in which it is asserted that the hostile measures adopted against native Christians are in no degree relaxed, and are carried to the greatest excess in the Gotto Islands (westward of Nagasaki).

The adherents of Christianity in this group are very numerous, and it is said they have almost all been imprisoned and tortured; two had died under their sufferings. These statements are given on the authority of Monsigneur PETITJEAN, Vicar-Apostolic of Japan, who also avers that at Fonsakadjima (in the Gotto group), one hundred and eighty-one Christians—men, women, and even children—have been imprisoned and horribly tortured because they would not renounce the faith. Nine had been condemned to die a violent death, and others to expire in slow agony. The account given is very circumstantial, and it is difficult to credit Monsignor PETITJEAN with having invented the whole of it. If these accounts are altogether untrue, or if they are purposely exaggerated, with the view of justifying French interference, the sooner some authentic refutation is published the better; but if, on the contrary, they are all true—as we very much fear is the case—then we can no longer doubt that the combined intervention of all the Christian Powers represented in Japan would be not only justifiable but an act of duty.

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As we anticipated, judgment in the *Min* case has been recorded in favour of the appellants, reversing the decision of the Hong Kong Supreme Court in favour of the banks. The appellants have their costs also. The decision of the Judicial Committee—which we give at full length under "Legal"—is a lengthy and elaborate one, but deserves careful perusal, for it contains a most intelligent and lucid account of the circumstances of the case, and a clear exposition of the reasons for reversing the decision of the Court below. No one can read it without being impressed with the conviction that their Lordships have given the most careful consideration to the matter, and have arrived at the only just conclusion.

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AN absurd statement recently appeared in a daily contemporary, to the effect that all the Japanese now studying in this country had been ordered to return to their homes forthwith. Of course there is no truth in the report. Some, who were sent to Europe by the now defunct Government of the SHIOGOON, have (like his brother, MIMBOUTAYOU) returned to Japan; but a number of youths sent by other DAIMIOS are still pursuing their studies here.

## OFFICIALS *VERSUS* MERCHANTS.

THAT regulation was wisely conceived, whereby members of the British Consular and diplomatic services are prohibited from engaging in trade. There may be some slight drawbacks attaching to it; for instance, when a Minister or a Consul appears to regard the interests of commerce with indifference, and to be absorbed almost exclusively in the contemplation of his own grandeur as the representative of British majesty, one is apt to suspect that to him the grapes are sour—that by reason of being debarred from joining in the race for wealth, he loses all sympathy for those whose legitimate pursuit is trade. But how much better it is that an English Consul, a Minister, should look coldly on the mercantile aspirations of his countrymen, than that he should enter the lists as their rival, and devote his energies to competing with them on their own ground! It is greatly to be wished that in this respect other foreign Governments could be induced to follow the excellent example of our own, but unfortunately the converse system has struck deep root among them, and it bears no wholesome fruit, as too many of our readers can testify. In Japan the evil appears to have attained greater magnitude than in China, though there it is bad enough. In Japan, not only do officials trade who were merchants before they received Consular appointments, and who therefore occupy their double position with the sanction of their Governments, but even the representatives of Powers that adopt the better system of separating official from mercantile life do not disdain to profit by their position, and fill their pockets with ill-gotten gains, to the detriment of legitimate trade. In point of fact, the Foreign Minister who uses the influence attaching to his diplomatic position to secure contracts for supplies of stores, machinery, vessels, or European goods of any kind required by the Japanese Government or Daimios, is simply plundering the merchants, whose interests he is sent there to protect. And the evil results of the system do not stop here, especially in Japan, where trade is traditionally regarded as ignominious. An official in high position who trades *on* that position must degrade himself in the eyes of the native Government, and his influence with them for all good ends is necessarily diminished, while foreign prestige suffers as a whole. A correspondent at Yokohama mentions a case in point. The Japanese Government wished to enter into a contract for large importations of rice, but instead of being able to invite tenders for the supply from the merchants, the department on which the operation devolved found itself hedged in by a phalanx of trading Ministers and Consuls, all clamorous for the tempting monopoly. What contemptuous derision must lurk under the urbane demeanour of the two-sworded gentry, under such circumstances as these! To do them justice, our own officials, both consular and diplomatic, have consistently held aloof from the contamination; but it seems strange that Sir HARRY PARKES, with the influence that he ought by this time to have gained in the Council of the native Government, has not been able to put some check on the abuse. It appears to us, too, that something more might be done by Sir HARRY to raise the position of the English merchant in the eyes of the Japanese. Bearing in mind the prejudice against trade already alluded to, extreme care should be taken not to draw too marked a distinction between officialdom and commerce, to the disparagement of the latter; yet we see that in the recently-issued notification announcing the opening—or partial opening —of Yedo, British subjects generally are laid under restrictions from which "officers in uniform" are exempt. Such mistakes as this can only tend to perpetuate the prejudices that we ought to strive, by every legitimate means, to overcome.

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WE are glad to hear that the cable for the British Indian Telegraph Company is already in course of manufacture, and that there is no doubt of its being ready for shipment by the time the *Great Eastern* has completed her impending task of laying the new French-American Transatlantic Cable. In July, 1868, while commenting on the refusal of the Government to guarantee a direct submarine line to India, and on the reluctance of the promoters of the new Red Sea Cable to proceed without such a guarantee, we wrote:—"If they "would only be content, once for all, to abandon the idea of "a Government guarantee, and boldly launch their schem "on its own merits, they could not fail to meet with a satis- "factory response." The prediction has been fully verified.

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## SIAM AND THE SHAN STATES.

AMONG Eastern monarchs there have been few better friends to civilisation and commerce than the late King of SIAM, and it would be a serious misfortune should anything happen to interrupt the friendly relations that have subsisted between this country and Siam during his reign. Yet some news we have recently received seems to suggest the possibility of complications that would greatly imperil this good understanding. The King of SIAM has on the north of his territory three Shan States or provinces—Zimmai, Labong, and Lagong. These were formerly tributary to Burmah, but during a war carried on in another direction by the Burmese these States took advantage of a temporary freedom from surveillance to revolt and transfer their allegiance to Siam, whose ruler they have since acknowledged as their suzerain. But of late years, and especially since the French established themselves in Cochin China, annexed Cambodia, and ascended the river of that name which borders these States, their chieftains have shown renewed signs of restlessness, in the form of a disposition to throw off their allegiance to Siam and place themselves under French protection, the pretext for their present attitude of disaffection, or passive hostility to Siam, being an objection to consider themselves bound by any treaties entered into by Siam with foreign Powers. In this state of things we regret to hear that the Governor of British Burmah is sending an exploring party from Moulmein to Zimmai to survey the intervening country, without, as we understand, any previous communication with the King of SIAM. The origin of this expedition is to be found in the failure of that to Bhamo, the Governor of British Burmah being now impressed with the belief that if any practicable trade route can be found, and a treaty of convention negotiated with the chiefs of these Shan States, trade may be carried on from Moulmein through this country to Kiang-tsen, a Burman Shan State on the Cambodia River, and by that stream to Kiang-hung on the Chinese frontier. Apart from the practicability of the scheme—in which we have little faith—it is evident that in thus treating with rebels we should be giving grave cause of offence to the King of SIAM, besides running the risk of coming into collision with France, and thus precipitating the threatened annexation of these three States by that Power. It is to be hoped that the Foreign Office is fully cognisant of the proceedings of the Governor of British Burmah, and will take care that he is not allowed to compromise us with our good ally, the King of SIAM.

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IT will be remembered that, in 1866, Captain TYLER, R.E., was despatched by the Government then in office to examine the route *via* Mont Cenis to Brindisi, with a view to ascertaining its capabilities for the conveyance of the India and China mails. Captain TYLER'S report, while pointing out the defects of the transit, and the difficulties in the way of its adoption (which at that time were not a few) gave on the whole a highly favourable opinion on it, and pointed to its ultimate adoption as almost a matter of necessity. We observe that Captain TYLER is again at Brindisi, where he has been sent to examine the harbour, after which he will make a further inspection of the railway between that port and Susa. This fact may be accepted as evidence that the advantages of the new route are not likely to be ignored by the present Government, and that as soon as the minor difficulties now in the way can be overcome there will be no unnecessary delay in its adoption.

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WE learn that his Imperial Majesty the EMPEROR of the FRENCH has conferred the Order of a Commander of the Legion of Honour upon his Excellency the KALAHOME, now Regent of Siam. Setting aside political considerations, this is a well-timed compliment, showing his Imperial Majesty's estimation of the high functionary the honour has so worthily fallen upon, to whom all foreign subjects are equally indebted for the care of their interests and welfare. Some time since we heard that it was the intention of the British Government to similarly recognise his Excellency's unceasing efforts in the cause of civilisation. We trust that this disposition still exists, as such a distinction could not but be appreciated by his Excellency.

## WESTERN CHINA.

THE agitation for opening a direct trade route from Rangoon to Western China still continues, and we believe that the matter is now likely to receive the serious consideration of Her MAJESTY'S Government. It is quite time. A memorial recently forwarded to the Treasury by the Wakefield Chamber of Commerce—which embodies a very able and elaborate exposition of the manifold advantages of Captain SPRYE'S route, as compared with rival schemes, includes also a recapitulation of the memorials already sent in by other Chambers of Commerce, showing these to be no less than forty-seven in number. An ably written article that lately appeared in the *Leeds Mercury* throws the whole blame of the delay that has taken place on Sir STAFFORD NORTHCOTE, but in this we are unable to agree. The Indian Council is the incubus that is, and (so long as it is constituted as at present) always will be, a dead weight on all projects for the advancement of commercial enterprise. It is, in fact, a secret and irresponsible Council of fifteen retired members of the various Indian services, whose only idea of India is that it has been acquired, and is to be retained, for the special benefit of these services, and for no other earthly purpose. Of the fifteen, no less than ten are retired members of the Indian Civil Service, three retired officers of the Indian Army, and the remaining two are retired judges of the Calcutta and Bombay Courts. A body more exclusively Indian in its composition cannot be imagined. There is no limit to their term of office; they have a power, in some things, overriding even that of the SECRETARY of STATE for INDIA; they are prejudiced in favour of the old state of things, having been brought up to look to monopolies alone for revenue. From such a body as this how can we expect any concessions to the spirit of progress that goes hand-in-hand with free trade? "India for the Indians" is their motto, but the time has come when home interests in India must be represented too. In these days of Reform—and of changes that are perhaps not always reforms—this curious anomaly can hardly escape attention; but there is one satisfactory feature in the case—when change does come, it cannot possibly be for the worse.

## CHINESE CITIZENS IN AMERICA.

THE improved position held by Chinese in the United States, under the Treaty recently concluded by Mr. BURLINGHAME, is likely to influence a fresh tide of immigration, and this tendency will be fostered by the great facilities of transport now provided by the Pacific Mail Company. The probable influx of Chinese that may thus be anticipated becomes a serious thing when viewed in connection with the recently-passed constitutional amendment, which accords the suffrage to all alike, without restriction as to race, creed, or nationality. It is apprehended that, should immigration set in on a large scale, the Chinese would quickly swamp the white population of the Pacific States, and perhaps eventually of the whole Union. A New York contemporary remarks that China could spare five, or ten, or twenty millions of people without missing them, and if even but a single million were to come over within the next two or three years, they would outnumber the population of all the States lying between the Rocky Mountains and the Pacific Ocean, and would, after going through the easy process of naturalisation, control their politics and their destiny. It is but little encouragement the Chinaman requires to come. With all the advantages and disabilities under which they labour in California, tens of thousands of them have emigrated there within the last ten years; and the growth of emigration has been in proportion to the increase in the facilities of transportation. The Chinese seem to make tolerably good citizens in the Australian colonies, but how they will behave in a country whose laws place all power absolutely in the hands of the majority, is a problem yet to be solved; perhaps the solution is not so far off as it may appear.

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A RUSSIAN paper, the *Goloss*, states that an English company has secured a concession, enabling them to lay a telegraphic cable between the coast of China and the Russian harbour of Possiet, on the Gulf of Okhotsk. Wires are already laid down between Khabarovka, on the Amoor river, and Possiet harbour, so that it would only remain to unite the former town with Sretensk, which is in communication with the network of Russian telegraphs, to complete the chain of communication from Europe to China by that northern route.

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# LEGAL.

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## JUDICIAL COMMITTEE OF THE PRIVY COUNCIL.

FEBRUARY 19.

Present—Lord Chelmsford, Sir J. W. Colville, and Sir Joseph Napier.

JUDGMENT OF THE LORDS OF THE JUDICIAL COMMITTEE ON THE APPEAL OF BODGER V. THE COMPTOIR D'ESCOMPTE DE PARIS AND OTHERS.

This was an action of trover brought by the respondents against the appellants in the Supreme Court of Hong Kong for 355 bales of merchandise, which were shipped in London for Hong Kong on board a vessel called the *Min*. by the direction of George Lyall and Charles Frederick Still, of London, deliverable to Lyall, Still, and Co., or their assigns, according to the bills of lading, of which the respondents became the transferees. The appellants were the owners of the *Min*. They pleaded a denial of the conversion, and also a denial that the goods were the goods of the plaintiffs (the respondents) as alleged.

The case was tried at Hong Kong before the Chief Justice and a special jury, and a verdict was found for the plaintiffs for the amount of the value of the goods. A motion was afterwards made to have this verdict set aside and a nonsuit entered, pursuant to leave reserved at the trial, on the ground that the plaintiffs had not proved that they were indorsees of the bills of lading for valuable consideration without notice so as to pass property, or that a new trial should be directed on this and other grounds of objection. An order was made that the motion be refused with costs.

This appeal was brought for the purpose of having this order and the verdict found for the plaintiffs set aside, and judgment of nonsuit entered or a new trial directed. The proceedings were fully reported in our issue of the 22nd ult.

It appears on the Chief Justice's notes of the evidence of the plaintiffs, that the goods in question were purchased from merchants at Manchester, in the autumn of 1866, by George Lyall and Charles Frederick Still, of London, for their firm at Hong Kong, which traded there under the style of Lyall, Still, and Co. Mr. George Frederick Maclean was the resident partner and manager at Hong Kong. One parcel of these goods was purchased from B. Liebert and Co., on a ten months' credit, which was the usual course in such transactions as between Manchester and Hong Kong merchants. It was part of the contract that remittances of proceeds of sales should be made from Hong Kong to meet the acceptances of George Lyall and Charles Frederick Still, given for the price of the goods, on receipt of the bills of lading. The second parcel was purchased from Samuel Mendel on a nine months' credit, with a stipulation of a similar character as to remittances. The third parcel was purchased from Calvert and Co. on a six months' credit, without any special stipulation. The object of the long credit was to give ample time for realising proceeds, so as to make remittances according to agreement.

When the time arrived for forwarding the goods from Manchester, Lyall and Still, of London, employed Killick, Martin and Co. as shipping agents there, to secure tonnage in the *Min*, which was then on the berth for Hong Kong." When this was secured, Lyall and Still directed the vendors at Manchester to forward the goods to Killick, Martin, and Co., for shipment in the *Min;* and they also directed Killick, Martin, and Co. to receive the goods so to be forwarded to them simply for the purpose of the shipment. In accordance with these instructions the goods were packed and marked at Manchester ready for shipment, and were sent up to Killick, Martin, and Co., with whom Lyall and Still had contracted for the carriage from Manchester to Hong Kong. All the charges were included in one through freight. The goods were shipped on board the *Min;* bills of lading for them, deliverable to Lyall, Still, and Co., or their assigns, were signed by the master, and were handed over to Lyall and Still, who accepted the draft of the vendors for the price in each case.

Before this period the firm at Hong Kong was in a failing condition; their deficit was about 4 lacs of dollars, and in November their condition had not improved. At the end of November and beginning of December Maclean had bill transactions with the respondents (two banking firms at Hong Kong), by which he got large advances on the undertaking to furnish shipping documents for silk cargoes, to be ready for the mail of Dec. 15 from Hong Kong. On the 13th Dec. the transactions of the firm were at a stand; they had ceased to make purchases or shipments of tea or silk as theretofore; they were under the necessity of returning bills of their correspondents, and had refused payment of their acceptances to the amount of 150,000 dols. This was well known at the time in Hong Kong.

On the 14th December, Mr. Kaiser, the manager of one of the two banks, addressed a letter to Lyall, Still and Co., requiring them to furnish, in the course of the day, the shipping documents according to their undertaking; to which Mr. Maclean replied that they were unfortunately unable to comply with this request. On the 17th Dec. Mr. Kaiser wrote another letter, insisting on getting the documents or a return of the advance made on the faith of the undertaking to furnish them, and he concludes his letter in these words:—"I must ask your immediate attention to this matter, and beg to warn you that my now offering to receive back the money obtained by you must not be looked upon as in any way binding me to treat the matter as one of debt, as I shall hold myself perfectly at liberty to deal with the matter as one of a much more serious character than a mere debt, if it be not at once satisfactorily arranged."

Mr. Kaye, the resident manager of the other bank, had had a conversation with Mr. Maclean in reference to the refusal of Lyall, Still, and Co. to pay their acceptances. He also became impatient and urgent for an arrangement, on account of the advance made by his bank. The two banks then combined, and Maclean was pressed, as he could not give them the documents he promised, *to give them all he had*. He was asked, what can you give us? He made out a memorandum which he handed to Mr. Pollard, the counsel for the banks, in order that he might prepare a formal assignment. This was prepared, and was executed, on the 22nd of December, by Mr. Maclean in the name of the firm, which was at this time insolvent, with liabilities uncovered to the amount of 8 lacs of dollars.

The assignment states the consideration of it to be, first, a debt of 85,714 dols. 28c. owing by Lyall, Still and Co. to one of the banks, and of 50,000 dols. to the other; next, the agreement to furnish bills and shipping documents, upon the faith of which the advances were made, which constituted the debts to the banks and the release of all claim upon the part of the banks in respect of this agreement. It then proceeds to make over to the banks, "the whole of the property, premises, and chattels specified in the schedule at the foot, with all the estate, right, title, interest, claim or demand of Lyall, Still and Co. therein or thereto, or arising thereout or therefrom. It further provides for doing all acts that might be required to give full and formal effect for securing and perfecting the assignment. In the schedule the first item is a share in the Hong Kong Club. There are other items of shares in various insurance companies; an equity of redemption, and two items in these words:—"All goods and bills of lading or other documents for all goods now on the way hither to arrive in December, 1866, or January, 1867. All goods, or documents for goods, alluded to in a telegram dated 9th November, 1866, from London partners to Hong Kong firm, received by steamer *Clan Alpine*, via Calcutta, in the words, 'are shipping more goods; shirtings thirteen six, shipment remitted;' and all goods or documents for goods purchased and shipped and now on the way hither."

The documents arrived on the 27th December, 1866, and 1st January, 1867, including the bills of lading for the goods shipped in the *Min*. These were indorsed, and handed over by Mr. Maclean (together with the policies on the goods) to Mr. Kaiser, *in performance of the agreement in the assignment*. After the arrival of the *Min* at Hong Kong, a demand was made on the part of the unpaid vendors, by persons authorised on their behalf, to claim possession of the goods, and this demand was acceded to on behalf of the owners of the *Min*. Subsequently the respondents, as transferees and holders of the bills of lading, made a like demand, which was refused.

In order to decide between the rival claimants two questions have to be answered:—

First. Did the *transitus* terminate before the demand was made on behalf of the appellants?

Secondly. Was the transfer of the bills of lading made to the respondents for valuable consideration, and without notice of such circumstances as rendered them not fairly and honestly assignable, and so as to transfer to the respondents a property in their goods freed and discharged from the proprietary lien of the unpaid vendors?

The general rule is that, where goods are sold to be sent to a particular destination named by the vendee, the right of the unpaid vendor to stop them continues until they arrive and are delivered there according to the bills of lading. The *transitus* continue whilst they are in the charge of some third party contracted with as carrier for the purpose of forwarding them, and who has them in charge simply for this purpose. It may suffice to refer to the recent case of Bernadon *v.* Strong (4 L. R. Eq. 481). The documents in evidence, as well as the oral testimony in the present case, establish beyond doubt that Hong Kong was the destination agreed upon between vendors and vendee; and the other parties who intervened for the purpose of having the goods forwarded to their destination had them in charge for this purpose only. Their lordships, therefore, entertain no doubt that the *transitus* had not ended before the arrival at Hong Kong.

The second is the real question in the case. The respondents contend that they gave value for the bills of lading; that they had no notice of any special terms of agreement between the vendors and vendees of which they say that they were not informed, and as to which they also say that they were not bound to make inquiry. The managers of the banks (Messrs. Kaiser and Kaye), were not examined as witnesses at the trial; but it plainly appears on the evidence adduced by the plaintiffs (the respondents) that the insolvency of Lyall, Still, and Co. was known to the banks at the time of the assignment, and it is but reasonable to suppose that they were quite familiar with what also, on the same evidence, appears to be the usage of trade as between Manchester and Hong Kong (see Newsome *v* Thornton, 6 East, 19). At the time the bills of lading were handed over to them no money was advanced, no benefit was conferred or promised on the faith of these securities. They were transferred simply (as stated in the evidence of the plaintiffs) *in performance of the agreement in the assignment* We have, therefore, to refer to the assignment itself to see what was the interest in these bills of lading that was agreed to be transferred, as part of what was assigned for the consideration expressed.

The general rule, so clearly stated and explained by Lord St. Leonards in the case of Mangles *v.* Dixon (3 H. of L. C. 702), is that the assignee of any security stands in the same position as the assignor as to the equities arising upon it. This as a general rule was not disputed, but it was contended that the case of a bill of lading is exceptional, and must be dealt with on special grounds. Doubtless, the holder of an endorsed bill of lading may in the course of commercial dealing transfer a greater right than he himself has; the exception is founded on the negotiable quality of the document. It is confined to the case where the person who transfers the right is himself in actual and authorised possession of the document, and the transferee gives value on the faith of it, without having notice of any circumstance which would render the transaction neither fair nor honest. In such a case, if the vendor is unpaid, one of two innocent parties must suffer by the act of a third; and it is reasonable that he who by misplaced confidence has enabled such third person to occasion the loss should sustain it (Lickbarrow *v.* Mason, 2 T. R, 70). But in this case, at the time of the assignment, Maclean had not possession of the documents; nothing was advanced on the faith of them. There is merely a general description of documents expected to arrive, without knowing their contents or how far they might be limited or qualified. The property of the firm in the goods expected was not only subject to special sti-

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pulations in the contracts of sale in the case of two of the three parcels, but was also subject in all the three to the lien of the unpaid vendors. And can it be contended that before Maclean got possession of the documents, when his firm was in a condition of undoubted insolvency, and the terms of the documents were not disclosed, there was conveyed to the respondents by this assignment the benefit of a prospective breach of trust and violation of contract? There is not a word in the instrument that could be held to convey a greater interest than the assignors had. The power they might afterwards acquire of committing a fraud upon the vendors is not "property, estate, interest, claim, or demand, legal or equitable." "It is," says Sir Edward Coke, "a general rule that whensoever the words of a deed or of the parties without deed may have a double intendment, and the one standeth with law and right, and the other is wrongful and against law, the intendment that standeth with law shall be taken." (Co. Litt., 42 a.) *Constructio legis non facit injuriam;* as it is pithily said in the passage from the Touchstone referred to by Sir Roundell Palmer in his able argument: "The law in its genuine construction prefers a less estate by right to a larger estate by wrong."

The rule that words shall be construed most strongly against him who uses them gives place to a higher rule; higher because it has a moral element, that the construction shall not be such as to work a wrong. The lien of the unpaid vendor is allowed by law for the very purpose of protecting him against the insolvency of the vendee; and the assignment in this case, which left the assignors in insolvency, even if it could be said that it did not find them so, would be sufficient to originate the very right, which according to the argument for the respondents, it is also sufficient to extinguish.

In the case of Spalding *v.* Ruding (6th Beav., 376), the vendor's right was asserted as against property which had so far passed into the hands of the consignee that he was enabled by mortgage of the bills of lading to pass the interest in the goods to the extent of that mortgage; the right of stoppage *in transitu* was upheld as against the surplus, in preference to a claim of the mortgagee to apply it to liquidate the balance of a general account. This (as Vice-Chancellor Wood observes in the case already referred to on the question of *transitus*) was in some degree an extension of what was supposed to be the right of the consignor, and it shows the desire to give this right a full and equitable protection.

Doubtless the vendor's claim cannot prevail against the claim of a transferee for value given on the faith of a negotiable security fairly and honestly taken; to the extent to which he has so given value he has a prior claim. But the rule is founded on the reason of it, as already explained; *cessante ratione, cessat ipsa lex.* Where there is no advance made or value given upon the faith of the documents; where the object is simply by a sweeping clause to gather in whatever may be got to recoup the creditor of a debtor who had become insolvent, for an improvident advance made upon the faith of a totally different security; where, upon the true construction of the assignment, no interest passed that would place the assignee in a better position than the assignor, and the bills of lading which subsequently came to hand were transferred expressly in performance of the agreement in this assignment and without other consideration whatsoever, it appears to their lordships that such a transfer so made, and under such circumstances, cannot be held sufficient to defeat the vendor's claim.

Their lordships therefore are of opinion that the Chief Justice ought to have nonsuited the plaintiffs, inasmuch as, upon their evidence, it did not appear that they had acquired a property in the goods sufficient to sustain the action of trover for the conversion alleged, which took place after the assertion of the right of stoppage. They will therefore recommend Her Majesty that the order appealed against should be set aside, together with the verdict found for the respondents, and that a judgment of a nonsuit should be entered.

The appellants to have their costs of this appeal.

Agents for appellants: Messrs. Reed, Phelps, and Sedgwick. Agent for respondents: Mr. Ambrose Parsons.

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MONDAY, FEBRUARY 22.

**Present**—Sir C. J. Selwyn, Sir G. M. Giffard, Sir J. Colvill, and Sir Lawrence Peel.

IN RE GEORGE LYALL.

On the 19th of June last Mr. George Lyall obtained leave from the Judicial Committee to enter and prosecute his appeal from the adjudication in bankruptcy, on the 23rd of May, 1867, in the Supreme Court of Hong Kong, whereby, it will be recollected, the three partners, George Lyall, Charles Frederic Still, and George Francis Maclean, constituting the firm of Lyall, Still, and Co. in Hong Kong, were adjudged bankrupt.

Mr. Lyall wishes to set aside the bankruptcy in Hong Kong as against himself, and is prosecuting his appeal with that view. The present application was for liberty to add the names of the assignees in bankruptcy in Hong Kong as parties respondent to the petition of appeal.

Some difficulty arose in consequence of a change in the assignees, and the petition omitting to state the names proposed to be added, but ultimately leave was given to add the name of Mr. F. S. Huffam, with liberty to amend if it should turn out that he was not the official assignee.

The facts in connection with this appeal appear to be these:—Mr. Lyall was in England at the time of the adjudication of bankruptcy in Hong Kong, and never personally surrendered there, but he sent out a power of attorney authorising a declaration of insolvency or bankruptcy to be made in his name, and other acts, having in view the winding up of the affairs of the firm.

Before this power could have reached Hong Kong proceedings in bankruptcy were taken in England against Mr. Lyall, and on the 18th April, 1867, he was adjudged bankrupt by the Court of Bankruptcy in London, and it is said that the power of attorney was thereby revoked, and all action taken under it invalid.

Under the provisions of the Colonial Bankruptcy Ordinance of 1864, Mr. Lyall might be exposed to serious pains and penalties for not surrendering, and he could not dispute the validity of the adjudication unless he commenced some proceeding for the purpose of having it annulled within twelve months after the advertisement of the bankruptcy in the *Hong Kong Government Gazette.* Hence the appeal, for which leave was asked so long ago as November, 1867, although no order was made until June last.

It is understood that Mr. Lyall does not wish to affect the adjudication so far as Messrs. Still and Maclean are concerned, but being apprehensive that neither himself nor his consignments would be safe in China, in the present state of the bankruptcy proceedings there, he wishes to be freed from them.

The effect of annulling the adjudication might be to disturb the title to property in China, sold by the official assignee on the faith of the adjudication being good; it is necessary, therefore, that he should be a party to the appeal.

Agents for the petitioner, Messrs. Lawrence, Plews, Boyer, and Baker.

Agent for respondent G. F. Maclean, Mr. Ambrose Parsons.

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## DURHAM ASSIZES.

A CHINA CLIPPER CAPSIZED IN SUNDERLAND DOCK.—HAY AND OTHERS V. THE RIVER WEAR COMMISSIONERS.

(Before Mr. Justice Brett.)

This action was brought by the plaintiffs to recover compensation for damage done to the *Coral Nymph* (the well-known China clipper), on the 22nd of January last, which capsized in No. 1 graving dock at Sunderland, owing, it was alleged, to defendants' negligence.

Mr. Manisty, Q.C., and Mr. Shields appeared for the plaintiffs; and Mr. Quain, Q.C., and Mr. Kemplay for the defendants.

The evidence for the plaintiffs went to show that Mr. Simpson, the dockmaster, took charge of docking and undocking ships, and that he had been cautioned on several occasions to put sixty tons of coals, which had been purchased by the plaintiffs, on board, before attempting to take the *Coral Nymph* out of the dock. He had, however, only put fourteen tons on board, and, on the water being admitted to the dock, the ship capsized. In cross-examination, however, it came out that ships were taken out and in the dock by men employed for the purpose by either the owners of the vessel or shipwrights, and that the dockmaster merely gave a general superintendence.

For the defendants, Mr. Simpson was called, and he stated that on the night previous to the accident he had told Captain Winchester, master of the *Coral Nymph*, that the coals ordered had not arrived. The latter said she must come out, coals or no coals, the following morning, and that they could steady her with the booms and the topsail halyards. Fourteen tons of coals were put on board, the remainder of the sixty tons not having arrived. The booms, however, could not be got into the dock, but a rope was run out from the topsailyard to a block on a quay. This, however, gave way, and led, according to Mr. Simpson's statement, to the ship canting.

His Lordship having summed up, the jury returned a verdict for the defendants.

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# MISCELLANEOUS.

HOW WE SHALL TRAVEL ON THE PACIFIC RAILROAD.—In *All the Year Round* we find an excellent article on the Pacific Railways, wherein is the following seductive, but we fear somewhat too fanciful picture of the way in which the traveller of the future will cross the American continent:—"If you journey from St. Louis to San Francisco you will enter the train at St. Louis, and you need not leave it until you can see the Pacific rolling at your feet You may sleep in luxurious state-rooms, your feet cushioned with the best Brussels carpets, your water service complete, your linen of the finest, your toilet conveniences without a want. By day you will have drawing-rooms, where, on the most yielding of sofas and fauteuils, you may lounge the daylight hours away over books. When hunger calls, you may repair to a sumptuous *salle a manger*, and at a fixed tariff regale yourself with the choicest viands of the season—especially the rich wild game of the western forests — made yet more palatable by genuine chateaux Margaux or Chablis, or the pure young wines of the Californian hillsides. No comfort to be found in the best American hotels is to be absent. If you emerge from your carriage at a quiet far western station, it will be rather to admire the primeval landscape, and take a glimpse of the recent settlements, than to gobble down a half-cooked dinner in a quarter of the time necessary to its consumption. You will have all the delights of the Atlantic voyage without its distresses; and you may actually write your great work of travel, which is to give Europe new light on the western world, *en route.* And the expense of travelling thus luxuriously will be less than it now costs the poor emigrant to make his weary way across the seemingly boundless plains.

THE COLONIAL SOCIETY.—The inaugural dinner of the Colonial Society is to take place on the 10th instant, at Willis's Rooms; the president of the Society, Viscount Bury, will take the chair. Among those who have promised to be present are the Prime Minister and Earl Granville, the Secretary for the Colonies. The society has been formed with the special objects of protecting the interests of our colonial possessions, and of affording means of intercommunication between persons especially interested in those places.

A LETTER recently addressed to *Le Nord* from St. Petersburg states that a Chinese deputation is expected in the Russian capital, coming with the object of soliciting the concession of a railway extending the Russian system to the borders of the Chinese Empire.

AT the Levée which took place on Friday, the 5th inst., Mr. P. J. Hughes, H B.M. Consul at Kiukiang, was presented to Her Majesty by Lord Clarendon.

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# Monetary and Commercial.

The appeal to the Privy Council against the decision of the Hong Kong Supreme Court in the *Min* case has been decided against the respondents with costs. A petition to set aside the bankruptcy of Mr. George Lyall is now before the Judicial Committee.

Mr. H. G. Gordon has resigned his seat at the board of the Ceylon Company (Limited), the directors of which, on accepting the resignation, expressed their "unabated confidence in his honour and integrity."

A further call of £5 per share has been made by the official liquidators of the Bank of Hindustan, China, and Japan.

The Master of the Rolls has sanctioned the payment of a first dividend of 12s. 6d. in the pound to the creditors of the China Steamship and Labuan Coal Company (Limited), and the same will be payable by the liquidators, at the offices of Messrs. Harding, Whinney, Gibbons, and Co., on the 1st of March.

The unsatisfactory state of the trade of Lancashire leads to the repeated announcement of small failures. The stoppage of Mr. George Black, a manufacturer, has been notified. A meeting was held also of the creditors of Mr. W. S. Sawyer, a yarn agent, with liabilities for £13,720, and assets £7,890. In the case of Messrs. R. Watson and Co., of Church, near Accrington, and of Warrington, it is feared the liabilities will reach about £100,000. The assets will depend upon the realisation of debts, &c.

Manchester advices announce the stoppage of Mr. John Pennington, spinner and manufacturer, of Colne, with liabilities estimated at £55,000, and assets at £25,000. At an adjourned meeting of the creditors of Messrs. John Sparrow and Co. it was resolved to accept a composition of 6s. 8d. in the pound, a previous offer of 5s. being refused.

The failure of Messrs. Adam and Co., of Glasgow, Batavia merchants, for £70,000, has been announced, and it is stated that a considerable portion of their liabilities will fall on Manchester.

According to a document just issued in Madrid, the production of sugar in the Philippine Islands, which in 1858 was 557,000 piculs, and in 1859 832,000, was in 1867 about 1,300,000 piculs, and in 1868, 1,650,000. About half the latter quantity came to England. In 1868, in addition to sugar, the Philippines exported 465,000 piculs of hemp, 47,000 of coffee, and large quantities of indigo, hides, cigars, &c.

At the meeting of the Telegraph Construction and Maintenance Company, the report recommending a dividend of 10 per cent. for the year was adopted. The retiring directors (Sir D. Gooch and Mr. John Pender) were re-elected. It was stated the company had in hand contracts for 7,200 miles of cable.

Mr. Thomas B. Green, whose circular announcing that he has established himself as a public tea inspector we have already noticed, has issued a second circular (dated 84, Great Tower-street, E.C.), announcing that he is now prepared to characterise and value, as well as to inspect, parcels of tea.

A moderate amount of Mexican dollars (including those brought by the West India packet), has been disposed of at 59¾d., being an advance of ⅛d. upon the last rate. Bar silver is flat, the demand for India having for the moment subsided.

The amount of bullion by the P. and O. Company's steamer *Ripon*, from Southampton, on the 20th instant, was—in gold, to Bombay, £18,350; to Madras, £9,151; to Calcutta, £4,985; in silver, to Bombay, £15,930; to Singapore, £24,400; to Hong Kong, £24,740; to Shangai, £17,440; total in gold, £32,486; in silver, £82,510.

The amount of bullion by the P. and O. Company's steamer Bangalore, on the 6th inst., was—in gold, to Galle, £1,116; to Bombay, £11,000; to Madras, £16,817; in silver—to Bombay, £4,000; to Singapore, £14,891; to Hong Kong, £24,944; to Shanghai, £36,840; to Yokohama, £1,820—total in gold, £28,933; in silver, £82,495.

## BOARD OF TRADE RETURNS.

After a considerable delay the Board of Trade Returns for the month and twelve months ended 31st December, 1868, have been issued. The following shows the exports of British and Irish produce and manufactures for December in the last three years:—December, 1866, £14,914,563; December, 1867, £13,252,593; December, 1868, £14,638,990. It will be seen from the foregoing that in December the export trade experienced a revival whereby it nearly regained the level noticed in December, 1866. The annexed statement of the exports for the entire twelve months, however, shows that even with this recovery the aggregate of 1867 was not quite regained, while, compared with the year 1866, the past year showed a falling off of about nine and a half millions sterling—a falling off, however, more noticeable in values than in quantities. The figures stand as follows:—Twelve months 1866, £188,917,536; twelve months 1867, £180,961,923; twelve months 1868, £179,463,644; showing, with regard to 1868, a reduction of about ¾ per cent. from the total of the preceding year, and of about 5 per cent. from 1866. Although business was without animation, much general steadiness prevailed, none of its branches showing any wide variation. Thus the principal instances of decrease have been cotton yarns, 1 per cent. (but with an increase of 3 per cent. in quantity); cotton manufactures, 5½ per cent. (with an increase of nearly 5 per cent. in quantity); hardware, 2½ per cent.; beer and ale, 2½ per cent.; coal, about ¾ per cent.; linen yarn, 6 per cent.; linen manufactures, 5 per cent. (with an increase in quantity of about 3 per cent.), and woollen manufactures about 3 per cent. (with an increase in quantity of about 12 per cent.). In the iron trade the value of our shipments has been about fifteen millions, which is almost exactly the same as in 1867 Silk manufactures show an increase of 5 per cent., and in the large number of articles classed as "unenumerated," and which amount in value to nine millions, there has likewise been an increase of 5 per cent.

With regard to the import trade, a distinct revival was observable in November, that being the latest date to which, owing to the disgraceful delays in the Statistical or other departments, the values of imports are given. The following are the figures:—November, 1866, £18,967,881; November, 1867, £16,748,563; November, 1868, £20,079,214. For the eleven months ended 30th November the figures exhibit the following totals:—1866, £225,236,103; 1867, £208,526,055; 1868, £217,520,365. For December, 1868, the *quantities* of imports are given, and here the chief feature is the increase in cotton, as shown below:—December, 1866, 1,040,305 cwts.; December, 1867, 1,119,732 cwts.; December, 1868, 1,584,482 cwts.

We annex a summary of those figures which relate to our Import and Export trade with China and other countries in the Far East:—

## IMPORTS.

### TEA.

| | 1866. | 1867. | 1868. |
|---|---|---|---|
| Quantity for the month ended 31st December... lbs. | 15,487,873 | 22,482,967 | 33,771,265 |
| Quantity for the twelve months ending 31st December lbs. | 139,610,044 | 128,028,726 | 154,845,863 |
| Value for the month ended 30th November | £1,734,584 | £1,632,888 | £1,407,152 |

The import of Tea for December 1868, above stated, includes about 16,000,000 lbs. the cargoes of several ships which arrived late in November, the amounts of which had not been ascertained when the returns for that month were made up.

### RAW SILK.

| From | | 1866. | 1867. | 1868. |
|---|---|---|---|---|
| | | For the Month ended 31st December. | | |
| China... | lbs. | 1,522 | — | 40,246 |
| British India... | ,, | 37,190 | — | — |
| Egypt* | ,, | 413,720 | 426,586 | 350,961 |
| Other Countries | ,, | 146,653 | 167,269 | 187,193 |
| Total | ,, | 599,085 | 593,855 | 578,400 |
| | | For the Twelve Months ended 31st December | | |
| China... | lbs. | 108,201 | 40,016 | 90,270 |
| British India... | ,, | 123,561 | 2,469 | 32,103 |
| Egypt* | ,, | 3,405,898 | 3,850,281 | 5,175,416 |
| Other Countries | ,, | 1,816,144 | 1,956,882 | 1,738,388 |
| Total | ,, | 5,453,804 | 5,849,648 | 7,036,177 |

*In transit from India, China, and Japan.

### COFFEE.

| From | | 1866. | 1867. | 1868. |
|---|---|---|---|---|
| | | For the Month ended 31st December. | | |
| Ceylon | lbs. | 9,727,068 | 6,195,476 | 6,711,067 |
| Other British Possessions | ,, | 2,319,641 | 1,534,850 | 1,545,326 |
| Total from all parts | ,, | 14,848,614 | 9,360,686 | 11,576,781 |
| | | For the Twelve Months ended 31st December. | | |
| Ceylon | lbs. | 81,428,370 | 83,472,850 | 101,929,153 |
| Other British Possessions | ,, | 19,198,846 | 20,319,462 | 34,291,997 |
| Total from all parts | ,, | 127,044,816 | 137,729,716 | 173,902,477 |

### RAW SUGAR.

| From | | 1866. | 1867. | 1868. |
|---|---|---|---|---|
| | | For the Month ended 31st December. | | |
| Java & Philippine Islnds. | cwts. | 114,349 | 23,310 | 135,604 |
| Total from all parts | ,, | 717,439 | 611,307 | 805,453 |
| | | For the Twelve Months ended 31st December. | | |
| Java & Philippine Islnds. | cwts. | 529,297 | 347,644 | 904,647 |
| Total from all parts | ,, | 10,641,019 | 10,545,315 | 11,796,161 |

### HEMP.

| From | | 1866. | 1867. | 1868. |
|---|---|---|---|---|
| | | For the Month ended 31st December. | | |
| Philippine Islands | cwts. | 47,191 | 10,306 | 47,756 |
| Total from all parts | ,, | 115,566 | 135,001 | 233,060 |
| | | For the Twelve Months ended 31st December. | | |
| Philippine Islands | cwts. | 95,488 | 88,033 | 175,118 |
| Total from all parts | ,, | 1,001,098 | 878,374 | 1,072,669 |

### RAW COTTON.

| From | | 1866. | 1867. | 1868. |
|---|---|---|---|---|
| | | For the Month ended 31st December. | | |
| China | cwts. | 7,336 | — | — |
| British India... | ,, | 263,793 | 440,852 | 580,171 |
| Egypt... | ,, | 241,015 | 187,464 | 242,421 |
| United States | ,, | 407,409 | 409,436 | 635,730 |
| Total from all parts | ,, | 1,040,305 | 1,119,732 | 1,584,482 |

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| | | For the Twelve Months ended 31st December. | | |
|---|---|---|---|---|
| China ... ... ... | cwts. | 52,120 ... | 4,707 ... | — |
| British India ... ... | ,, | 5,493,770 ... | 4,449,259 ... | 4,408,095 |
| Egypt ... ... | ,, | 1,055,900 ... | 1,127,541 ... | 1,153,419 |
| United States ... | ,, | 4,643,370 ... | 4,715,733 ... | 5,128,971 |
| Total from all parts ... | ,, | 12,295,803 ... | 11,272,651 ... | 11,857,893 |

CLEARANCES FOR HOME CONSUMPTION.

| | | For the Month ended 31st December. | | |
|---|---|---|---|---|
| | | 1866. | 1867. | 1868. |
| Tea from all parts ... | lbs. | 7,509,074 ... | 6,233,672 ... | 8,141,945 |
| Coffee from Ceylon ... | ,, | 1,432,291 ... | 1,301,924 ... | 1,073,598 |
| Do. from all parts... | ,, | 2,186,753 ... | 2,219,570 ... | 2,058,372 |
| Raw Sugar from Java & the Philippines ... | cwts. | 29,060 ... | 48,856 ... | 50,108 |
| Raw Sugar from all parts | ,, | 852,677 ... | 638,721 ... | 824,506 |

| | | For the Twelve Months ended 31st December. | | |
|---|---|---|---|---|
| Tea from all parts ... | lbs. | 102,324,887 ... | 111,059,387 ... | 106,918,118 |
| Coffee from Ceylon ... | ,, | 21,537,082 ... | 19,632,235 ... | 18,756,996 |
| Do from all parts... | ,, | 30,939,813 ... | 31,560,677 ... | 30,608,464 |
| Raw Sugar from Java & the Philippines ... | cwts. | 216,153 ... | 557,651 ... | 730,487 |
| Raw Sugar from all parts | ,, | 10,607,861 ... | 11,266,561 ... | 11,140,539 |

The following were the quantities of the undermentioned articles remaining in the bonded warehouses of the United Kingdom on the 31st Dec., 1868, compared with the two previous years :—

| | | 1866. | 1867. | 1868. |
|---|---|---|---|---|
| Coffee... ... ... | lbs. | 37,992,883 ... | 44,900,545 ... | 51,493,896 |
| Tea ... ... ... | ,, | 100,370,658 ... | 84,094,438 ... | 96,509,805 |
| Unrefined Sugar ... | cwts. | 3,250,304 ... | 2,311,828 ... | 2,760,246 |

## EXPORTS.

COTTON YARN.

| To | | For the Month ended 31st December. | | |
|---|---|---|---|---|
| | | 1866. | 1867. | 1868. |
| China and Hong Kong | lbs. | 260,154 ... | 1,082,679 ... | 862,722 |
| Singapore ... ... | ,, | 168,830 ... | 242,800 ... | 123,500 |
| Ceylon ... ... | ,, | 8,500 ... | 33,950 ... | 16,400 |
| Total to all parts ... | ,, | 12,824,772 ... | 15,374,109 ... | 14,003,698 |

| | | For the Twelve Months ended 31st December. | | |
|---|---|---|---|---|
| China and Hong Kong | lbs. | 4,741,350 ... | 8,525,261 ... | 6,732,343 |
| Singapore ... ... | ,, | 1,759,954 ... | 3,111,030 ... | 1,628,400 |
| Ceylon ... ... | ,, | 782,376 ... | 389,701 ... | 414,110 |
| Total to all parts ... | ,, | 138,804,538 ... | 169,096,708 ... | 174,537,970 |

COTTON MANUFACTURES.

| To | | For the Month ended 31st December. | | |
|---|---|---|---|---|
| | | 1866. | 1867. | 1868. |
| China and Hong Kong | yds. | 14,168,240 ... | 40,643,033 .. | 24,350,718 |
| Philippine Islands ... | ,, | — ... | 1,931,200 ... | 2,358,600 |
| Java ... ... ... | ,, | 7,354,864 ... | 7,015,362 ... | 3,161,304 |
| Singapore ... ... | ,, | 7,536,133 ... | 6,584,433 ... | 5,181,298 |
| Ceylon ... ... | ,, | 2,138,170 ... | 2,841,616 ... | 2,709,094 |
| Total to all parts ... | ,, | 234,219,543 ... | 262,613,430 ... | 238,743,046 |

| | | For the Twelve Months ended 31st December. | | |
|---|---|---|---|---|
| China and Hong Kong | yds. | 188,341,721 ... | 229,755,059 ... | 327,842,673 |
| Philippine Islands ... | ,, | 27,441,546 ... | 34,276,717 ... | 35,914,119 |
| Java ... ... ... | ,, | 62,290,326 ... | 46,838,936 ... | 29,692,071 |
| Singapore ... ... | ,, | 59,317,082 ... | 74,930,212 ... | 55,616,235 |
| Ceylon ... ... | ,, | 26,412,309 ... | 21,829,734 ... | 26,081,601 |
| Total to all parts ... | | 2,575,698,138 | 2,832,023,707 | 2,966,706,542 |

WORSTED STUFFS.

| To | | For the Month ended 31st December. | | |
|---|---|---|---|---|
| | | 1866. | 1867. | 1868. |
| China and Hong Kong | yds. | 1,168,044 ... | 1,789,254 ... | 1,445,503 |
| Total to all parts ... | ,, | 15,342,614 ... | 11,195,083 ... | 15,717,602 |

| | | For the Twelve Months ended 31st December. | | |
|---|---|---|---|---|
| China and Hong Kong | yds. | 21,422,842 ... | 22,782,790 ... | 19,054,438 |
| Total to all parts ... | ,, | 227,275,414 ... | 200,469,996 ... | 224,621,434 |

WOOLLEN AND WORSTED CLOTHS.

| To | | For the Month ended 31st December. | | |
|---|---|---|---|---|
| | | 1866. | 1867. | 1868. |
| China and Hong Kong | yds. | 81,144 ... | 93,488 ... | 85,823 |
| Total to all parts ... | ,, | 2,200,878 ... | 1,962,715 ... | 2,047,499 |

| | | For the Twelve Months ended 31st December. | | |
|---|---|---|---|---|
| China and Hong Kong | yds. | 1,750,799 ... | 1,374,531 ... | 1,702,999 |
| Total to all parts ... | ,, | 32,514,358 ... | 31,189,209 ... | 24,630,978 |

LEAD.

| To | | For the Month ended 31st December. | | |
|---|---|---|---|---|
| | | 1866. | 1867. | 1868. |
| China and Hong Kong | tons | 101 ... | 761 ... | 730 |
| Total to all parts ... | ,, | 1,476 ... | 2,183 ... | 2,790 |

| | | For the Twelve Months ended 31st December. | | |
|---|---|---|---|---|
| China and Hong Kong | tons | 4,880 ... | 4,614 ... | 10,145 |
| Total to all parts ... | ,, | 30,041 ... | 29,119 ... | 43,876 |

The value of the Exports from the United Kingdom to the several ports and countries of the Far East for the months ended 30th November and 31st December, 1868, and for the twelve months ended 31st December, 1868, compared with the corresponding periods of the two preceding years, is returned as follows :—

| To | For the Month ended 30th November. | | |
|---|---|---|---|
| | | 1867. | 1868. |
| China (exclusive of Hong Kong) ... ... | | £463,417 ... | £458,003 |
| Hong Kong ... ... ... ... ... | | 161,826 ... | 68,105 |
| Japan ... ... ... ... ... ... | | 149,051 ... | 107,506 |
| Singapore and Straits Settlements ... ... | | 156,599 ... | 114,607 |
| Ceylon ... ... ... ... . ... | | 66,075 ... | 49,133 |
| Philippine Islands ... ... ... ... | | 29,386 ... | 43,454 |
| Java ... ... ... ... ... ... | | 77,102 ... | 89,836 |
| Sumatra ... ... ... ... ... | | — ... | — |
| Siam ... ... ... ... ... ... | | — ... | — |
| Cochin China, &c. ... ... .. ... | | — ... | — |

| | For the Month ended 31st December. | | |
|---|---|---|---|
| | 1867. | | 1868. |
| China (exclusive of Hong Kong) ... ... | £648,268 .. | | £502,414 |
| Hong Kong ... ... ... ... ... | 364,870 ... | | 168,748 |
| Japan ... ... ... ... ... ... | 201,854 ... | | 155,103 |
| Singapore and Straits Settlements ... ... | 148,542 ... | | 152,460 |
| Ceylon ... ... ... ... ... ... | 76,465 ... | | 93,446 |
| Philippine Islands ... ... ... ... | 69,321 ... | | 57,089 |
| Java ... ... ... ... ... ... | 164,465 ... | | 94,522 |
| Siam ... ... ... ... ... ... | 159 ... | | 2,650 |
| Cochin China, &c. ... ... ... ... | — ... | | 303 |

| | For the Twelve Months ended 31st December. | | |
|---|---|---|---|
| | 1866. | 1867. | 1868. |
| China (exclusive of H. Kong) | £5,090,074 ... | £4,996,469 ... | £6,312,866 |
| Hong Kong ... ... ... | 2,387,017 ... | 2,471,809 ... | 2,186,100 |
| Japan... ... ... ... | 1,444,539 ... | 1,545,386 ... | 1,106,069 |
| Singap. & Straits Settlements | 1,986,802 ... | 2,068,910 ... | 1,513,397 |
| Ceylon ... ... ... | 1,082,973 ... | 771,879 ... | 835,798 |
| Philippine Islands ... ... | 917,841 ... | 1,042,468 ... | 955,554 |
| Java ... ... ... ... | 1,725,558 ... | 1,329,040 ... | 834,987 |
| Sumatra ... ... ... | 578 ... | 445 ... | 2,517 |
| Siam ... ... ... ... | 4,036 ... | 4,244 ... | 3,072 |
| Cochin China, &c. ... ... | 940 ... | 612 ... | 431 |

## THE TEA TRADE.

The following further communication from Mr. Sillar regarding the tea trade is well worthy of attention. The subject is one that wants ventilating. It appears to us that if shippers of tea in China and importers of the article in London knew a little more than they do of the "tricks of the trade," they would experience less difficulty than at present in understanding how it is that "tea shipments do not pay." Importers are at present the victims of a thoroughly vicious system, which must be broken up sooner or later—the sooner the better; and all who raise their voices to demand the needful reform will do service in a good cause.

SIR,—While thanking you for having allowed the attention of the trade to be directed by means of your columns to the want of early and correct statistical information, I now beg leave to trespass still further upon your space to lay before those interested one or two of the abuses known under the name of "Trade Customs," which have silently crept in, and are slowly, but certainly, undermining and destroying this important and once prosperous branch of the China trade.

I allude, firstly, to the practice of allowing the buyer 1½ per cent. upon the purchase money. Thus, if the buyer pays for any teas before the expiration of three months from the date of purchase, he can claim usury at the rate of 5 per cent. per annum for the number of days to run before the expiration of the prompt. The practice of the trade is for the seller to hold the warrants until the buyer hands him a cheque for the amount, when he gives them over to the buyer. Now what right has the buyer to claim usury for his money when the seller gets none for his tea? I presume that originally the buyer was not called upon to pay for his purchases if he could not conveniently do so, for three months, as an act of grace. Now he claims usury at the rate of 5 per cent. per annum if he pays before that time.

Secondly.—The importer receives payment for from 2 to 4 per cent. less weight than he actually gives according to the Queen's weights, and upon which duty is charged by Government. These may appear small matters, but they amount to no less a sum in sterling money than £600,000 to £700,000, which is taken every season from the importers and given to the dealers.

There are many more abuses in the trade, such as the "knock out" or "jobbing" system pursued at the public sales, which call for reform, and which tell severely against the importer, so much so that he has now become not only the servant of the buyer, but actually his slave. In hopes that these matters may be taken up by my fellow brokers, whose duty it is to hold the scales of justice between buyer and seller,

—I am, &c.,

J. C. SILLAR.

84, Great Tower-street, E.C., March 2.

## BANK AND MISCELLANEOUS SHARES.

| Shares. | Joint Stock Banks. | Paid. | Prices March 8. |
|---|---|---|---|
| £10 | Agra Bank, A shares ... ... ... | All | 12 to 12½ |
| 10 | Do. B do. ... ... ... | — | 4 to 4½ |
| 25 | Bank of Egypt ... ... ... ... | All | 35 to 37 |
| 20 | Chartered Bank Ind., Aust., and China | All | 21½ to 22½ |
| 25 | Chartered Merc. of India and China ... | All | 31½ to 32½ |
| 20 | City Bank ... ... ... ... ... | 10 | 12 to 12½ |
| 28½ | Hong Kong and Shanghai Bank, new... | 5½ | ¾ to 1½ pm x.d. |
| 50 | London and County ... ... ... | 20 | 51 to 52 |
| 50 | London Joint Stock ... ... ... | 15 | 32 to 33 |
| 100 | London and Westminster ... ... | 20 | 64 to 66 |
| 25 | Oriental Bank Corporation ... ... | All | 44 to 45 |
| 50 | Union of London ... ... ... ... | 15 | 36½ to 37½ |
| | MISCELLANEOUS. | | |
| — | Ceylon Deb., 6 per cent., Nov. 1878 ... | 100 | 109 to 111 |
| — | Do. Do. 1872 ... | 100 | 103 to 105 |
| — | Do. Do. 1882-3 ... | 100 | 111 to 113 |
| 20 | Ceylon Company ... ... ... ... | 10 | 3½ to 3 dis. |
| 20 | Do. A shares ... ... ... | 5 | 2¾ to 2½ dis. |
| 10 | Credit Foncier and Mobilier of England | All | 2¼ to 2¼ |
| 20 | Egyptian Com. and Trading Company | 6 | — to — dis. |
| 10 | General Credit and Discount Company | 7½ | 1¾ to 1¾ dis. |
| 10 | North Assam Tea (Limited) ... ... | 5½ | 7 to 5 dis. |
| 10 | Do. do. B shares ... ... | All | 9½ to 8¾ dis. |
| 20 | International Finance Society ... ... | 5 | 1¼ to 1¼ dis. |
| 50 | P. and O. Steam Company ... ... | All | 49 to 50 |
| 50 | Do. Do. 1867 ... ... | 10 | 1 dis to par |
| 10 | Upper Assam Tea ... ... ... | All | 1½ to 2¼ |
| 100 | West India Steam Company ... ... | 60 | 43 to 45 |

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# LONDON PRICES CURRENT.

Articles in the following list subject to duty are quoted with the duties paid as annexed, unless marked "in bond." Those articles against which no rate of duty is placed are admitted free.

NOTE.—Besides the duties of Customs payable on certain articles as mentioned below, an addition of ¼ per cent. in the said rates is also payable on entry for consumption, except Tobacco, on which the extra duty is five per cent. and ⅛ per cent.

| | s. | d. | s. | d. |
|---|---|---|---|---|
| ARROWROOT. | | | | |
| (*Duty 4½d. per cwt.*) | | | | |
| East India ... | — | | — | |
| CANES, Bamboo—each | 0 | 0½ | 0 | 2½ |
| Malacca ... ... | 0 | 1 | 0 | 9 |
| Partridge ... ... | 0 | 0½ | 0 | 3½ |
| Tonkin & Carolina ... | 0 | 0½ | 0 | 1½ |
| Rattans, com., per 100 | 2 | 0 | 3 | 6 |
| Good and fine ,, | 4 | 0 | 7 | 6 |
| CHEMICALS. | | | | |
| Alum ... ...per ton | 150 | 0 | 155 | 0 |
| Antimony, ore ... | 280 | 0 | 300 | 0 |
| crude ...per cwt. | 25 | 0 | 26 | 0 |
| regulus, bowl ... | 48 | 0 | 50 | 0 |
| star ... ... ... | 48 | 0 | — | |
| Brimstone, roll ... | 12 | 0 | — | |
| Calomel ...per lb. | 2 | 5 | — | |
| Corros. Sublim. .. | 1 | 11 | — | |
| Iodine, dry per oz. | 0 | 9½ | 0 | 10 |
| Ivory Blk. dry, p. cwt. | — | | — | |
| Lime, Acet. wh. ... | 12 | 6 | 22 | 0 |
| Magnes. Carb. ... | 42 | 6 | — | |
| Prussian Blue, per lb. | 1 | 0 | 1 | 10 |
| Quinine Sulph., per oz | — | | — | |
| British, in bottle .. | 5 | 9 | — | |
| French ... ... | 5 | 3 | 5 | 4 |
| Vermilion, Eng., pr. lb. | 2 | 6 | 3 | 0 |
| China ... | 2 | 9 | 3 | 0 |
| COALS, best per ton | 16 | 6 | 17 | 0 |
| other sorts ... ... | 13 | 6 | 15 | 6 |
| COCHINEAL per lb. | | | | |
| Honduras, black .. | 3 | 1 | 4 | 5 |
| silver ... | 2 | 11 | 3 | 7 |
| pasty ... | 1 | 6 | 2 | 10 |
| Teneriffe, black ... | 3 | 1 | 5 | 0 |
| silver ... | 3 | 0 | 3 | 5 |
| COFFEE, in bond per ct. | | | | |
| (*Duty 3d. per lb.*) | | | | |
| Ceylon | | | | |
| Native fine bold ... | 55 | 0 | 60 | 0 |
| grd. and fine ord. | 50 | 0 | 53 | 6 |
| small and ordinary... | 44 | 0 | 49 | 0 |
| Plantation, fine ... | 90 | 0 | 95 | 0 |
| fine middling ... | 86 | 0 | 89 | 0 |
| good middling ... | 77 | 0 | 85 | 6 |
| middling ... ... | 71 | 6 | 77 | 6 |
| fin. ord. to low mid | 63 | 0 | 71 | 0 |
| mixed and triage ... | 26 | 0 | 58 | 0 |
| Other British E. I. | | | | |
| fine and superior ... | 89 | 0 | 100 | 0 |
| good and fine ... | 84 | 0 | 88 | 0 |
| mid to good mid.... | 72 | 0 | 83 | 0 |
| fine ord. to low mid. | 60 | 0 | 71 | 6 |
| good ord. Native .. | 51 | 6 | 55 | 0 |
| ordinary ... ... | 50 | 0 | 51 | 0 |
| Batavia, yellow | 68 | 0 | 80 | 0 |
| pale and mixed ... | 47 | 0 | 65 | 0 |
| Manilla.... ... ... | 44 | 0 | 57 | 0 |
| Singapore ... ... | 39 | 0 | 67 | 0 |
| Sumatra ... ... | 37 | 0 | 44 | 0 |
| COTTON ...per lb. | | | | |
| Surat ... ... ... | 0 | 8 | 0 | 11½ |
| Sawginned Dharw ... | 0 | 10 | 0 | 11 |
| Madras, Tinnevelly ... | 0 | 9 | 0 | 10½ |
| North, and Westrn. | 0 | 8½ | 0 | 9¾ |
| Cocanada ... ... | 0 | 8¾ | 0 | 9 |
| Bengal and Rangoon | 0 | 8 | 0 | 8¼ |
| Scinde ... ... ... | 0 | 8 | 0 | 9 |
| China ... ... ... | — | | — | |
| Egyptian ... ... | 0 | 10 | 1 | 6 |
| Smyrna ... ... | 0 | 9¾ | 0 | 11½ |
| Sea Island ... ... | 2 | 1 | 4 | 8 |
| Upland .. ... ... | 0 | 10¾ | 1 | 0½ |
| Mobile... ... ... | 0 | 10¾ | 1 | 0¼ |
| New Orleans ... ... | 0 | 10¾ | 1 | 1 |
| CUTCH. | | | | |
| See Terra Japonica ... | | | | |
| DRUGS. | | | | |
| Aloes, Hepatic, per ct. | 90 | 0 | 190 | 0 |
| Socotrine ... .. | 140 | 0 | 270 | 0 |
| Aniseed, Chi. Star ... | 97 | 6 | 102 | 6 |
| Beans, Tonquin, per lb. | 1 | 2 | 1 | 6 |
| Camphor, per cwt. ... | — | | — | |
| Japan ... ... | 120 | 0 | 122 | 6 |
| China ... ... | 117 | 6 | — | |
| Cardamoms, per lb. ... | | | | |
| Malabar, good ... | 7 | 9 | 8 | 3 |
| inferior ... .. | 6 | 0 | 7 | 3 |
| Ceylon ... ... | 2 | 9 | 3 | 0 |
| Corosos Nuts, per cwt. | 14 | 0 | 18 | 0 |
| Cassia Fistula ... | 15 | 0 | 28 | 0 |
| China Root ... ... | 25 | 0 | 35 | 0 |
| Cubebs... ... ... | 42 | 0 | 41 | 0 |
| Dragon's Blood, reed | 100 | 0 | 200 | 0 |
| lump ... | — | | — | |
| Galan al Root ... | 13 | 0 | 18 | 0 |
| Gentian Root .. ... | 16 | 0 | — | |
| Ginger, prsd. (*Duty* | | | | |
| 1d. *per lb.*), per lb.... | 0 | 6 | 0 | 10 |
| Ipecacuanha ... ... | 6 | 0 | 6 | 3 |
| Isinglass, Brazil ... | 3 | 1 | 3 | 4 |
| Tongue sort ... | 3 | 6 | 5 | 2 |
| East India ... ... | 2 | 3 | 4 | 2 |
| Myrabolanes, per cwt. | 10 | 6 | 18 | 0 |
| OILS. | | | | |
| Aniseed ...per lb. | 9 | 6 | — | |
| Cassia ... ... | 5 | 6 | — | |
| Cinnamon ...per oz. | 1 | 0 | 4 | 0 |
| Citronel ... ... | 0 | 2½ | 0 | 2½ |
| fine ... ... .. | 0 | 3½ | — | |
| Clove ... ...per lb | 2 | 9 | — | |
| Lemon... ... ... | 4 | 6 | 8 | 0 |
| Lemongrass ...per oz. | 0 | 4½ | 0 | 4½ |
| Mace, expressed ... | 0 | 0½ | 0 | 2½ |
| Nutmeg ... ... | 0 | 4 | 0 | 7½ |
| Orange ... per lb | 5 | 0 | 8 | 0 |
| Orris Root ... per ct. | 38 | 0 | 42 | 0 |

| | s. | d. | s. | d. |
|---|---|---|---|---|
| DRUGS | | | | |
| Rhubarb ... per lb. | | | | |
| China, good and fine | 5 | 0 | 8 | 0 |
| gd mid. to ord.... | 1 | 0 | 4 | 6 |
| Dutch trimd. ... | — | | — | |
| Saffron, Spanish ... | 28 | 0 | 36 | 0 |
| Squills... ... ... | 0 | 1 | 0 | 2½ |
| Tamarinds ... per ct. | | | | |
| East India ... ... | 26 | 0 | 30 | 0 |
| Vanilla, largo...per lb. | 10 | 0 | 16 | 0 |
| DYE STUFFS. | | | | |
| Galls, Buss. bl. per ct. | 80 | 0 | 90 | 0 |
| in sorts ... ... | 70 | 0 | 75 | 0 |
| white ... ... | 50 | 0 | 55 | 0 |
| China ... ... | 48 | 0 | 50 | 0 |
| Turkey, blue ... | — | | — | |
| Japan ... ... ... | 46 | 0 | 49 | 0 |
| Madder Root... ... | — | | — | |
| Bombay ... ... | 40 | 0 | 50 | 0 |
| Orchella, Angola ... | 32 | 0 | 37 | 0 |
| Bombay ... | — | | — | |
| Turmeric per cwt. | — | | — | |
| Bengal ... ... | 23 | 0 | 24 | 0 |
| Madras ... ... | 22 | 0 | 33 | 0 |
| Malabar ... ... | — | | — | |
| Java ... ... ... | — | | — | |
| China ... ... | 30 | 0 | 35 | 0 |
| GAMBIER. | | | | |
| See Terra Japonica | | | | |
| GUMS ... ...per cwt | £ | s. | £ | s. |
| Arabic... ... ... | — | | — | |
| E. I. fine pale ... | 3 | 17 | 4 | 3 |
| sorts, mid. to fine | 3 | 2 | 3 | 14 |
| garblings ... | 2 | 0 | 2 | 18 |
| Assafœtida, com. to gd. | 4 | 0 | 5 | 10 |
| Benjamin, Siam, 1st | | | | |
| and 2nd ... ... | 18 | 0 | 30 | 0 |
| Sumatra, 1st and 2nd | 7 | 10 | 11 | 0 |
| Copal, Angola red ... | 4 | 10 | 5 | 0 |
| Manila ... ... | 1 | 10 | 2 | 5 |
| Dammar, Batavia, pale | 4 | 10 | 4 | 17 |
| Singapore ... ... | 3 | 15 | 4 | 5 |
| Gamboge, pkd. pipe... | 16 | 0 | 19 | 0 |
| Gualacum ...per lb. | 0s | 8d | 1s | 4d |
| Kino ... per cwt. | 60 | 0 | 120 | 0 |
| GUTTA PERCHA. | | | | |
| per lb. genuine ... | 1 | 8 | 3 | 6 |
| HEMP. per ton | £. | s | £. | s. |
| Sisal ... ... ... | 40 | 0 | 46 | 0 |
| Bombay & Kurrachee | — | | — | |
| Manila... ... ... | 45 | 0 | 51 | 10 |
| do., good & fine white | 70 | 0 | 90 | 5 |
| China grass ... ... | — | | — | |
| COIR ... per ton | | | | |
| Rope... ... ... | 20 | 0 | 30 | 0 |
| Yarn, good & fine... | 38 | 0 | 70 | 0 |
| ord. to fair ... | 27 | 0 | 37 | 0 |
| Bombay, cm. to fn. | — | | — | |
| Junk ... ... | — | | — | |
| Fibre ... ... | 20 | 0 | 28 | 10 |
| HIDES. | | | | |
| Sourabaya & Batavia | | | | |
| Ox and cow hides, | | | | |
| dry, best, 61b. to | s | d | s | d |
| 101b. ... ... | 0 | 8 | 0 | 9½ |
| Seconds ... ... | 0 | 7 | 0 | 7 |
| Thirds ... ... | 0 | 4 | 0 | 6 |
| Buffalo hides, yel- | | | | |
| low, best, 171b. | | | | |
| to 221b. ... | 0 | 6 | 0 | 7 |
| Seconds ... ... | 0 | 5 | 0 | 5½ |
| Thirds ... ... | 0 | 3 | 0 | 4½ |
| Dark, best, 201b. to | | | | |
| 281b. ... ... | 0 | 5 | 0 | 6½ |
| Seconds ... ... | 0 | 3 | 0 | 4½ |
| Singapore, | | | | |
| Ox and cow hides, | | | | |
| dry, best, 61b. to | | | | |
| 101b ... ... | 0 | 8½ | 0 | 9½ |
| Seconds & Thirds | 0 | 5 | 0 | 7½ |
| Buffalo hides, best, | | | | |
| 17lb. to 201b. ... | 0 | 5 | 0 | 6 |
| Seconds ... ... | 0 | 4½ | 0 | 5½ |
| Manila, | | | | |
| Buffalo hides, best, | | | | |
| 18lb. to 271b. ... | 0 | 4 | 0 | 5 |
| Seconds ... ... | 0 | 3 | 0 | 3½ |
| HORNS, BUFFALO, | | | | |
| Calcutta, Madras and | | | | |
| Bombay, 1lb. to 2lb., | | | | |
| per cwt. | 25 | 0 | 41 | 0 |
| Singapore, 2½lb. to 4lb. | 35 | 0 | 47 | 0 |
| INDIA RUBBER, pr lb. | | | | |
| East India ... ... | | | | |
| Assam and Pegu ... | 0 | 11 | 1 | 2 |
| Penang, &c. ... ... | 1 | 5 | 1 | 7 |
| LAC. | | | | |
| STICLAC per cwt. | 42 | 6 | 56 | 0 |
| METALS. | | | | |
| IRON ... ...per ton | £ | s. | £ | s. |
| Welsh Rails in Wales | 6 | 10 | 6 | 15 |
| Welsh Bars in Wales | 6 | 0 | 6 | 5 |
| Welsh Bars in London | 6 | 10 | 6 | 15 |
| Staffordshire Bst. Bars | | | | |
| in London ... ... | 7 | 10 | 7 | 15 |
| Staffordshire B. Nail | | | | |
| Rods ... ... ... | 7 | 12½ | 7 | 15 |
| Staffordshire B. Hoops | 8 | 5 | 9 | 0 |
| Staffordshire B. Sheets | 9 | 0 | 9 | 10 |
| Scotch Pig No. 1 in | | | | |
| the Clyde ... ... | 2 | 15 | 3 | 3 |
| Swedes Bars in Lon- | | | | |
| don ... ... ... | 10 | 0 | 10 | 15 |
| Swedes Steel in kegs, | | | | |
| ¼ in. and ⅜ in. ... | 15 | 10 | 15 | 15 |
| COPPER ... ... ... | | | | |
| Ore ... per unit | 0 | 14½ | — | |
| Chili Slabs per ton | 72 | 0 | 72 | 10 |

| | £. | s. | £. | s. |
|---|---|---|---|---|
| METALS. | | | | |
| Spanish Cake... ... | 74 | 0 | — | |
| Australian Burra ... | 83 | 0 | — | |
| Australian Wallaroo... | 83 | 0 | — | |
| English tough quality | 78 | 0 | 80 | 0 |
| English best selected | 81 | 0 | 83 | 0 |
| English Sheets,— | | | | |
| Sheathing, &c. ... | 83 | 0 | 84 | 0 |
| English Bottoms ... | | | | |
| rolled ... ... | 88 | 0 | — | |
| English Bottoms ... | | | | |
| hammered ... ... | 92 | 0 | — | |
| | s. | d. | s. | d |
| Yellow Metal Sheets' | | | | |
| 4 by 4 ft. ...per lb. | 0 | 7 | 0 | 7½ |
| Yellow Metal Sheath- | | | | |
| ings and Rods ... | 0 | 7 | 0 | 7½ |
| LEAD. ... ... per ton | £. | s. | £ | s. |
| Pig, W.B. ... ... | 20 | 15 | — | |
| Pig, other brands ... | 19 | 7½ | 19 | 12½ |
| Spanish soft, ex ship | 18 | 7½ | — | |
| Sheet ... ... .. | 20 | 5 | — | |
| Shot (kegs extra) ... | 22 | 0 | 22 | 5 |
| White (kegs extra) ... | 27 | 0 | 30 | 0 |
| Red (kegs extra) ... | 20 | 10 | 21 | 0 |
| SPELTER.... ... ... | | | | |
| Silesian ... ... | 21 | 15 | — | |
| English (smelted | | | | |
| from ores)... ... | 21 | 10 | — | |
| ZINC. | | | | |
| English Sheet .. | 27 | 0 | 26 | 0 |
| MOLASSES *duty* 3s. 6d.) | | | | |
| East India ... ... | — | | — | |
| OILS | £ | s. | £ | s. |
| Cocoa-nut, Coch. p.tn. | 47 | 10 | — | |
| Ceylon ... ... | 46 | 0 | 46 | 10 |
| Sydney ... ... | 40 | 10 | 46 | 0 |
| Rapeseed—Eng. pale | 35 | 10 | 36 | 0 |
| ,, brown | 33 | 10 | — | |
| PLUMBAGO. | s. | d. | s. | d. |
| Ceylon, Lump ... | 20 | 0 | 36 | 0 |
| Dust ... ... | 10 | 0 | 18 | 0 |
| German ... ... | — | | — | |
| PROVISIONS, per cwt. | | | | |
| Butter— | £ | s | £ | s |
| Cork, 3rd to 1st ... | 4 | 16 | 6 | 10 |
| Beef ... per tierce | | | | |
| Foreign, India ... | 7 | 10 | 8 | 7½ |
| mess, and Ind. mess | 5 | 0 | 6 | 15 |
| Pork— | | | | |
| Pickled middles ... | 3 | 6 | 3 | 10 |
| Irish, prime In. new | | | | |
| mess. prime p. brl. | 5 | 5 | 5 | 12½ |
| Foreign Ind. per trc. | | | | |
| mess per barrel | 5 | 0 | 5 | 12½ |
| Hams, Irish ... ... | 4 | 6 | 5 | 10 |
| American ... | 3 | 16 | 4 | 0 |
| Lard, Irish bladder ... | 3 | 18 | 4 | 10 |
| keg and firkin ... | 3 | 18 | 4 | 2 |
| RICE ... per cwt. | s. | d. | s. | d. |
| Bengal, white ... | 9 | 0 | 16 | 0 |
| Ballam and Moonghy | 9 | 3 | 10 | 0 |
| brkn and ord. white | — | | — | |
| red cargo ... ... | 8 | 6 | 8 | 9 |
| Madras ... ... | 9 | 3 | 10 | 0 |
| Arracan ... ... | 9 | 3 | 10 | 0 |
| Moulmein ... ... | 10 | 0 | 10 | 6 |
| Rangoon and Bassein | 9 | 3 | 10 | 0 |
| Saigon... ... ... | 9 | 0 | 9 | 6 |
| Java ... ... ... | — | | — | |
| Siam ... ... .. | 7 | 9 | 9 | 0 |
| Patna-cleaned ... | 16 | 0 | 23 | 0 |
| Ballam do. ... | 11 | 6 | 13 | 0 |
| Rangoon do. ... | 11 | 6 | 20 | 0 |
| Java do ... | 20 | 0 | 35 | 0 |
| Do. London cleaned... | 22 | 0 | 36 | 0 |
| SAGO (*duty* 4½*d. per cwt.*) | | | | |
| Pearl, small (in bond) | 18 | 0 | 19 | 3 |
| large and medium | 17 | 0 | 19 | 0 |
| SALT (at the works in | | | | |
| Cheshire, exclusive of | | | | |
| 3s. lighterage) per ton | | | | |
| common ... ... | 5 | 6 | — | |
| butter ... ... | 8 | 0 | — | |
| stoved, common ... | 9 | 0 | 10 | 6 |
| handed ... ... | 12 | 0 | — | |
| bagged ... ... | — | | — | |
| Rock, large lumps ... | 6 | 6 | — | |
| SALTPETRE. per cwt. | | | | |
| Bengal, 6 p.c or und | 26 | 0 | 26 | 6 |
| over 6 per cent. ... | 25 | 0 | 25 | 9 |
| Calcutta, 5 to 2 pr. ct. | — | | — | |
| 12 to 6 per cent. ... | — | | — | |
| Scinde, refined ... | — | | — | |
| Madras ... ... | — | | — | |
| Bombay & Kurrachee | — | | — | |
| low to fine ... ... | — | | — | |
| SEED. | | | | |
| Rape per qr. 416lbs. | | | | |
| Calcutta ... ... | 53 | 0 | — | |
| Madras ... ... | 55 | 0 | — | |
| Bombay ... ... | 56 | 0 | 57 | 0 |
| Japan ... ... | — | | — | |
| Teel per 384 lbs. | | | | |
| Sesame or Gngly ... | 62 | 0 | 64 | 0 |
| SHELLS per cwt. | | | | |
| Mother o'Pearl ... | — | | — | |
| China and Manila . | 130 | 0 | 180 | 0 |
| Singapore ... ... | — | | — | |
| Buffalo ... ... | — | | — | |
| West Coast, Black | | | | |
| edge ... ... | — | | — | |
| Tortoise per lb. | — | | — | |
| Manila ... ... | 13 | 0 | 21 | 0 |
| Other East India ... | 7 | 0 | 18 | 0 |
| West India... ... | 10 | 0 | 15 | 0 |
| SOY per gall. | | | | |
| China ... ... ... | 2 | 9 | 2 | 1 |

| | s. | | s. | d. |
|---|---|---|---|---|
| SOY. | | | | |
| Japan ... ... ... | 2 | 0 | — | — |
| SPICES | | | | |
| Cassia Lignea per cwt. | 130 | 0 | 140 | 0 |
| Vera... ... ... | 50 | 0 | 90 | 0 |
| Buds ... ... | 140 | 0 | 162 | 6 |
| Cinnamon per lb. | | | | |
| Ceylon, 1st quality. | 2 | 0 | 3 | 10 |
| 2nd ,, | 1 | 9 | 3 | 6 |
| 3rd ,, | 1 | 6 | 3 | 1 |
| Tellicherry ... ... | — | | — | |
| Cloves, Penang ... | 0 | 10½ | 0 | 11½ |
| Amboyna ... ... | 0 | 5 | 0 | 6 |
| Zanzibar ... ... | 0 | 4 | 0 | 4½ |
| Ginger per cwt. | | | | |
| Cochin ... ... | 31 | 0 | 120 | 0 |
| Mace, 1st qual. per lb | 2 | 8 | 3 | 0 |
| 2nd and inf. ... | 1 | 8 | 2 | 6 |
| Nutmegs. | | | | |
| 78 to 60 lb. ... | 2 | 5 | 4 | 2 |
| 80 to 90 lb. ... | 1 | 10 | 2 | 4 |
| 95 to 132 lb. ... | 1 | 5 | 1 | 9 |
| Pepper, black per lb. | — | | — | |
| Penang ... ... | 0 | 4½ | — | |
| Singapore ... ... | 0 | 4½ | 0 | 4½ |
| white ... ... | 0 | 7½ | 0 | 9 |
| SUGAR per cwt. | | | | |
| *Duties*:— | | | | |
| *Refined and Candy*, 12s. | | | | |
| *Raw*, 1st cl. 11s. 3d. | | | | |
| ,, 2nd cl. 10s. 6d. | | | | |
| ,, 3rd cl. 9s. 7d. | | | | |
| ,, 4th cl. 8s. | | | | |
| Penang, yell. and gray | 34 | 6 | 39 | 0 |
| brown ... | 30 | 0 | 34 | 0 |
| Manila, clayed ... | 31 | 6 | 33 | 0 |
| superior ... | — | | — | |
| unclayed ... | 29 | 0 | 30 | 6 |
| Java, gray and white | 36 | 6 | 40 | 0 |
| brown and yel. | 28 | 0 | 35 | 0 |
| China and Siam, white | 34 | 6 | 40 | 0 |
| brown and yellow... | 26 | 0 | 33 | 6 |
| TALLOW per cwt. | | | | |
| East India .. ... | — | | — | |
| TAPIOCA (*Duty* 4½*d.* | | | | |
| *per cwt.*) per lb. | | | | |
| Penang and Singapre. | 0 | 2 | 0 | 3 |
| Pearl ... per cwt. | 22 | 0 | 26 | 6 |
| TAPIOCA FLOUR lb. | 0 | 2 | 0 | 2½ |
| TEA (*Duty, 6d. per lb.*) | | | | |
| Congou. | | | | |
| brown leaf, ord. ... | 0 | 10½ | 0 | 11 |
| good ord. to bst md. | 0 | 11½ | 1 | 0½ |
| good export kinds . | 1 | 1 | 1 | 1½ |
| Kaisow, 1st & 2nd ... | 1 | 5 | 2 | 8 |
| bk. leaf, com. to gd. | 1 | 0½ | 1 | 3 |
| medium to finest ... | — | | — | |
| Oopack and Moning . | 1 | 4 | 2 | 2 |
| do., extra fine ... | 2 | 3 | 2 | 4 |
| Ning Yong and Oolg. | 0 | 9 | 2 | 2 |
| Souchong. | — | | — | |
| fair to good ... | 1 | 1 | 1 | 8 |
| fine to finest ... | 1 | 10 | 2 | 6 |
| Flowery Pekoe. | — | | — | |
| fair to good ... | 0 | 10 | 1 | 6 |
| fine to finest ... | 1 | 10 | 3 | 6 |
| Caper, scented ... | 0 | 9 | 2 | 0 |
| Orange Pekoe, plain . | 1 | 2 | 1 | 6 |
| scented ... ... | 1 | 0 | 2 | 4 |
| Twankay. | — | | — | |
| common to good ... | 0 | 9 | 1 | 0 |
| fine to Hyson kind . | 1 | 0½ | 1 | 1 |
| Hyson Skin. | — | | — | |
| common to fair ... | 0 | 8 | 0 | 9 |
| good to fine ... | 0 | 10 | 0 | 11 |
| Hyson, common ... | 0 | 11 | 1 | 1 |
| fair to fine ... ... | 1 | 3 | 2 | 2 |
| finest ... ... | 2 | 4 | 3 | 8 |
| Yg. Hyson, Can. kind | 0 | 7 | 1 | 4 |
| country kinds ... | 1 | 0 | 2 | 10 |
| Imperial ... ... | 0 | 9 | 2 | 10 |
| Gunpowder ... ... | 0 | 9½ | 3 | 7 |
| Japan, uncoloured ... | 1 | 0 | 1 | 8 |
| Assam ... ... ... | — | | — | |
| TERRA JAPONICA. | | | | |
| Gambier per cwt. | 17 | 6 | 17 | 9 |
| free Cubes ... ... | 21 | 0 | 24 | 0 |
| Cutch ... ... ... | 31 | 0 | 33 | 0 |
| TOBACCO. | | | | |
| (*Duty 3s. per lb., and 5 per cent. and ⅛ per cent., equal to about 3s. 1½d per lb.*) pr. lb. | | | | |
| East India leaf ... | 0 | 2 | 0 | 6 |
| Japan ... ... ... | — | | — | |
| Java ... ... ... | 0 | 6 | 1 | 0 |
| Manila cheroots ... | 6 | 0 | 7 | 6 |
| WAX per cwt. | | | | |
| BEES'. | £. | s. | £. | s. |
| English ... ... | 9 | 10 | 10 | 0 |
| German ... ... | — | | — | |
| American ... ... | 8 | 15 | 9 | 5 |
| Bombay & Madras | 8 | 15 | 9 | 5 |
| Bengal ... ... | 8 | 10 | 9 | 0 |
| E. I. white ... ... | 10 | 0 | 12 | 0 |
| VEGETABLE.—Japan | 4 | 0 | 4 | 5 |
| Do. mixed ... ... | 3 | 5 | 3 | 15 |
| WOOD—DYE, per ton. | | | | |
| Red Sanders .. ... | 6 | 17½ | 7 | 0 |
| Sapan. Bimas, &c. ... | 9 | 0 | 11 | 0 |
| Do., Siam .. ... | 11 | 0 | 13 | 0 |
| Cedar, Cuba .. per ft. | 0 | 5 | 0 | 6 |
| Ebony... .. per ton | | | | |
| Ceylon ... ... | 5 | 12 | 15 | 0 |
| Satinwood ... per ft. | 1s | 0d | 1s | 2d |
| WOOL ... ... per lb. | | | | |
| East India, white ... | 0 | 7½ | 1 | 4 |
| yellow and gray ... | 0 | 2 | 1 | 0 |

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# Shipping Intelligence.

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## ARRIVALS.

| Date. | Ship. | Captain. | From. | At |
|---|---|---|---|---|
| Feb.16 | Queen of Australia | Page | Akyab | Liverpool |
| — 14 | Mary Goddard | Nouhuys | Macassar | Texel |
| — 17 | Tamana | Main | Zebu | Falmouth |
| — 13 | City of Ottawa | Barrett | Maulmain | Cadiz |
| — 18 | Ferozepore | Woolerton | Bangkok | London |
| — 17 | Sooloo | Edom | Foochow | Deal |
| — 18 | Alvington | Adams | Penang | Off Prawle Point |
| — 18 | Anna Maria | Ritchie | Foochow, for Hmbg. | Falmouth |
| — 18 | Lodore | Howat | Bangkok | Do. |
| — 18 | Dreadnought | Cabot | Rangoon | Do. |
| — 18 | Magnet | Keating | Maulmain | Liverpool |
| — 15 | Stad Middelburg | De Vries | Padang, for Rotrdm. | Zierikzee |
| — 19 | Ensign | Duncan | Singapore | Deal |
| — 19 | Samuel | Wigzell | Swatow | Falmouth |
| — 19 | Eugenio | Lenatz | Saigon | Do. |
| — 21 | Robert Pulsford | Forsyth | Manila | Liverpool |
| — 16 | Europa | Hansen | Bangkok | Bremen |
| — 20 | Ajax (str.) | Kidd | Shanghai, &c. | London |
| — 19 | Madge Wildfire | Weall | Singapore | Liverpool |
| — 19 | Royal Edward | — | Bassein | Do. |
| — 18 | Catharina Maria | Pot | Batavia | Brouwershaven |
| — 6 | Resolute | Holt | Shanghai | New York |
| Jan. 7 | Uncowah | Rosciano | Macao | Callao |
| Feb. 8 | Hoogly | Veillet | Foochow | Boston |
| — 8 | Kate Cleather | Johnson | Singapore | Do. |
| — 18 | Chili | M'Skinning | Samarng., for Rtrdm. | Off Dover |
| — 22 | Isabella Ridley | Watson | Shanghai | London |
| — 22 | Smyrna | Delargy | Foochow | Do. |
| — 22 | Zingra | Kedley | Do. | Do. |
| — 18 | Agder | — | Java, for Amsterdam | Off the Wight |
| — 21 | Albis | Tremer | Foochow | Falmouth |
| — 21 | Latona | Longridge | Rangoon | Liverpool |
| — | Lady Head | — | Maulmain | Queenstown |
| — 10 | Game Cock | Sherburne | Canton | New York |
| Dec.29 | Peru | Barcham | Hong Kong | Buenos Ayres |
| Feb.19 | Northwind | Currie | Rangoon | Bremen |
| — 18 | Nouvelle Penelope | Vigoureux | Saigon | Belle Isle |
| — 23 | Chalgrove | Owens | Foochow | Deal |
| — 20 | Rodderkirk | Bunk | Jvaa, for Rotterdam | Off Dungeness |
| — 20 | Thetis | Oldman | Hong Kong | Cardiff |
| — 21 | Skimmr. of the Waves | — | Colombo | London |
| — 24 | J. W. A. Lorentzen | Jensen | Bangkok, for Bremen | Falmouth |
| — 24 | Annie Scott | Le Sueur | Do. | Do. |
| — 21 | Syringa | Hick | Bangkok | Plymouth |
| — 25 | Oryx | Gell | Yokohama | Deal |
| — 25 | William Carvel | Seeds | Maulmain | Do. |
| — 25 | South | Wilson | Do. | Falmouth |
| — 26 | Agincourt | Price | Rangoon | London |
| — 23 | Azia | Trappen | Java, for Amstdm. | Off Dungeness |
| — 25 | Daphne | Olsen | Do. do. | Falmouth |
| — 26 | Francis Banfield | Pender | Saigon, for Amstrdm. | Do. |
| — 23 | Susanne | Luth | Saigon | Hamburg |
| — 12 | Horatio | Palmer | Shanghai | New York |
| — 12 | Dilpussund | Jones | Do. | Do. |
| — 25 | Annie Storey | Penney | Sourab., for Rottrdm. | Off Prawle Point |
| — 24 | Hendrika | V. de Valk | Batavia | Brouwershaven |
| — 20 | Cervantes | Eizaquirre | Manila | Cadiz |
| — | Eastern Empire | Smith | Rangoon | Off the Eddystone |
| — 13 | Nellie Hastings | Hall | Hong Kong | New York |
| — 14 | Witch of the Wave | Bachelder | Manila | Do. |
| — 27 | Saxonia | | Do. | Deal |
| — 27 | Freeman Clarke | Bosworth | Rangoon | Falmouth |
| — 26 | Josephine | Smith | Maulmain | Do. |
| Mar. 1 | Bella | Turner | Canton, &c. | London |
| — 1 | Zadok | Priest | Ceylon | Do. |
| — 1 | Champion | Hacquoil | Manila | Do. |
| — 1 | Ethiopian | Faulkner | Shanghai | Do. |
| Feb.28 | Annie Frost | Galgey | Bassein | Deal |
| Mar. 1 | Waterloo | | Do. | Liverpool |
| Feb.26 | Bothwell Castle | Fraser | Singapore | Clyde |
| — | Oliver Cromwell | | Rangoon | Off Queenstown |
| Mar. 1 | Polmaise | Butler | Shanghai | Off Prawle Point |
| Feb.26 | Susannah and Elzbh. | | Batavia for Flushing | Off the Lizard |
| — 26 | Anthon Gunther | Stricker | Rangoon | Bremerhaven |
| — 13 | Abbie Clifford | Clifford | Shanghai | Boston |
| — 26 | Dreadnought | Cabot | Rangoon, for Bremen | Texel |
| — 26 | Jason | Rusman | Batavia | Brouwershaven |
| — 26 | Landbouw | Sissing | Do. | Do. |
| — 26 | Vrachtzoeker | Vellenga | Bandjoewangie | Do. |
| Mar 3 | Thomas Bell | Wylie | Colombo | Deal |
| — 3 | Sultana | Seals | Colombo, &c. | London |
| — 1 | Guurtje en Maria | Flens | Java, for Rotterdam | Off Dungeness |
| — | Eastern Star | | Singapore | Off the Owers |
| — 2 | Mackay | Owen | Batavia | Texel |
| Feb.27 | Krimpen aan de Lek | List | Do. | Zierikzee |
| Mar. 5 | Invincible | Beeching | Bangkok | Falmouth |
| Feb.18 | Bunker Hill | Davis | Manila | Boston |
| — 18 | Harrington | Colgate | Singapore | Do. |
| Jan.27 | Akbar | Crocker | Manila | San Francisco |
| Feb.19 | W. A. Farnsworth | Howes | Padang | Boston |
| — 17 | Merida | Volborth | Canton | New York |
| Mar. 5 | Hindostan | Renner | Shanghai | Off the Start |

## DEPARTURES.

| Date. | Ship. | Captain. | For. | From |
|---|---|---|---|---|
| Feb.17 | Phæton | Mulligan | Yokohama | London |
| — 5 | Schoonderloo | Leeuwen | Singapore | Penarth |
| — 18 | Juanpore | Brown | Shanghai | London |
| — 16 | Wallace | Tosh | Singapore | Shields |
| — 18 | Melbrek | Taggart | Shanghai | Liverpool |
| — 17 | Asterion | Copeland | Do. | Sunderland |
| — 17 | Waterlily | Hedde | Do. | Do. |
| — | Fa ke | Gottsche | Hong Kong | Hamburg |
| — 19 | Jupiter | Kiewit | Batavia | Falmouth* |
| — 20 | Wm. Mitchell | Cromerty | Singapore | Cardiff |
| — 20 | Miss Preston | Davis | Do. | Sunderland |
| — 18 | Sultan | — | Do. | Shields |
| — 23 | Windermere | Johnson | Cardiff and Shanghai | London |
| — 16 | Surprise | Simpson | Singapore | Shields |
| — 18 | Preciosa | Franke | Hong Kong | Newport |
| — 22 | Johanna August | Clerkson | Singapore | Cardiff |
| — 20 | Edward Herbert | Duncan | Japan | Liverpool |

## DEPARTURES – *Continued.*

| Date. | Ship. | Captain. | For. | From. |
|---|---|---|---|---|
| Feb.22 | St. Bede | — | Singapore | Queenstown* |
| — 22 | Helen Finlayson | — | Colombo | Do.* |
| — 24 | Naval Brigade | Knight | Cardiff & Yokohama | London |
| — 24 | Flora | Minto | Do. and Singapore. | Do. |
| — | Argo | — | Java | Rotterdam |
| — | Constantia | — | Do. | Do |
| — 21 | Jenny | Hartman | Chefoo | Cardiff |
| — 23 | Atrato | — | Singapore | Shields |
| — 23 | Dovercourt | Heigho | Shanghai | Cardiff |
| — 22 | Whirlwind | Graham | Do. | Clyde* |
| — 22 | Herald of the Morning | Gardyne | Singapore | Do.* |
| — 25 | Carmarthenshire | Atkinson | Hong Kong | London |
| — | G. H. Betz | Schaafsma | Macassar | Rotterdam |
| — | Argo | Zimmerman | Batavia | Do. |
| — 24 | Sebastian Bach | Sandstedt | Hong Kong | Cardiff |
| — 23 | Imperatrice | Forbes | Shanghai | Sunderland |
| — 23 | Clewellen | Simpson | Do. | Do |
| — 16 | Australia | Ertman | Yokohama | Penarth Dock |
| — 24 | Evelyn Wood | Jamieson | Shanghai | Sunderland |
| — 26 | William Melhuish | Greig | Do. | London |
| — 26 | Shalemar | Stapleton | Cardiff & Yokohama | Do. |
| — 25 | Lord Macaulay | Care | Shanghai | Cardiff |
| — | Madura | Whitwell | Singapore | Southampton |
| — 21 | St. Helen's | Wickman | Yokohama | Penarth Dock |
| — 21 | Peter Rickmers | Manemann | Hong Kong | Do. |
| — 21 | Rachel | Richard | Singapore | Do. |
| — 27 | Geraint | Watt | Shanghai | London |
| — 22 | Athenian | | Do. | Shields |
| — 27 | Aunt Lizzie | Proctor | Singapore | Cardiff |
| — 27 | Maitland | Coulson | Shanghai | Sunderland |
| — 26 | Parejero | | Hong Kong | Liverpool |
| — 27 | Vanguard | | Foochow | Shields |
| Mar. 1 | Vicenza | Bassich | Manila | Cardiff |
| — 3 | Ocean Belle | Jarvis | Colombo | London |
| — 3 | Cardiganshire | Lancaster | Tntsin. & Newchwng. | Do |
| — 1 | Nestor (str.) | Drenning | Mauritius, Singapore, China, &c. | Liverpool |
| — 4 | Maid of Glanwern | Thomas | Colombo | London |
| — | Senior | | Java | Amsterdam |
| — 3 | Blenheim | Cottier | Singapore | Glasgow |
| — 5 | Aurora Australis | Todd | Yokohama | London |
| — 3 | Duncairn | Finlay | Singapore | Liverpool |
| — 3 | Twilight | Angel | Do. | Do. |
| — 4 | Mikado | Bardo | Do. | Do. |
| — 3 | Nederland en Oranje | | Batavia | Shields |
| — 4 | Continental | Irvin | Yokohama | Cardiff |
| — 4 | Oriana | | Manila | Do. |
| — 3 | Imarine | Ivey | Shanghai | Sunderland |
| Jan.23 | Sarah and Maria | Godé | Hong Kong | San Francisco |
| Feb. 2 | Maria Rickmers | Stalt | Do. | Do. |
| — 2 | Catalina | Anderson | Yokohama | Do. |
| — 18 | Nevada | Nichols | Do. | New York |
| — 16 | Argonaut | Baker | Hong Kong | Baltimore |

* After repairing.

*(See Commercia Postscript and Correspondents' Letters.)*

## LOADING.

At LONDON.—For Nagasaki and Hiogo: Ravensbourne. For Yokohama and Hiogo: C. J. Textor. For Yokohama: Mount Stuart Elphinstone, Janet Ferguson, Rifleman, Georges. For Shanghai. Mary Moore, Sir Harry Parkes, Stanley Castle, Tamerlane, Hamilla Mitchell, Corea. For Hong Kong: Cecilia, River Clyde, British Empire, Cheetah. For Manila: Angela. For Singapore: Luzon, Jungfrau, Christian Rankin, Red Riding Hood, Sree Singapura. For Penang: Pelham, Peri. For Padang: Eleanor. For Batavia: Drusus. For Colombo: War Cloud, Skimmer of the Waves, Passover. For Galle, Dorothy.

At LIVERPOOL.—For Hiogo and Nagasaki, Frederica. For Yokohama: Mount Vernon, Southern Belle. For Shanghai: M. E. Nelson, Gladiateur. For Singapore: Ringdove, Johannes. For Manila: Esperanza, Joaquina Victoria, Victoria, Doriga. For Batavia and Sourabaya: Fanny Kirchner. For Mauritius, Penang, Singapore, Hong Kong, and Shanghai: Ajax (str.).

At GLASGOW.—For Manila and Yloilo: Magallanes. For Penang: Mary Falconer. For Batavia and Sourabaya: County of Forfar.

At NEW YORK.—For Shanghai: Lannercost, Resolute, Yokohama. For Hong Kong: Benefactress. For Hong Kong and Shanghai: Samuel Russell.

## SPOKEN.

ANNE, Sourabaya to Rotterdam, Dec. 16, 35 S., 19 E.
BOTHWELL CASTLE, Batavia to the Clyde, 2 N., 23 W.
J. H. JESSEN, Hamburg to Singapore, Jan. 15, 1 N., 26 W.
UTRECHT, of Rotterdam (clipper), for Batavia, with passengers.
ALBUERA, Penang to London, Dec. 12, 20 N., 73 E.
PACTOLE, China to Havana, Jan. 7, 27 S., 56 E.
WHITEADDER, London to Shanghai, Jan 12, 4 N., 18 W.
THOMAS BELL, Colombo to London, Jan. 20.
N. G. MERADA, Canton to New York, Dec. 10, 32 S., 31 E.
QUEENSLAND, Bngkok. to Falmth., Jan. 3, at the S. entr. of Banca Strts.
JANE BLYTH, Singapore to Liverpool, Dec. 16, 24 S., 60 E.
ROYAL STANDARD, Colombo to London, Dec. 30, 36 S., 22 E.
HONIGBY (ship), Rotterdam to Batavia, Feb. 8, 46 N., 17 W.
ALETTA AUGUSTA (Dtch barq.), Amstrdm. to Bat., Jan. 8, 14 S., lon. 32.
VIGNA (?) (ship), Macao to London, Jan.2, 32 S., 16 E.
GELDERLAND (barq.), from Java, Jan. 17, 31 S., 15 E.
EMPRESS, Cardiff to China, Jan. 22, 2 N., 22 W.
CERVANTES, Manila to Cadiz, Feb. 10, 35 N., 24 W.
A Dutch barque, Newcastle to Batavia, 51 days out, Nov. 14.
GRAZIA (N.G. barq.), Macao to Havana, Dec. 29, 34 S., 21 E.
QUEEN OF DEVON, London to Singapore, Dec. 8, 32 N., 21 W.
No. 7120, 3rd d.p. (ship), London to Shanghai, Dec. 30, 3 S., 28 W.
W. E. GLADSTONE, London to Shanghai, Nov. 19, 41 S., 19 E.
RANDERS, Hong Kong to Falmouth, Dec. 3, in Gaspar Straits.
SNARESBROOK, Shanghai to London, Dec. 9, off Java Head.
SAVOIR FAIRE, Hong Kong to London, Dec. 11, 8 S., 102 E.
HAVFRUEN, Manila to Copenhagen, Jan. 10, off the Cape of Good Hope.
ESTAPETTE, Batavia to Amsterdam, Dec. 10, 26 S., 65 E.
LOUISA, Batavia to Rotterdam, Jan. 27, 20 S., 1 W.
AURELIE, Penang to Bordeaux, Jan. 28, 18 S., 3 W.

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WILLEMINA AND CLARA, Batavia to Amsterdam, Dec. 31, 32 S., 32 E.
VARUNA, Singapore to Hamburg, Jan. 11, 35 S., 24 E.
ALBION, Sourabaya to Amsterdam, Jan. 12, 35 S., 23 E.
JOHN MASTERMAN, Batavia to London, Dec. 12, 35 S., 25 E.
GARIBALDI, Batavia to Rotterdam, Jan. 4.
ACTUAL (?) (Norw. brig), Sourabaya to Amsterdam, Jan. 10, 27 S., 6 E.
WILLIAM WILSON, Manila to New York, Jan. 24, 21 S., 1 W.
VERONICA, from Foochow, bound W., Jan. 10, 34 S., 27 E.
DILKHOOSH (ship), London to Shanghai, Feb. 20, 60 miles S.W. of Scilly
CHUSAN, London to Hong Kong, Feb. 16, 49 N., 10 W.
DEWA GUNGADHUR (ship), Liverpool to Singapore, steering W., Feb. 15, 49 N., 7 W.
BELLA, Singapore to London, Jan. 6, 28 S., 8 E.
STRALSUND, Bangkok to Falmouth, Feb. 11, 38 N., 35 W.
CITY OF QUEBEC, Foochow to London, Dec. 30, 29 S., 45 E.
TYBURNIA, Shanghai to London, Jan. 11, 35 S., 23 E.
CARL AUGUSTE, Liverpool to Singapore, Dec. 6, 35 S., 9 W.
BENEFACTOR, New York to Hong Kong, Dec. 1, 27 S., 26 W.
MARIA Y. VICENTE, of Ferrol, bound to Manila, Jan. 10, 2 S., 23 W.
INDIA, Sourabaya to Rotterdam, Feb. 7, 24 N., 41 W.
CHERNE (?), Bangkok to Falmouth, Feb. 10, 37 N., 24 W.
JOSEPH SEROTT (brig), London to Shanghai, Feb. 21, 48 N., 6 W.
ARGONAUT, London to Shanghai, Jan. 13, 3 N., 20 W.
NAPOLEON III., Shanghai to London, Feb. 1, 2 N., 24 W.
CITY OF ABERDEEN, Macao to London, Dec. 30, 20 S., 2 W.
ELLERGILL (Hamburg barque), Bangkok to Bremen, Jan. 6, 9 S., 13 W.
ST. GERMAIN, Bordeaux to Hong Kong, Feb. 20, 45 N., 10 W.
LENNOX CASTLE, London to Shanghai, Jan. 25, 7 S., 29 W.
ELIZABETH, Cushing, Cardiff to Hong Kong, Jan. 27, 4 S., 29 W.
EMPIRE, Cardiff to China, Jan. 24, 1 N., 20 W.
ISAAC DA COSTA, Batavia to Rotterdam, Feb. 9, 30 N., 36 W.
CHARGER (Amer.), Shanghai to New York, Jan. 10, 34 S., 17 E.
WM. MITCHELL, Cardiff to Singapore, Feb. 25, 47 N., 10 W.
JERFALCON, Clyde to Penang, Feb. 23, 45 N., 13 W.
KINDERDYK, Batavia to Rotterdam, 23 S., 76 E.
MACASSAR, Macassar to Amsterdam, 11 S., 11 W.
RAINBOW, Penang to Boston, Feb. 2, 25 N., 65 W.

## FREIGHTS AND CHARTERS.

Berth freights to the Eastern ports still continue low, with but little doing; coal freights from the Northern outports show no signs of improvement.

Current rates of freight for vessels on the berth:—To Yokohama: 40s. weight, 45s. meast. To Nagasaki: 45s. weight, 50s. meast. To Tientsin: 50s. meast. To Newchwang: 55s. meast. To Shanghai: 40s. weight, 45s. meast. To Hong Kong: 40s. weight, 30s. meast. To Singapore: 30s. weight or meast. To Penang: 30s. weight or meast. To Ceylon: 20s. to 25s. weight, 25s. meast. At New York to China; $12 to $15 per ton of 40 cubic feet

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—For Yokohama: £40. For Shanghai: £43. For Hong Kong: £30. For Singapore: £25. For Galle: £24. From Newport, Cardiff, or Swansea per ton.—For Hong Kong: £1 15s. For Manila: £1 15s. For Singapore: £1 6s. For Galle: £1 5s.

The Admiralty have invited tenders for the conveyance of 212 tons (Naval Boilers) and 950 hogsheads malt liquor from England to Hong Kong; 138 tons stores to Trincomalee, and 8 tons meast. stores to Colombo.

## CASUALTIES.

Advice from Capetown, dated Jan. 30, state that the Henrietta Gerardina Susanna, Dam, from Batavia to Rotterdam, put into Simon's Bay, Jan. 5, leaky, and with loss of sails; she had experienced a continuance of bad weather, and while at sea was making 13 inches water per hour.

The Clara Babuyan, which sailed from Sunderland, Feb. 4, for Shanghai, arrived at Deal Feb. 14, with loss of longboat, casks, and bulwarks, cargo shifted, and other damage.

A telegram from Vigo, dated Feb. 16, states that 600 packages had been saved, ex Cinco Hermanos, from Liverpool to Manila, wrecked off Cape de Mar, Vigo Bay, and that the salvage was progressing favourably.

The Dunmail, Thompson, from London to Hong Kong, which was off the North Foreland, Feb. 12, with crew refusing to proceed, has put back to the Victoria Docks, with loss of bowsprit, foreyard and foreroyalmast, having been in collision.

The Whirlwind (ship), bound to Shanghai, and the Herald of the Morning, bound to Singapore, both from Glasgow, were in collision, Feb. 13, at the tail of the Bank, Greenock; the mizentopmasthead of the former vessel was carried away, and the latter was slightly injured, and had to be taken into the Victoria harbour for repairs.

The Glenclune, Harvey, from Cardiff, to Japan, which vessel arrived at Waterford, Feb. 17, had lost anchor and part of chain off Creden Head.

The Resolute, Holt, from Shanghai, which arrived at New York, Feb. 6, had lost sails during a heavy W.S.W. gale, Dec. 9, in 37 S., 24 E., and was detained seventeen days off Cape of Good Hope with heavy W. gales.

Advices from Lisbon, dated Feb. 20, state that the H. J. Burton, Burton, from Rotterdam to Batavia, had put in there, Feb. 12, with loss of mainboom, and was discharging.

The Henrietta Gerardina Susanna, Dam, from Batavia to Rotterdam, which put into Simon's Bay Jan. 5, leaky, and with loss of sails, had been surveyed, and would discharge the cargo in the between decks to repair.

The Australia, Ertman, from Penarth Docks to Yokohama, arrived at Plymouth Feb. 27, leaky.

The Whirlwind, Graham, from Glasgow to Shanghai, which was in collision, Feb. 13, at the tail of the Bank, Greenock, and sailed from the Clyde Feb. 22, after repairing, has put into Dartmouth, leaky, and with other damage.

The Tartar, Bush, which sailed from Cardiff, Feb. 13, for Shanghai, put into Falmouth, March 4, having lost figurehead, cutwater, and bulwarks, and split sails, &c., March 2, when off Trevose Head.

## MISCELLANEOUS.

The Jerfalcon, Fox, which sailed from the Clyde Jan. 15, for Penang, is reported as having sailed from Milford Feb. 20.

At ST. HELENA. — Jan. 14, Galilei, v. d. Mey, from Batavia, and sailed for Amsterdam; Sultana, Seals, from Colombo, and sailed for London; Hindostan, Renner, from Shanghai, and sailed 16 for London; 15, Crouch Brothers, Squarey, from Colombo, and sailed for London; Napoleon III., McMillan, from Shanghai, and sailed 16 for London; 16, Elisabeth, Feenstra, from Batavia, and sailed for Amsterdam; 17, Garibaldi, Blomberg, from Batavia, and sailed 19 for Rotterdam; 18, Albuera, Gissing, from Penang, and sailed for London; 22, Nederland, van Ingen, from Batavia, and sailed for Amsterdam; 23, Aunredy, Guillore, from Saigon, and sailed for Belle Isle; 26, Ironsides, Vaux, from Foochow, and sailed for London; Palm Tree, Capper, from Manila, and sailed 27 for London; Percy Douglas, Hamon, from Ceylon, and sailed 27 for London; 28, Kandanghauer, Zeelt, from Banjoewangie; 29, Alexander, Dempster, from Foochow; Sophia Koningen der Nederlanden, Klein, from Passaroeang; Dudbrook, Bruce, from Manila; 13, Ragna, Taxt, from Batavia, and sailed for Amsterdam; 28, Caroline, Bourhis, from Saigon, leaky.

Off ST. HELENA—Jan. 12, Elizabeth and Ann, from Sourabaya; 14, County of Argyll, from Sourabaya, for Rotterdam; 15, Johanna, from Batavia; 16, Dutch barque PDBL, from Padang, for Amsterdam; 19, Bremen, from Batavia; 23, Polmaise, from Shanghai, for London; Invincible, from Foochow.

At TABLE BAY.—Jan. 9, Bosworth, Nicholls, from Samarang, and sailed 15 for New York; 16, Antares, Nolte, from Macao, and sailed 20 for Havana; 5, Mary Ann, Johnston, sailed for Colombo; 9, Laurita, Oelrich, sailed for Singapore.

At ALGOA BAY.—Jan. 14, Oberlin, McFarlane, from Hong Kong.

Off CAPE AGULHAS.—Jan. 7, Christiana, from Singapore, for London.

At BALTIMORE.—Feb. 6, Argonaut, Gardner, from Boston, for Hong Kong.

At MAURITIUS.—Dec. 19, Sivia, Renwall, from Batavia, and sailed 22 for the Cape of Good Hope; 29, Agra, Tozer (mate in charge, the master, McDougall, having died), sailed for Colombo.

At CALLAO.—Jan. 22, Feiga, Lauridsen, from Germany, and sailed 26 for Hong Kong; 24, Providenza, Vidarrizaga, sailed for Hong Kong; 17, C. Cavour, Astorgin, sailed for Hong Kong.

## LAUNCHES.

The new iron ship Kildonan, of 730 tons, A 1 at Lloyd's, and 20 years in Liverpool Registry, was launched on the 1st inst. by Messrs. Alexander Stephen and Sons from their works at Kelvinhaugh. This fine ship is owned by Messrs. William Ross and Co., of Glasgow, and is to be employed in the San Francisco and East Indian trade. The ceremony of naming was performed by Mrs. Donald Mackay, of Toronto.

There was launched on the 27th ult., from the building-yard of Messrs. Bowdler, Chaffer, and Co., of Seacombe, an iron sailing ship, of 1,300 tons register tonnage, named the Kirkwood, and intended for the Calcutta trade. This vessel will take the highest class in both Lloyd's and the Underwriters' book, and is built in excess of the requirements of either. The owner of the vessel is Joseph Steel, Esq., of Liverpool. This is the third vessel built by this firm for the same owner.

On the 27th ultimo, from the shipbuilding-yard of Mr. William Harkess, Middlesborough-on-Tees, the barque Elizabeth Graham, a very fine specimen of the composite build, she being a sister ship to the Alice Graham. The following are her dimensions:—167 feet over all, 29 feet extreme breadth, 18 feet hold, classed A 1 14 years Lloyd's. She is bound to Madras, and the owner is William Graham, Esq., of Newport, Monmouthshire. The day was fine, and a large company assembled to witness the ceremony.

From the yard of Messrs. Oswald and Co., Pallion, near Sunderland, on the 27th of February, an iron sailing ship, classed AA at Lloyd's, and twenty years Liverpool book. Dimensions:—210 feet between perpendiculars by 36 feet by 22; 1,200 tons register. Has been built for Messrs. Charles Saunders and Co., of Liverpool, for the India trade.

There has been launched from the west shipbuilding-yard of Messrs. Charles Connell and Co., at Overnewton, Glasgow, a composite sailing ship, of 1,174 tons, named the County of Forfar, to class 16 years A 1 at Lloyd's. She is owned by Messrs. R. and J. Craig, shipowners, Glasgow, and is intended for the Java line of packets.

On the 25th ult. Messrs. Robertson and Co. launched, on the Clyde, an iron sailing barque, named the Lucayas, of about 540 tons O.M., for Messrs. M'Arthur, M'Lean and Co., of Glasgow. She is built to class AA 1 Lloyds, and is rigged with double topsailyards, with which are combined all the recent improvements. Her lower masts, bowsprit, and lower yards are of iron, and she was safely launched with lower masts and topmasts standing, notwithstanding the heavy wind blowing at the time.

There was launched, 27th ult., from the building-yard of Messrs. Thwaites, Shoreham, a finely-moulded and burthensome brig, of the following dimensions:—Length, 121 feet; breadth, 26 feet 3 inches; depth, 14 feet 9 inches; 294 tons. The vessel, as she glided into the water, was christened the Merchant, and is the property of Mr. John Sharp; to be commanded by Mr. William H. Mitchell.

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Mr. W. J. ALT and Mr. RICHARD LINDAU will continue the house in Japan under the style of ALT and Co.

Mr. JOHN R. HOOPER has established himself under the style of JOHN R. HOOPER and Co., at 32, Great St. Helen's, London, and will act as special Agent for ALT and Co., of Japan.

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A.D. 1869.

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I have to thank my constituents for the increased support they have given to my line, and in order that it may be still further used, it is my intention to reduce the charges so soon as the capital due to subscribers has been paid up.

KIACHTA, December 31st, 1868. **C. MITCHELL GRANT.**

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# LONDON & CHINA TELEGRAPH OFFICE,

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WM. CLOUGHTON, Managing Director.

New Harbour, Singapore, June, 1868.

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| PENANG ..... | | |
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| CHINA ..... | | |
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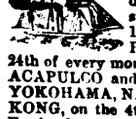

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| Do. ..... | Passover ... | A1 10 yr. | 456 | W.I.D. | Do. ... |
| P. de Galle | Dorothy ... | A1 9 yr. | 310 | W.I.D. | Do. ... |

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THE ELEVENTH Vol. of this JOURNAL commenced on the 4th of January, 1869. The Subscription for three numbers per month is 30s. per annum, including Postage, and to the Export Supplement 12s. extra. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

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# The London and China 新聞紙 Telegraph.

**JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.**

PUBLISHED ON THE ARRIVAL OF THE FORTNIGHTLY ENGLISH, AND MONTHLY FRENCH MAILS FROM CHINA, JAPAN, &c.

**IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A SUMMARY OF NEWS FOR THE OUTWARD MAILS.**

VOL. XI.—No. 308.] LONDON, MONDAY, MARCH 22, 1869. [Price 9d., with Sup., 1s. 3d.—Sub. 30s. per ann. postage, included. Sup. 12s. extra.


## Latest Advices.

| Ports. | From London. | Arrived out. | HOMEWARD. Received this day. |
|---|---|---|---|
| JAPAN — Osaka and Hiogo | | | |
| Yedo | — | — | Jan. 25 |
| Yokohama | Nov. 20 | Jan. 13 | Jan. 27 |
| Nagasaki | — | — | Feb. 1 |
| Hakodadi | | | |
| CHINA — Peking | | | |
| Tien-tsin | — | — | Jan. 13 |
| Chefoo | — | — | Jan. 23 |
| New-chwang | | | |
| Hankow | — | — | Jan. 30 |
| Kiu-kiang | — | — | Jan. 31 |
| Chin-kiang | | | |
| Shanghai | Dec. 4 | Jan. 23 | Feb. 3 |
| Ningpo | — | — | Feb. 1 |
| Foochow | — | — | Feb. 4 |
| Formosa—Tamsuy | | | |
| Amoy | — | — | Feb. 5 |
| Swatow | | | |
| Hong Kong | Dec. 18 | Jan. 28 | Feb. 9 |
| Canton | — | — | Feb. 8 |
| Macao | — | — | Feb. 8 |
| PHILIPPINES— Manila | — | — | Feb. 1 |
| COCHIN-CHINA— Saigon | — | — | Feb. 7 |
| SIAM — Bangkok | — | — | Feb. 3 |
| BORNEO—Labuan | | | |
| Sarawak | — | — | Feb. 13 |
| JAVA — Batavia | — | — | Feb. 10 |
| MALACCA STRAITS— Singapore | Jan. 1 | Feb. 5 | Feb. 16 |
| Penang | Jan. 1 | Feb. 3 | Feb. 18 |

### THE MAILS, &c.

The present mail is delivered with the usual punctuality of the P. and O. Company's service. The next homeward mail will be either the English leaving Hong Kong on the 23rd, or the French leaving about the 25th of February; the two may very likely be delivered together, but this we trust will be the last time. Telegrams in advance of the former were received here on the 19th, being nine days in transmission from Galle. *Via* Kiachta, Shanghai telegrams have been received in eighteen days.

## List of Passengers.

### PASSENGERS INWARD.

By this mail to Marseilles per P. and O. steamer *Peru*, arrived March 20.—From Shanghai: Mr. Hyde. From Hong Kong: Mr. Paterson, Mr. Levy, and three second-class passengers. From Singapore: Mr. and Mrs. Young, child, and servant, Miss Powell, Dr Robertson, and three second-class passengers. From Batavia: Mr. Wickers, and one second-class passenger. From Ceylon: Bishop of Colombo, Mrs. Claughton, Mr. Temple, Mrs. Temple, child, and servant.

By last mail to Southampton per P. and O. steamer *Ceylon*, arrived March 15.—From Shanghai: Mr H. Hargreaves. From Hong Kong: Commander Theobald, Mr. Wise, and one second-class passenger. From Singapore: Capt. Foord. From Galle: Mr. Millie. From Ceylon: Mr. Wood.

### PASSENGERS OUTWARD.

Per French mail steamer *Said*, from Marseilles, March 20.—(Booked from London): None.

Per P. and O. steamer *Tanjore*, from Southampton, March 20.—To Yokohama: Mr J. H. Longford. To Shanghai: Mr. H. R. Hearne, Mr. E. H. Parker, Mr. W. D. Spence, Mr. T. L. Bullock, Mr. W. S. Ayrton, Mr. R. Gardner. To Singapore: Mr. W. H. Newman. To Ceylon: Miss Hardy, Mr. R. W. W. Dickson.

Per P. and O. steamer *Ripon*, from Marseilles, March 28.—To Shanghai: Mr. A. Thurburn, Mr J. T. Brand, Mr. J. J Kelly, Mr. J. G. Weston, Mr. C. Lucas, Mr. C. Rainbow. To Hong Kong: Mr. W. M. Gilman, Mr. H. Lawrence, Mr. Marcus Daly, Mr. and Mrs F. Luddeke, Mr. W. P. Galton, Capt. Hon. A. Denison, Mr. J. Fearon Mr. and Mrs. Larken, Mr. Kinnear, Mr. John Macgregor, Mr. Lay. To Singapore: Mr. and Mrs. Oscar Mooyer, Mr. and Mrs. W. C. Hannay, Mr. H. Buchanan. To Batavia: Mr. D. N. Meyners. To Ceylon: Mr. David Wilson, Mr. Thomas Clark.

Per P. and O. steamer from Southampton, April 3.—To Shanghai: Mr. W. H. Gracie. To Ceylon: Mr. and Mrs. J. Norcott D'Esterre and three children, Staff Assistant Surgeon Eager, Mr. B. F Hartshorne, Miss Gale.

Per P. and O. steamer, from Marseilles, April 11.—To Shanghai: Mr. J. A. Hawes, Mr. J. Porter.

Per P. and O. steamer from Southampton, April 17.—To Hong Kong: Miss Woodhouse.

Per P. and O. steamer from Suez, May 2.—To Yokohama: Mr. Thomas Thomas

## Summary of News from the Far East.

### JAPAN.

#### YOKOHAMA.

From this port our advices by the present mail are to Jan. 27. No later mails had arrived out than those of Nov. 18 and 20, received together on Jan. 13.

The *Japan Times* gives the following summary of news:—

On the 30th inst. H.I.M. the Mikado left Yedo for Kioto, whither he goes to perform certain necessary rites in honour of the *manes* of his deceased father, and thereafter to take unto himself a wife. His progress was unattended by the same state as had distinguished it on the occasion of his coming to Yedo in November last, and, though the same accommodation was provided for foreigners as then on the Tokaido, very few residents availed themselves of it. It is stated that his Majesty will return in about a couple of months, and it seems exceedingly probable that Yedo, with its outport of Yokohama, will ultimately become the political and commercial capital of the Empire, for which its geographical position and other circumstances undoubtedly fits it.

There is no doubt that his Majesty's visit to the northern capital has been attended with good results. The whole of the foreign Ministers having formally visited him, they have, in the eyes of the Japanese, given to his Government a pledge of support of no mean value, while his presence in the ancient stronghold of the Tokugawa clan—whose chiefs are quietly settled elsewhere, are officers in his Court, or in exile—has necessarily had its due effect in reconciling so eminently conservative a people as this to the change which has taken place. We may hope soon to see a return of its commercial prosperity to Yedo and a revival of our own trade.

The only obstacle to the complete restoration of public confidence is now the presence in Hakodadi and one or two other places in Yedo, of Enomoto and his companions, of whose submission we have not yet heard. They are said to be strongly fortifying the port of Hakodadi, under the directions of the French officers who have thrown in their lot so foolishly with them. All operations against them must be deferred of course till the spring, but the necessary preparations are being made. If the Mikado's forces have to invest Hakodadi, the question will certainly arise whether we too may not, for the full enjoyment of our treaty rights, assist him. Hakodadi is an open port, declared so by solemn engagements between the Government of Japan and the Treaty Powers, and we should have a fair claim to enforce, were we to insist upon its being again opened to us. Being now in the hands of men no better than pirates, it is virtually closed, for they exact customs dues, which foreign merchants cannot legally pay to them, and which they will be liable to pay over again to the Mikado's officers on their re-entry.

Meanwhile, "rebellion has had ill-luck"—they have lost the finest ship of their fleet. The *Kayomaru*, a splendidly-equipped and most solidly-built new Dutch frigate, sold to Japan the year before last, and of which we gave a detailed description on her arrival, has gone to pieces on the coast, a few miles north of Hakodadi. The *Eagle*, another of their best ships, is also reported lost. Should this, too, be confirmed—and Japanese reports of the loss of ships are seldom without foundation—they have received a heavy blow, and the best thing they can do is to submit while they can get fair terms.

The *Japan Herald* says:—"A melancholy occurrence reaches us from the North. Two Russian officers were going to fire a salute with their revolvers in honour of their New Year, when one of them whilst manipulating his weapon accidentally discharged its contents into the head of his friend. The grief of the unintentional homicide was so great that he endeavoured to poison himself, but by antidotes administered to him by the doctor of the *Satellite* there is a chance of his recovery."

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### NAGASAKI.

The *Nagasaki Times* records the opening of a patent slip, lately constructed under the auspices of Messrs. Glover and Co. An experiment was made on the steamer *Naruto*, which reached her destined position safely fifty minutes after starting. The *Times* says:—"The site for the slip has been well chosen, and looks expressly designed by nature for the purpose; in a small cove, protected from the wind by a hill on each side, with a never-failing stream of fresh water for the use of the machinery. A greater portion of the ways are on the solid rock, it having been necessary to pile only about 150 feet of the deepest portion. They are warranted to support a vessel of 1,200 tons, which we think will be quite sufficient for the requirements of the port." The *Naruto* came off safely, and the *Albion* went on. Several vessels are waiting their turn, so that the financial prospects look well, and we predict a brilliant future for the Nagasaki Patent Slip.

A fire had occurred in the native city, by which about sixty houses were destroyed.

## CHINA.

### TIENTSIN.

The correspondent of the *North China Daily News*, writing under date of 13th January, states that rumours were current that Tso-tsung-tang, generally called conservation Tso-kung-paou, the Governor-General or Shanse and Kansuh, and Commander-in-Chief in those provinces, had suffered two reverses against the Mahomedan rebels, at places somewhere between the city of Yulin-foo, lying 1,753 li from Peking, and straight due east from there to the Hwang-ho, which there separates Shanse from Shense. Tso-tsung-tang, after the Nienfei had been put down in this province last summer, left Peking during the middle of last autumn for his Governor-Generalship, the official place of residence of which is in Langchow-foo, the capital of Kansuh. But he, up to this hour, has never got further on his way to his Yamun than to Sin-gan-fu, the capital of Shense; having, since he entered Shense, been constantly engaged against the Mahomedan rebels, who have for some months back been disturbing that province. It is surmised that it may be the intention of the Mahomedan rebels to enter the province of Chihli by the pass of Kalgan, and rush on Peking, but nothing definite is known as to their organisation, or as to the objects of the rebellion; but as they are now calling the attention of the world to their movements, before long something authentic will be heard in relation to them and their leaders. Common rumour says that a woman, a widow, is the head of the body, and that they have Chinese from all parts of the north in their ranks.

### SHANGHAI.

(FROM OUR OWN CORRESPONDENT.)

SHANGHAI, Feb. 2, 1869.

The London mail of the 4th December, with telegrams to the 28th December, arrived on the 23rd January. This evening we received news of the arrival in Hong Kong of the French mail of the 19th December, bringing telegrams to the 5th ultimo.

The P. and O steamer *Malacca*, which leaves with the mails, &c., to-morrow morning at daylight, carries 481 bales China silk and 613 bales Japans.

The chief event of the fortnight has been the deliberation of the Chamber of Commerce in framing a reply to Sir R. Alcock as to the opening of new ports. I send you the report, to be handled as you see fit.

A case has been heard before Sir Edmund Hornby, sitting in Vice-Admiralty, wherein the question involved was whether the officers and crew of the barque *Alicia Annie*, who had allowed certain salvage claims of theirs to be appropriated towards cancelling a bottomry bond and supplying the vessel with necessaries, could recover the sums thus virtually lent, in precedence of the mortgagee's lien. After hearing the arguments on both sides a decree was granted for the sale of the ship by private contract, the salvage question to be argued on a future day. The question of the priority of wages to the mortgagee's lien was not raised.

The meeting of the French Gas Company, which I mentioned as adjourned in my last, has been held. Overtures were made to the English Company to obtain from them the supply of gas necessary for the French Settlement. But the English gas manufacturers having offered to supply the French Company at the rate of 3 dols. 50 c. per thousand, a delay of eight months being demanded, the latter boldly retorted with an offer to supply the English Company at 2 dols. 25 c., stating that even then it would gain 41 cents per thousand; for, with the privilege of supplying the three Settlements, the French Company calculate on being able to make gas at 1 dol. 84 c. per thousand. At present it produces a very limited quantity, at the cost of 3 dols. 14 c, and sells it at 4 dols. 50 c.

Bitter complaints having recently been made regarding the obstructiveness of the working and trading guilds in Shanghai, the district magistrate has just published a set of rules adopted by the carpenters' guild, into which have been amalgamated the hitherto rival corporations of Ningpo and Canton. The only one of these rules likely to interest foreigners is No. 6, which runs as follows:—

Old hands shall give their best attention to teaching new ones who are deficient in their knowledge of business; and not take them to work in the yards until they are sufficiently instructed. This rule is made because in 1848 all the shipyards gave us a certificate of superior skill and ability, published in the newspapers, and we do not want our reputation injured.

A temperance society has been started here, and already numbers nearly a hundred members. A commodious building has been secured on the Hong Que bund, and a well-stocked library already marks one of the aims of the society. A course of monthly lectures, on literary and scientific subjects, is being organised, and the benefits both of the library and lecture room are to be extended to the public, whether "temperate" or not, on the payment of a small subscription.

The working of the Mixed Court continues to give unmixed dissatisfaction. As an example of its decisions, two boys were recently sentenced to sixty and forty blows respectively, the first for prompting, and the second for executing a daring robbery of several hundred dollars worth of jewellery. This is really offering a premium to crime, and contrasts remarkably with purely Chinese decisions. Thus, a man who stole a child the other day, and sold him, was sentenced by the Chi Hsien to be placed standing in a cage, with his hands tied up, and his head through the top, his toes only touching the ground, and to remain in that position until he died from starvation and exposure. He underwent this torture for one day, but on the petition of the prosecutor, the sentence was then commuted to confinement for a certain period in the cangue.

The creeks in the neighbourhood of Shanghai have lately been the scene of several outrages upon native boats. But within the last few days a foreign house boat was attacked by a body of creek pirates, who, however, were quickly repulsed by the fowling pieces of the party on board. The Taoutai has informed the Consuls that several foreigners have joined with Canton and Ningpo rowdies to scour the creeks, and he therefore begs that for the future passport regulations be strictly enforced.

A meeting of the Royal Asiatic Society was held last evening, when office bearers were chosen for the current year. Mr. Medhurst was elected president, and Mr. Robertson recording secretary.

The question of life risks in Shanghai as compared with those at home is at present under discussion. The facts elicited up to the present seem to point to the conclusion that the annual mortality here is no more than 1·25 per cent., or 0·36 per cent. higher than that given in England as the annual mortality of insured persons of the age of thirty-three years. Assuming the average of age in Shanghai to be thirty-three years, and making allowance for the number of persons who from infancy, advanced age, known delicacy, or irregular habits, would not be accepted by an insurance company, it is fair no assume that the actual death rate is not higher than in England. I can only trust that this will not induce too many persons to flock *all together* to the overstocked labour market of Shanghai.

The French Consul at Ningpo has published a notice warning mariners of an island not laid down in any of the charts, situated in lat. 0.52 S., and lon. 166.54 E, from the meridian of Paris. It is described as about four miles in length, and visible from a distance of about fifteen miles. It has been named "Elie Island," from the discoverer, Captain Elie, of the French brig *Emma*.

A despatch has been addressed to the English Consul by the Taoutai of Ningpo covering instructions from the Imperial Commissioner to the effect that, although missionaries possess the right to teach in the interior, they must when renting houses make use of a third party to witness the agreement, and "clearly state their object to the local authorities." The ostensible reason for this regulation is that the officials fear that the people may sell property not their own, but the missionaries assert that it is designed to limit their rights, and they are all therefore up in arms against it.

The last news from Yangchow is to the effect that the Chu-jen-ko, who was accused of being a ringleader in the late outrages, and who absconded from the city, has been arrested, and identified by Mr. Taylor. He has not yet been brought to trial, but it is clearly understood that he shall be banished for life beyond the frontier.

From Hankow we have no news of importance. The only topic of local interest is a dispute between the Sabbatarians and the Rationals as to whether the club shall be opened on Sundays, and bowls and billiards be indulged in on that day. Each party threatens withdrawal if its views be not carried out. For the credit of English institutions it is to be hoped that the Sabbath will be respected.

Mr. Harry Parkes McClatchie, a nephew of Sir Harry Parkes, has been transferred to Formosa. Mr. Oxenham succeeds him on the British Consular staff at Hankow.

At Wuchang the missionaries are now preaching daily without molestation, in consequence, it is believed, of the dread inspired by the recent proceedings at Yangchow and in Formosa.

The foreign residents of Chefoo have decided upon opening a public school for the children of those who cannot afford to send the younger branches of their family to England to be educated. A lengthy prospectus has been published, and forms of application for shares in the concern have been circulated. The general im-

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pression here is that the extremes of heat and cold cover too wide a range in Chefoo, and that, while the expense of sending children there by steamer would be as much (from a southern port) as that involved in sending them home by sailing ship, parents and children would practically be as widely separated under the new plan as they are under the old.

Peking is at present threatened by another Mahomedan host. A number of Tartar braves and 1,500 of the Tientsin disciplined force are under orders for Shensi to oppose the rebels. A traveller in Shensi describes the condition of that province as most deplorable. He says:—

"The people are certainly the best in China, affable and complaisant. . . Sin-gan-fu is in the midst of a fertile plain, which now, however, is almost waste. Instead of villages one finds only bare walls, and looks around in vain for the former inhabitants of the ruins. No one is to be seen but Honan braves, who are little better than the Nienfei or Mahomedans."

The old Imperial town of Sin-gan-fu is still in existence. It will be remembered that it is the site of the now celebrated Nestorian monument.

(FROM OUR SPECIAL CORRESPONDENT.)

SHANGHAI, Feb. 3, 1869.

The London mail of Dec. 4, with telegrams to 28th, was received here on the 23rd ult. *The London and China Express* was of more than usual interest, containing, as it did, such a full list of new M.P.'s, *resume* of opinion on the Yangchow missionary affair, reports of companies connected with China, and the intended departure of the Burlinghame Mission from London for Paris, without having accomplished anything beyond a presentation to Her Majesty. The Mission is not looked on here with favourable eyes, the preponderance of opinion being that it is a gigantic humbug. This is especially so amongst Americans, so that your articles, "Burlinghame and Bunkum," have taken immensely.

One of the most satisfactory items by the mail is the reduction in the price of telegrams by Galle. Mr. Walter Pearson, the agent for Reuter, announces the rate at Tls. 15 for twenty words. The regularity of the P. and O. Company's service is now gaining considerable satisfaction from all the communities in China and Japan. The fixed days of departure are well appreciated, and we only now want the French service to harmonise.

The successor to Sir R. Alcock continues to be the topic of conversation. Sir Harry Parkes has many backers; but there is a strong expression of opinion in favour of a new man, one trained to diplomacy, and not hampered with a long knowledge of China. The idea of Winchester, Wade, or Hornby having the post is laughed at. The impression is, however, that Wade will be sent out to relieve Sir Rutherford, and act as Chargé d'Affaires until the post is conferred on somebody else.

One of the best tests of the magnitude of the trade of Shanghai is to be seen in its Exchange operations. The transactions for 1868 are estimated as follows:—

| | | |
|---|---|---|
| Bank Bills on London | ... ... | £4,705,000 |
| Do. | Paris ... ... | F.3,825,000 |
| Do. | India ... ... | Rs.17,630,000 |
| Do. | Hong Kong ... | Dols.4,995,000 |
| Mercantile Bills on London... | ... | £8,330,000 |
| Do. | Paris ... | F.8,050,000 |
| Do. | Hong Kong | ... Dols.1,937,000 |

These are gigantic figures, and if they represented a profit of 10 per cent. the Shanghai folks would be doing well.

Ship after ship arrives from London with goods to a losing market, and your echo is the same from this side. With heavy losses on tea and silk exports, and the same on shirtings, &c., imported, the prospect is not very cheerful. The losses on tea and silk must be near half-a-million dollars, though I am satisfied that fully two-th rds fall on houses at home, and a huge proportion of this on houses not to be considered in the China trade. The tea-dealers and others who sent out credits to buy will now be convinced that there is no necessity for them to increase the elements of competition here in purchasing tea. The China houses are still of sufficient means to buy the season's tea, and if left alone would conduct it more to their profit. The indiscriminate credits are to blame for 1868's disasters

Hard times are of undoubted service in some cases, and no place has benefited more by them than Shanghai. If it once bore the name of being the fastest and most reckless it is now entitled to be called one of the most steady-going business places of the Far East. Even racquet courts and rowing clubs are now reduced to matters of business, and it is almost ludicrous to see the business-like way in which such institutions have their meetings, balance-sheets, &c.; but so it is, and to indicate the change that is now supplementing utter despondency, it is only necessary to state that the Racquet Club at its meeting actually had a drawing for paying off its debentures.

Tenders have been invited by Mr. Kidner, architect, for the building of the new premises on the Bund for the Oriental Bank, the present building being in a state of decay. In the meantime, the bank has rented the building on the Bund, formerly occupied by the Hindustan Bank, and belonging to Messrs. Siemssen and Co. Several of the buildings put up in 1850 to 1856 are very shaky, and when better times do come there will be plenty of work for architects and builders. Contracts have also been put out for repairing the "old dock," now under the lesseeship of Mr. Roberts, who pays a rental of Tls. 9,300 per annum.

The capital invested in the dock is Tls. 220,000, in 440 shares of Tls. 500, and is managed by a board of directors and a paid secretary, Mr. Geo. J. W. Cowie. The market value of the shares is now about Tls. 150, and buyers at this rate get a dividend of about 12 per cent. per annum.

The famous Brick and Saw-mill Company, founded by the great architect of fortunes, Pedro Loureiro, is not entirely extinct. There is still a balance due to the creditors, and the shareholders, who are still solvent, will probably make some compromise to settle the matter up. The amount due is about Tls. 10,000.

The Shanghai Gas Company, which has gone through many vicissitudes, is at last in a satisfactory state, and at the meeting to be held shortly the charmed words "profit and dividend" will be sounded in the ears of the shareholders. The capital invested in this concern is Tls. 150,000 and 4,000 debentures, and is managed by Mr. Cowie, Secretary, and a board of directors consisting of Mr. Baker (manager Chartered Mercantile Bank), Mr. Cameron (liquidator Commercial Bank), Mr. Brand, Mr. Fearon, Mr. Probst, and Mr. Overweg. The use of gas is now very general and an immense boon to the pedestrian, the streets being now lighted. The Chinese are also using it, and no doubt a reduction on the present rate of dols. 4.50c. will soon be established. This rate, however, is not so high as in San Francisco, where it is six dollars. The French gasworks, for supplying the French settlement, is not so prosperous, and with a view of reducing their expenses offered to shut up their works if the English company would supply them at dols. 2.50c.; but dols. 3.50c. is demanded. From the contiguity of the French settlement to the Chinese city it is quite possible that in time the city will be a large customer.

The spirit of rebellion against registration continues, and a memorial to the Foreign-office is now being prepared. Certainly it is one of the meanest measures ever sanctioned by H.M.'s Government. British subjects have no objection to register at the Consulate on arrival—that is a reasonable request; but the impost of five dollars, and one dollar for mechanics, is paltry, and the repetition yearly unnecessary. It resembles the Chinese mode of squeezing, which Englishmen are not used to, and their Government not generally guilty of. If it was exacted with a view of raising something from Britishers towards the expense H.M.'s Government are put to in providing consuls, &c., the amount is simply absurd. The distinction between mercantile people and artisans is most vexatious. In places like the ports in China the absurdity of attempting to draw the line is sure to produce endless trouble to the Registrar. The only distinction that can be drawn with success is the simple one of master and man—the partners and clerks, and other subordinates; but the squeeze for registration is objected to in toto as unworthy of H.M.'s Government. If it is considered that we should have a tax imposed on us by the Imperial Government for the use of Consuls and other protection let it be discussed; but the proposition could not be equitably or legally sustained. The merchant here, as in other parts of the world, does his full share in contributing to the revenues of England by the goods he imports and exports. It is to be hoped that the memorial will have the desired effect of sweeping off the obnoxious if not illegal tax.

The liquidator of the Commercial Bank, Mr. Cameron, in consequence of the depressed condition of things here, is still unable to realise the assets of the bank. A great deal of house property and the docks, known as the Pootung Dock, still have to be kept going for the benefit of the estate, and there appears no help for it but that the shareholders should settle with the creditors, as reported by last mail, at about 17s. in the pound The Pootung Lock originally consisted of some seventy shares of 3,000 taels, of which Mr. Muirhead, who is still working it, held a considerable share; it might be struck into a new company of say about 75,000 taels, and on that sum the working would yield probably 12 per cent. Of course, 75,000 taels is a great drop from 210,000 taels, but if the liquidator wants to close up this is what he must accept, and a similar drop on the house property—in short, accept about one-third of the value he has outstanding here, supposed to be about 700,000 or 800,000 taels. Mr. Jackson, manager of the Hong Kong Bank at Hankow, is here, *en route* to Yokohama, to relieve Mr. Grigor, who takes charge during Mr. McLean's absence in England on leave. Mr. Herbert Cope has taken charge at Hankow. The next mail will carry the report of this bank, which it is expected will be very favourable. The liquidation of the China Fire Insurance proceeds, and it is expected that a bonus will be distributed to the shareholders over the capital of about 50 per cent. What a contrast to the winding up of most companies! The trustees of the estate of Messrs. Dent and Co. have but little more to realise at this port. The valuable houses on the Bund, known as "Paon Shum," have not been put in the market, as it appears they are the property of Mr. Wilkinson Dent, who had withdrawn from the firm many years before it failed.

Notwithstanding the splendid passages of the clippers they cannot come up to steam, the *Diomed*, one of Holt's line, making the passage out, calling at Mauritius, Singapore, and Hong Kong, in eighty-two days. She is loading for London at £3 10s. and

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£4, and will leave in a few days, calling at Hong Kong to fill up. Two more clipper passages have to be recorded, that of the *Undine* in 100 days, from pilot to pilot, and the *Leander*, in ninety-five days, from Plymouth. On the 21st of January a ball was given by the partners of Messrs. A. Heard and Co., Mr. Dixwell, and Mr. and Mrs. Fearon, and on the 29th the annual masonic ball was given at the magnificent Masonic Hall on the Bund, both being thoroughly enjoyable. There are not many finer halls or ball-rooms in the old country. The number of guests may be computed at about 40 ladies and 200 gentlemen.

If the Japanese had said a truce to steamer buying, the Chinese business men have not. The steamer *Dragon*, Captain Gibbon, which has been running between all the coast ports and in the Tientsin trade under the ownership of Mr. William Hargreaves, has just been sold to Chinese merchants for the Tientsin trade for 85,000 dols., at present exchange about £18,500. She has been well handled, making extraordinary runs considering her small power. She has been taken into the most out of the way places to make a freight without damage, and only once docking. Captain Gibbon proceeds to England shortly.

The North China Steam Company—Trautmann and Co., agents—held a meeting of shareholders, when a statement showing the result of the working was produced, showing satisfactory results. It was discussed whether the profits should be at once divided, or retained towards the outlay for a new steamer now building in England. No decision was arrived at, and the meeting was adjourned. This line of steamers runs to Tientsin, Chefoo, and Newchwang.

The American steamers of the Shanghai Steam Company, managed by Russell and Co., also have boats on this line, in addition to the *Yangtsze, Ningpo*, &c. The Union Company, managed by Glover, Dow, and Co., at present are running only the *Rona* and *Tientsin* on the Yangtsze, under the English flag. They work in accord with the Shanghai Steam Company, and the current freights of four and five taels per ton yield a good profit—in fact, a very handsome one, the last dividend being equal to 30 per cent. The operations of the Union Company will doubtless be extended.

The Shanghai company above alluded to have a large fleet of sixteen steamers, nearly all built in New York, in the usual style of river steamers. Another one is on the way out. The boats for comfort and general commerce in river traffic are unexceptional, but being constructed of wood they are perishable, and cause a large outlay to their hulls after a few years' running. Iron steamers are peculiarly adapted for river traffic, as in fresh water the bottom does not foul. The company have had to buy up opposition steamers, or steamers likely to be used as opposition, so that they have not had a chance of adding iron boats, but will do so as soon as possible. The last attempt at an opposition was the negotiation for two steamers at New York, by Messrs. Olyphant and Co., but Messrs. Forbes and Co., Boston, acting for Messrs. Russell and Co., bought them. The fleet here includes the boats built by Messrs. Dent, Lindsay, Fletcher, &c. The *Lamont*, built on the Clyde (iron), under the superintendence of the late Captain Castillar, is also included in the fleet.* Another steamer is expected in a few months from the Calcutta or coast line, for Messrs. Jardine, Matheson and Co.; a large vessel of about 3,000 tons and small consumption of fuel.

The line of Messrs. Kroes and Co., Shanghai, worked in joint ownership with Messrs. Adrian and Co., Japan, consists of five steamers. These steamers are the only regular opportunities for the inland sea and ports of Japan, and for goods from England intended for Nagasaki or Hiogo. This route is much more expeditious than *via* Yokohama.† The rate of freight is 4 dols. to 5 dols. per ton, and the transhipping is conducted by Messrs. Kroes and Co. at a small expense.

The church, which has been delayed for some time, is now proceeding rapidly, and is expected to be opened in a couple of months. It is a fine building, well suited to the hot weather, and will accommodate about six hundred.

The splendid club on the Bund, which has gone through many vicissitudes, is now in steady working trim, with about 350 members, at an annual subscription of 48 dols. The management, under Mr. Hornby Evans, is very satisfactory. The accounts show a profit on the working, but not sufficient to divide any dividend amongst the shareholders. The mortgage interest on 35,000 taels is a heavy drawback.

The following notification has been issued by the Customs. On the whole, the Customs officials give satisfaction, and about the only grumbling heard of now is the delay in proving drawback duties and the system of only allowing drawback certificates in payment of other duties, and not in silver. This has been specially represented to Peking in the revision of the treaty and tariff. The system was adopted to prevent fraud on the Customs.

In accordance with treaty stipulations and the wish of the community, the Customs at this port will, from the 1st of February, require export duties to be paid before permitting the shipment of goods.

A branch of the Hai Kwan Bank has been opened in the Custom-house, in order to receive payments expeditiously. In the case of silk, it is requested that the duty receipt usually handed over by the Chinese seller to the foreign buyer be sent to the Custom-house by the latter with his application to ship. T. DICK, Commissioner of Customs.

* The shares of this company, at one time at about 70 discount, are now at par.

† Vessels here, by means of the wharf facilities, discharge in three days against three or four weeks in Yokohama.

With reference to the coal fields of China the *North China Herald* says:—"The estimate that has been made by Mr. Kingsmill, of the extent of country covered by the Northern coal fields of China, is 87,000 square miles, while the total area of coal fields in Great Britain and Ireland is estimated at 12,000 square miles, and that of the United States at 113,000 square miles.

"With such vast coal fields, therefore, as China possesses, all the interests of the nation are deeply concerned in the earliest possible opening of them to the unrestricted enterprise of foreigners and foreign methods; and even in slow moving China it is evident that the question is rapidly approaching a favourable solution. It is essentially a step for the enrichment of the Empire, a new source of extensive employment for the people, a commencement of industrial organisation which, applied to manufactures, may lead to an important amelioration of the condition of the poorer classes. China has something to look forward to in its extensive mining prospects; and it would be difficult to forecast the more or less of its national greatness, when a truly enlightened policy is firmly grasped and energetically carried out by an intelligent Government. The present tariff on native coal was imposed at a time when foreigners did not foresee the important position that this article would assume; and least of all, probably, was it foreseen that this export duty, which might appear at first sight harmless, as no expectation was entertained of China exporting coal, would prove a heavy tax on coal passing from port to port. The export duty is now four candareens per picul, and the coast trade duty one-half more, so that Formosa coal has to pay at Shanghai six candareens per picul, or about one tael per ton. On an article of such small intrinsic value this is very burdensome, and we scarcely think that the Chinese Government would persist in levying the tax if proper representations were made to them. Mr. FitzRoy showed, in his Report on the Trade of Shanghai for 1866, that on Formosa coal the duty was equal to 23 per cent. of its value in Shanghai; so that here is an enormous encumbrance on the price and supply of coal finding its natural level, even when it is produced under the present restrictions as to mining. It is equivalent to at least one tael per ton, so that native coal, which might be expected to be laid down in Shanghai free of duty, is charged twenty times as much as foreign coal. Thus, the Chinese Government place their own subjects at a considerable disadvantage in their competition with foreign coal, and a higher standard of prices than would otherwise prevail has to be paid principally by foreigners. We hope to see the coal mines opened soon, and there is no doubt the question has been amply discussed at Peking; but it is perfectly evident that the opening of the mines and the abolition of the duty, or its reduction to the same amount as that levied on foreign coal, namely, five cents per ton, must be simultaneously granted."

We are glad to hear that a Committee is being formed in London for the promotion of mining and railways in China, with a view to influence the Foreign Office in a direction opposed to the policy laid down in Art. VIII. of the new American treaty.

We find the following letter in the *Shanghai Evening Express*:—"DEAR SIR,—Having taken trouble in moving Lord Stanley, at the request of the British residents in Saigon, to appoint a consul for that place, allow me to correct your impression and that of your contemporary at Hong Kong, the *China Mail*, as to the Consul being subject to the jurisdiction of our Minister at Peking. He will, like his brother Consuls at Batavia and Bangkok, be under the direction of the Foreign-office in London.—Yours faithfully, F. J. ANGIER, Editor of the *London and China Express*. Jan. 29, 1869."

## FOOCHOW.

The following particulars of the outbreak at the above port with respect to which various accounts have been given, was published by the *Daily Press*. It appears that for some time past the missionaries have been anxious to establish a sanitarium at Sharp-peak, the small island at the entrance to the river, and, as it is understood, a fishing station belonging to some wealthy Chinaman on the mainland. This individual exerted himself to keep the foreigners out; and Mr. Wolff, of the Church Missionary Society, going down to take possession of the ground he had purchased, was molested and stoned. At the request of Mr. Carroll, H.B.M. Vice-Consul, the *Janus* went down to put an end to the trouble; and a crew of a boat from her was mobbed by a crowd of Chinese, one of whom threatened Lieutenant Keppel with a spear, and was shot down. It is also stated the Chinaman with whom the disturbance originated has been wounded or killed.

The accounts of the affair given in the Northern papers, with the exception of one which appeared in the *Evening Courier*, agree in substance with the above. In the *Courier's* account above-named it is stated that opposition to Mr. Wolff was only made because there was a dispute in the title to the land; but that paper also contains a letter from another source, in which this alleged flaw is stated to be merely a pretext, among many others, made to prevent the missionaries obtaining possession of the land.

By the *Yesso*, which arrived on the 30th Jan. from Foochow, intelligence was brought that a disturbance was imminent in that city. The whole place had been placarded by the Chinese, calling on the natives to rise in a body and murder the European population. So great was the fear of this being carried out that the

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British Consul, Mr. Charles Sinclair, ordered the gunboat *Janus* up from Pagoda anchorage. There was no positive demonstration when the *Yesso* left, but very serious apprehensions were entertained as to the intentions of the natives.

## HONG KONG.

The present mail left Hong Kong on the 9th February. The outward French mail of Dec. 18 was received on the 28th January. The latest telegraphic advices from London were to Jan. 17, *via* Calcutta. We take the following items of news from the *China Mail*:—

A circular has been issued by the Bishop inviting support to a movement for the establishment in Hong Kong of an orphanage for destitute European and other children. The effort, which we hope will be successful, will be directed under the auspices of H. E. the Governor, Vice-Admiral Keppel, Major General Brunker, and the Chief Justice.

A private meeting of several gentlemen interested in the resuscitation of the China Asiatic Society was held a few days since at the residence of the Rev. D. B. Morris (the present secretary of that moribund institution), for the purpose of discussing what measures could be taken to that end. In the course of conversation it was discovered that there were still members of the old society in Hong Kong, and it was determined that they should be communicated with, and their inclinations ascertained. If willing to remain as an associated body, several leading and other residents would be willing to join the society, while, on the other hand, if desirous of closing their connection with it, a new society might be formed under the old title. The meeting being conversational in its nature, no detailed report need be given, but we trust that before long some public steps will be taken in the matter. It is a matter for congratulation that a strong desire exists to reorganise so important an association.

The wreck of the *Reiver* was the subject of investigation before a marine Court of Inquiry, at the harbourmaster's-office, on the 26th Jan. Mr. J. J. Francis, solicitor, watched the case on behalf of Captain Clifford. The Court was composed of Mr. May, P.M., Mr. Thomsett, Mr. Duncanson, J.P., Capt. Gillson, and Capt. verbury. It appeared that a Court of Inquiry had sat at Calcutta, and the evidence of officers and crew taken there, but owing to want of jurisdiction, the papers had been sent to the Hong Kong Government. The Court's decision suspends the captain's certificate for eighteen months, on the ground of neglect.

By the Report of the Hong Kong and Shanghai Banking Corporation, to be read at the meeting fixed for the 15th inst., we observe that unabated success has attended the business transacted during the past half-year. A dividend of 6 per cent. is again declared for the six months, and the amount carried to the Reserve Fund brings it up to the high figure of 700,000 dols. We congratulate the Shareholders upon so satisfactory a result.*

The approach of the Chinese holidays and New Year settling time has been this year accompanied by a larger number of robberies, and other acts of fraud or violence, than we can remember to have occurredfor some years back, and would seem to infer an unhealthy financial state of things, at least amongst the more desperate class of the native community. On shore, in boats, and on board ship, the thieving trade appears to flourish; and we have an array of unpunished robberies which reflects anything but credit upon some one.

### THE LATE OUTRAGE AT SWATOW.

A correspondent of the *Hong Kong Daily Press* gives the following account of the expedition against the braves, who, as mentioned in last report, fired upon the crew of the gig belonging to H.B.M. gunboat *Cockchafer*:—

SWATOW, Jan. 30, 1869.

The lesson is taught, submission made, and it is to be hoped the sword is finally sheathed. The Commodore arrived on Thursday, with the *Rinaldo*, *Perseus*, and *Bouncer*, and on Friday morning at daylight we were off; the Marines, about 160, under Captain Hale, the Blue Jackets, under Captain Stevens; the boats, under Lord C. Scott, and the field pieces under Captain McHardy, R.N., altogether about 450 men, the Commodore, accompanied by Captain Sim, R.E., Lieutenants Tyler and Gurden, and Mr. Alabaster, H.B.M. Acting Consul, going up in command. On arrival at Tongtung, the first of the offending villages, the Marines, who had marched up, were drawn up, and two pieces landed. A man came out, "chin-chinned," but immediately disappeared again, so that Mr. Alabaster, who went out to meet him, was unable to speak to him. When the Marines had approached to within a short distance of the village, the natives opened fire upon them, and negotiation was afterwards, of course, impossible. The village was forthwith taken, the retreating braves being followed up into and through the adjoining one, Captain Stevens, in the meantime, engaging and driving off the fellows to the left. Having advanced a mile or more, no one but an old woman (carefully sent out by the wretches as cover) came within range, and we returned to the boats after setting the village on fire. It might have been supposed that this would be sufficient to show the braves the folly of resistance, but such was not the case. When, later on, the party advanced towards Outingpin, a large town, the men of which had headed the attack on the *Cockchafer's* boats, they actually came out with flags flying and matchlocks popping to attack us again; so we went on, and sparing a village which had had the sense to keep quiet, we very soon got either over the wall or through the gates, and sent the fellows flying. After thoroughly burning this village, there being no more enemies to meet, we returned, and next morning the elders came down to beg for mercy, which was at once accorded.

There was no real fighting, the Sniders making near approach impossible; but we had a few casualties in the streets, and a couple of stink-pots fell uncomfortably enough among a party of us, headed by the Commodore, as we were getting in at one of the gates, fortunately doing no serious damage. The Chinese gunboat arrived at Swatow during the fight, and the captain with his boat's crew came up to offer the assistance of one rifle. The Taoutai did not appear on the scene, but "the day after the fair" wrote to say he was coming, and begged everything might wait.

I do not think there was any great loss of life, the long range of the Sniders frightening the braves before they were near enough to be steady marks; and it is no doubt a subject for congratulation, as the lesson given will be quite sufficient. When we went up the Swatow people laughed, saying that no one of us would come back; and the intervening villages were all prepared to join against us if we got a check, which, as the gunboats would not go up, was confidently expected. On our return all the arrogance and bluster had disappeared, and the Swatow people now shake their heads with an *Ai-yah le-hai* ("Very, very dreadful") when they speak of foreigners. The fact is the eighteen villages resisted Koxinga, the conqueror of Formosa, successfully, and have ever since fancied themselves invincible; and it is probably a saving to themselves that their error has been dispelled.

The steamer *Kwang-tung*, which arrived at Hong Kong on the 7th Feb., brought news from the above port to the 6th Feb. At that date all was going on well. Commodore Jones and Mr. Acting-Consul Alabaster had entered the village where the disturbance took place, and, although they were unguarded, no attempt wa made to molest them. Steps are now being taken to secure the tranquillity of the neighbourhood, and there seems every hope that in future it will be possible to live in security at Swatow. The results, in fact, are in every way satisfactory, especially as the number of casualties seems to have been much exaggerated, the official returns placing the loss on the Chinese side at fifty-five.

There appears to have been perfect unanimity upon the propriety of the course adopted, and the support and co-operation of the United States Consul aided greatly in the settlement of the difficulty.

* The report appears in full in our advertising columns.

## STRAITS SETTLEMENTS.

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### SINGAPORE.

Advices from Singapore are to the 16th Feb. The outward mail of Jan. 1 arrived on the 5th Feb., but the latest telegraphic news from London was to the 27th Jan., received by the extra P. and O. steamer *Sunda*. The *Straits Times* gives the following summary of news:—

Business may be said to have been nearly at a standstill during the fortnight. The Europeans have been celebrating with due honour the fiftieth anniversary of the Settlement, and the Chinese have been devoting their exclusive attention to the usual festivities and rejoicings with which they welcome their New Year.

Politically the fortnight has been almost a blank. Some official changes are reported. A Captain Shaw has been announced as the new Lieutenant-Governor of Malacca, in place of Mr. Cairns. Captain Playfair is said to have been appointed Assistant Colonial Secretary, and Mr. Harvey, cadet, Private Secretary to the Lieutenant-Governor of Penang—two new offices it is to be noted. Ill-health necessitated change of air for the Rev. Mr. Beckles, Colonial Chaplain, and the Rev. Mr. Hose, Chaplain of Malacca, is officiating in his place.

The Legislative Council is to meet to-morrow, at noon, when the Session of 1869 will be opened with the usual ceremonies, and with a speech from H.E. the Governor.

The celebration of the fiftieth anniversary of the Settlement of Singapore was inaugurated by a ball—one of the most successful ever witnessed here, which was given in the Town-hall on Friday, the 5th inst., at which were present H.E. the Governor, H.H. the Maharajah of Johore, the Hon. the Chief Justice and Lady Maxwell, and most of the European residents. The speech of H.E. Sir Harry Ord, in proposing the "Prosperity of the Settlement," made a favourable impression, and his positive reiterated statement, for which he claimed undoubting faith from the public, that facts and figures would ere long show that the revenue was increasing, and was amply sufficient to meet the expenditure, gave considerable satisfaction. Most have accepted this statement in good faith, but there are still doubters and unbelievers who will not be convinced, who will have it that the colony is getting deeper into debt every day. This appears to us to savour somewhat of hyper-infidelism, in face of his Excellency's plain straightforward assertion, that, provided the revenue remains at its present rate, there would be no necessity for any further loans, or any taxation, or any additional burden whatever.

Saturday, the 6th inst., the anniversary day, was kept as a close holiday, and sports were held on the Esplanade.

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The Chinese New Year-day fell this year on Thursday, the 11th inst., which, with the next day, was a general holiday, and the firing of crackers, which began on Wednesday night and has not quite finished yet during the specified hours, has been something astounding. There have been no accidents, however, and no breaches of the peace or law, so far as we can learn, beyond the usual petty offences, A new steamer was launched at Teluk Ayer on Saturday, the 30th ult. She is the property of Messrs. Buyers and Robb, the owners of the Bon Accord Dock, and was christened the *Pilot Fish*. Messrs. Buyers and Robb are building the new steam launch for Government.

The extension of the telegraph from India down to Java and Australia, and from India through Siam and Cochin China to Hong Kong, has been again the subject of revived discussion. It is stated that the enterprise will soon be undertaken and carried through.

There is little or no news from the neighbouring States. A frightful epidemic continues its ravages through portions of Java. A correspondent calls attention to the island of Timor, of which the Dutch, he states, want to be rid. If it be so, the British Government has the right of pre-emption by a clause in the Treaty of 1824. The letter deserves perusal, as the island would no doubt be useful and convenient as a station from which to lay a telegraphic cable to the northern coast of Australia. From Labuan a correspondent has furnished us with an account of the New Year's sports held there for the first time, which seem to have been a great success. Everything is quiet and peaceable in Sarawak, in Cochin-China, and in Siam.

# Commercial Report.

## STRAITS, CHINA AND JAPAN IMPORTS.

YOKOHAMA.—Our report by the present mail is very unsatisfactory. There was an almost entire absence of demand for every description of imported produce, prices were lower, stocks were increasing, and there was no inducement to re-export to China. The native New-year holidays were about to commence, when there would probably be an entire cessation of business. The opening of Yedo had had no effect upon the market. Current quotations:—Cotton Yarn: Nos. 16-24, per picul, $44.50 to 46.0; 28-32, $46.50 to 48.0. Grey Shirtings, 7 lbs., per piece, $2.45 to 2.55; 8.4 to 8 8 lbs., $2.72 to 2.80. White Shirtings, $2.80 to 3.60. T-Cloths, $1.70 to 2.20. Velvets, Black $8.0 to 9.60. Camlets, S, $15.0 to 16.0; SS, $14.0 to 14.50. Cloth Broad, per yard, $1.50 to 2.0; Blankets, per lb., $0.50 to 0.55. Iron Nail Rod, per picul, $3.40 to 3.70; Pig, $1.05 to 1.15; Lead, $7.50 to 7.0.

SHANGHAI.—Throughout the fortnight native dealers had shown a disposition to purchase any moderately cheap plain cottons. A fairly large business had resulted, many contracts having been made for cash, others for delivery and payment after the Chinese holidays. Most of the purchases were intended to be held until the reopening of the Tientsin trade. Grey Shirtings, 8¼ lbs.: Sales had been effected at prices ranging from Tls. 1.9.7 to 2.0.6; 7 lbs., Tls. 1.8.3 to 1.8.5. T-Cloths, 7 lbs. Mexicans, Tls. 1.7.0 to 1.8.0; ordinary qualities, Tls. 1.5.5 to 1.6.5; 6 lbs., Tls. 1.3.0 to 1.5.0; 8 to 8¼ lbs., 38 inch, Tls. 2.0.0 to 2.1.5. Importers had met the demand freely for all weights. White Shirtings had been in less inquiry. American and English Drills were slightly lower in value. Fancy Cottons continued dull of sale. Woollens and Worsteds—Camlets, SS: A few sales were reported. Lastings: Business limited. Figured Lustres: Sales effected had been principally in barter against silk; good assortments and patterns were rather easier of sale. Crape Lustres: In fair request for arrival. Coals: The coal market was depressed, and the prices given must be considered nominal. The arrivals had been: From Great Britain, 2,663 tons; America, 1,750 tons: Australia, 2,910 tons; Japan, 197 tons; Formosa, 1,140 tons; in all 8,660 tons—of which 2,087 tons were to order. Current quotations were as follows:—Grey Shirtings, 7 lbs., Tls. 1.8.5 to 1.9.0 per piece; 8.4 to 8.6 lbs., Tls. 2.0.0 to 2.0.5 per piece. White Shirtings, Tls. 1 9.0 to 3.0 0 per piece. T-Cloths, Tls. 2.5.5 per piece. English Drills, 40 yards, Tls. 4.0.0 to 4.1.5 per piece. Dutch Drills, 40 yards, Tls. 3.8.0 to 3.9.0 per piece. Gentian Shirtings, Tls. 3.2.0 to 3.2.5. Camlets, English, SS., Tls. 11.5.0 to 12 2.5 per piece. Spanish Stripes, Tls. 0.5.7 to 0.8.0 per yard. Medium Broad and Habit Cloths, Tls. 1.0.0 to 1.6.0 per yard. Lead, Tls. 5.6.5 to 5 8.0 per picul. Coals: Cardiff, Tls. 11.0.0 per ton; North Wales, Tls. 10.0.0 per ton; English, nominal; Anthracite, Tls. 11.5.0 per ton.

HANKOW.—During the fortnight there had been a dragging market, and prices for Cotton Goods had gradually given way. Woollens and Worsteds had been heavy of sale at previous low prices. Grey Shirtings, 8¼ lbs.: A moderate business had been done at Tls. 2.0.5 to 2.1.0, at which the market closed firm; 7 lbs. had declined fully 1 mace per piece, and were quoted at Tls. 1.8.2 to 1.8.7. T-Cloths had been taken to a fair extent at Tls. 1.7.0 to 1.8.5; 8 lbs. had been neglected; 6 lbs. Tls. 1.4.0 to 1.5.0. Drills: The season was nearly over, and buyers scarce. Fancy Cottons met with no inquiry. Woollens and Worsteds: Camlets, SS Assorted had been sold at Tls. 12.5.0 to 12.7.0, but the demand had been very small. Lastings: A few had changed hands at former prices. Long Ells: H H Scarlet had slightly advanced: other descriptions unchanged. Figured Orleans had been in no demand. Lead: The demand was satisfied, and prices had declined to Tls. 6.3.0 to 6.3.5 for big pigs, and Tls. 6.1.0 to 6.2.0 for small pigs of best brands.

FOOCHOW.—The following had been the sale of imported produce during the interval:—1,000 pieces, 8¼ lbs. Grey Shirtings, at $2.90 per piece; 249 pieces T-Cloths at $3 20 per piece; and 700 piculs Lead at $9.00 per picul, the last-named transaction being against Tea.

HONG KONG.—The following is from Messrs. Olyphant and Co's. Circular, dated 8th of February:—Cotton Yarn: About 100 bales, Nos. 16 to 24, have been placed at slightly better rates, and holders are firmer. There is no inquiry for the higher numbers, quotations for which are unchanged. Auction sales have only been of 23 bales, Nos. 16 to 24, and 4 do. Nos. 28 to 32. Piece Goods: Transactions, in the aggregate, have been moderate, though to a somewhat greater extent than was anticipated, Chinese New Year being so close at hand. 7 lb. Grey Shirtings are much wanted, and have advanced fully 5 cents per piece, and more disposition has been shown to purchase other weights, though only at easier prices, and these importers are unwilling to accept, anticipating that dealers will soon be obliged to enter the market. T-Cloths are in large supply, and sales have been made at lower rates, but there is more firmness at the close. Common White Shirtings are inquired for on former terms, and a slight inquiry for Turkey Reds has led to an advance of 5 cents per piece. English and Dutch Drills are not wanted, but American, if on the spot, would be readily saleable at last quotations. Jeans and Sheetings are nominaly 10 cents lower. Woollens: Long Ells are much neglected, and have further declined. There has been some little demand for best assorted Spanish Stripes at a very trifling advance. Blankets are unsaleable. Lastings dull and weak. Crapes steady, Camlets are more firmly held, dealers having worked off their former supplies, and evincing some desire to replenish their stocks, while Importer's stocks are light. Metals: Nail rod and Bar Iron have been more freely taken at the late decline. Hoop is held for an advance. Wire is again lower. Steel unchanged. Lead continues in demand, and L.B. and W.B. have been sold at $8.00 and $8.50 per picul respectively. Last sales of L.B. were made, to arrive four months hence, and at the moment, parcels on the spot are held for $8.50. Malacca Tin is much wanted, and first arrivals will probably fetch $30 picul. Coal: The only arrival has been 800 tons Sydney, and the only sale 600 tons do. at $6.75—a figure at which there are now no sellers. We make no change in quotations. Ginseng: The demand has continued good, and sales have been made of 19 casks Crude—indifferent quality—at $90 to 95; 21 do. at $120; and 89 do. at $134 to 135, fully maintaining the improvement last advised. The current quotations were as follows:—Cotton Yarn, No. 16 to 24, per bale, $115 to 125; 28 to 32, $130 to 135; Grey Shirtings, 7 lbs., per piece, $2.35 to 2.40; 8.4 lbs., $2.65 to 2.70; White Shirtings, $2.20 to 4.20; T-Cloths, $1.70 to 2.75; Turkey Red Shirtings, $2.75 to 3.00; American Drills, 14 lbs., per piece, $4.90; 15 lbs., per piece, $5.40; Spanish Stripes, Scarlet, per yard, $0.80 to 0.95; Assorted, $0.78 to 0.94; Camlets, S, $18.00 to 19.00; SS, $15.75 to 16.00; Iron Nail Rod, Round, Square, and Flat Bar, per picul, $2.90. to 2.95; Hoop, $2.85 to 2.90; Lead, per picul, $7 40 to 7.50; Steel, per tub, $4.20 to 5.25; Quicksilver, $64.25 to 64.50; Coals, English, $10; Welsh, $11.

SINGAPORE.—The market had been very quiet, transactions had been on a small scale, and latterly there had been an entire cessation of business, owing to the holidays at the Chinese New Year. It was probable on the resumption of business that the market would have a firmer tone, as many importers seemed disposed to hold for an improvement in values. Grey Shirtings, 8¼ lbs., had been placed at an advance on last quotations, and rates were firmer; several holders refusing to sell at current prices, a limited business had transpired chiefly at $2.75 per piece; 7 lbs. firmer, but sales trifling; stocks of 6 lbs. light, and no business reported. Long Cloths without inquiry, and quotations nominally unchanged. Maddapollams had met with a moderate inquiry, stock light. T-Cloths quoted firmer, business limited. Dutch drills unaltered, stock nearly cleared Grey Yarn, No. 40s., firmer; there was some inquiry, and a few small sales had been made; No. 30s. had been in request, stock light; the lower numbers continued without inquiry, and no sales had transpired. White Shirtings of medium qualities in request, stocks almost cleared, demand slack for the finer qualities, a few sales reported at previous rates. Imitation Irish Linens in demand; stocks light. Cambrics of the coarser qualities had been placed at previous rates. Figured Shirtings firmer, and there was a little more inquiry. Plain Dyed Shirtings dull. Dyed Figured Shirtings in more inquiry. T. R. Cloth without improvement, and transactions small. T. R. Mulls difficult to place; no sales reported. Prints unaltered; sales small. T. R. Yarn in limited inquiry at previous rates. Coloured Yarns slightly weaker; small sales reported. In Metals there had been more business doing. Bar Iron in heavy stock, and demand dull; Nail Rod placed at $2.60 per picul; small sales of Swedish Iron. Lead advanced in value; stocks nearly cleared. Yellow Metal in demand, and prices firmer; several sales had transpired. Brass Wire of the lower numbers in good demand. Cardiff Coals in good demand, and prices firmer; West Hartley without inquiry.

## STRAITS, CHINA AND JAPAN EXPORTS.

### TEA.

YOKOHAMA.—Little or no change has to be noted in the Tea market, the business done having been on a par with that of the previous fortnight, and settlements were computed to be about 2,500 piculs, which, as before, were all for the San Francisco and New York markets. Stocks continued small, and a comparative scarceness of the medium grades may be noted. Prices for all kinds remained unaltered. The Caractacus, for New York, had sailed with 691,632 lbs. The Alcyone, John Norman, Solent, and Brilliant were loading for the same port. Quotations:—Common, $19 to 23 per picul; good common, $24 to 25; medium, $26 to 28; good medium, $29 to 32; fine, $34 to 37; finest, $38 to 39; choice, $40 to 42.

SHANGHAI.—Black: The settlements had been on a very limited scale, only 753 chests Congou and 1,066 chests Dust having changed hands, the former at slightly stiffer rates, and the latter at an advance of from ½ to 1 tael per picul. Settlement for the fortnight, 1,819 chests; reshipment on owners' account. 778 chests; stock, 19 chops, or 4,788 chests. Quotations, duty paid (exchange for credits, at 5s. 11¼d. per tael, and freight at £3 per ton):—Dust, common, 7¼d. per lb.; Hohow, common, 1s. 0½d. to 1s. 0¾d.; Ningchow, common to fair, 1s. 2d. Green: There had been less doing, and the demand had been chiefly for common to medium Moyunes and Teenkais, which had been taken at very irregular prices; on the whole, however, rates had again ruled rather in favour of the buyer. In fine and finest we hear of no transaction, but for these teamen would not accept any reduction. Settlements were—14,373 half-chests, common to medium, Moyunes and Teenkais, at Tls. 33 to 38; and 1,700 half-chests,

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common to fine, Fychow, at Tls. 27 to 34. Settlements for the fortnight, 16,073 half-chests; re-shipments on owners' account, nil; stock, 105 chops, or 59,145 half-chests. Quotations (duty paid, exchange, &c., as above) were:—Fychow and Moyune, Gunpowder, 1s. 6d. to 3s. 7d.; Imperial, 1s. 2¼d. to 2s. 10d.; Young Hyson, 11¾d. to 3s. 2d.; Hyson, 1s. 1¾d. to 3s. 3½d.; Twankay, 9d. to 1s. 6d.

HANKOW.—The season was closed.

KIUKIANG.—No arrivals of Black Teas had taken place, nor had there been any settlements of either Greens or Blacks. Receipts of Greens during the fortnight amounted to about 6,000 packages, almost all of which had gone forward to Shanghai.

FOOCHOW.—Messrs. Rusden, Phipps, and Co. report as follows:—Our season may be considered closed, the present stock of Congou and Souchong being about 4,000 chests. About 15,000 chests Congou have been settled during the month at gradually advancing prices, which may now be quoted ½ tael to 1 tael advance on those ruling at the date of our last, the 2nd January. The Chanticleer and Henry Grenfell will probably close our export to England. Settlements for the fortnight have been:—Congou, 4,280 chests, at Tls. 9.8 to 19.05 per picul, ship off; Souchong, 1,725 chests, at Tls. 16.8 to 27.3 per picul, ship off; Oolong, 444 ½-chests, at Tls. 17.8 per picul, ship off.

AMOY.—Oolongs had been in active demand for America, and the stock was reduced to about 32,000 half-chests, almost all of which would probably be carried over until after the holidays. Prices had been irregular, but, on the whole, showed an advance of a dollar per picul, and in some instances as much as three dollars. The market closed very firm, but buyers were ready to close the remaining stock so soon as teamen were willing to sell on the basis of former settlements. The John C. Munro and Charlot had been taken up at £2 10s. per ton of 50 cubic feet to load for New York, and the John Worster was expected from Foochow for the same voyage, having been closed at $13 gold.

## SILK.

YOKOHAMA.—The bulk of business done had been in coarse Oshus, and these had been obtainable on somewhat easier terms. What few of the better re-reels appeared, had obtained old rates. In Hanks the arrivals were smaller and smaller, and very little was of better than medium quality. Holders adhered to high rates, which buyers were indisposed to pay. In Coshus, Etchesens, &c., the assortment was very small and poor; the common grades of these were also weaker. Settlements were about 600 bales, a portion on native account. The current quotations (laid down in London at exchange, 4s. 5½d.) were as follows:— Hanks—Mybash, Sinchu, &c., extra, 39s. 7d. to 42s. 3d.; best, 37s. to 38s. 10d.; medium, 33s. 10d. to 36s. 7d.; inferior, 30s. 1d. to 33s. 1d.; Oshu, extra, nominal, 37s. to 37s. 8d.; best, 33s. 10d. to 35s. 9d.; medium, 28s. 2d. to 31s. 3d.; inferior, 24s. 5d. to 26s. 8d.; Coshu, best, 32s. to 33s. 10d.; medium, 28s. 2d. to 30s. 5d.; inferior, 24s. 5d. to 27s. 6d.; Sodai, best, nominal, 30s. 1d.; medium, 26s. 4d. to 28s. 2d.; Etchesen, best, nominal, 27s. 6d. to 29s. 4d.; medium, 23s. 3d. to 25s. 7d.; inferior, 19s. 9d. to 22s. 7d.; Mashta, best, nominal, 24s. 5d. to 26s. 4d.; inferior, 20s. 8d. to 23s. 8d.; Hatchogee Tussah, nominal, 28s. 8d. to 26s. 4d.

SHANGHAI.—The following is from Messrs. C. J. Skeggs and Co.'s Circular, dated February 2:—A very small business has been done during the fortnight, estimated at about 400 bales, and which has again been almost entirely in barter for Shirtings and Woollen Goods; prices are consequently very irregular, and although in some cases a shade lower, the general run of purchases do not show any quotable decline. A large proportion of the settlements consists of common re-reels, which are apparently cheap as compared with other silks, but are still looked upon with suspicion owing to their loaded state. No transactions are reported in chops, as they are firmly held, but medium to common Tsatlees are rather easier. A few common Kahings have been taken at Tls. 425, and good Szechuens at Tls. 400 per picul. Throwns are getting very scarce, Trams being firmly held for Tls. 530 to 540, and Organzines Tls. 570 to 590 per picul. The total settlements are about 43,000 bales, we having over-estimated them 200 bales in our last issue. The stock is about 2,000 to 2,500 bales.

## STRAITS PRODUCE.

SINGAPORE.—The produce market had been quiet, Pepper and Sago flour had been taken up to some extent, but other articles had been dull, and there was very little alteration to notice in quotations. Gambier had been without animation; a very small business had transpired, supplies were coming forward slowly, and the market was firm. Black Pepper had maintained its previous value, about 10,000 piculs having been taken up chiefly at $6.37½ per picul. White Pepper had met with a good demand and supplies had been readily bought up at slightly weaker rates. Tin had been fluctuating; there were few buyers in the market. Pearl Sago weaker, limited business. Sago flour in good demand; large supplies of Bruni had arrived and had been taken up at rather lower rates. Coffee weaker and demand slack, supplies falling off. Hides had been bought at previous rates. Horns much wanted, prices advanced considerably Gutta Percha in steady inquiry and prices well maintained. India rubber in demand at full rates. Camphor firmer and market nearly cleared. Rice in steady demand and prices firmer.

## EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

| At | Bank Bills. | Credits. | Documentary. |
|---|---|---|---|
| Yokohama, 6 m. s. ... | 4s. 5d. | 4s. 5¼d. | 4s. 5¼d. |
| Shanghai ,, ,, ... | 5s. 11d. | 5s. 11½d. | 5s. 11½d. |
| Canton ,, ,, | 4s. 5½d. | 4s. 6½d. | 4s. 6¾d. |
| Hong Kong ,, ,, | | | |
| Macao ,, ,, | | | |
| Singapore ,, ,, ... | 4s. 6d. | 4s. 6¾d. | 4s. 6¾d. |
| Manila ,, ,, ... | 4s. 4d. | 4s. 4¼d. | 4s. 4¼d. |

MISCELLANEOUS.

| — | At Shanghai. | At Hong Kong. |
|---|---|---|
| Bills on India ... ... ... | 299½ to 300 | 223½ to 224 |
| ,, Hong Kong ... ... | 26 to 26⅝ dis. | — |
| Bar silver ... ... ... ... | 111 2 0 | 9 prem. |
| Mexican dollars ... ... ... | 75 2·5 | ½ prem. |

Bons, at Yokohama, 337 to 339 per 100 dols.

SHARES.

Hong Kong and Shanghai Bank, New, 9; Old, 30 per cent. premium.
Hong Kong Gas Company, 41 dols. per share.
Hong Kong and Whampoa Dock, New, 20; Old, 6 to 8 per cent. discount.
Union Dock Company, 30 per cent. discount.
China Traders' Insurance, 500 dols. premium.
Hotel shares, 40 per cent. discount.
Hong Kong and Macao Steamboat Company, par.

# Shipping Intelligence.

## ARRIVALS.

At YOKOHAMA.—From London, Jan. 20, Chrysolite; from Cardiff, Brewster.

At SHANGHAI.—From London, Jan. 25, Sir Jamsetjee Family, Western Chief; 27, Undine, W. E. Gladstone; 30, Leander; from Liverpool, 25, Jane Sprott; from Cardiff, 24, Bernhard Carl; 26, Sanderson; 29, Andreas; from New York, 28, W. G. Russell.

At AMOY.—From Cardiff, Jan. 27, Oscar.

At HONG KONG and CANTON.—From London, &c., Niger (str.); from Hamburg, Jan. 29, Clipper; Feb. 5, Elise.

At MANILA.—From London, Jan. 30, Olano; from Cadiz, 19, Bilbaina.

At SINGAPORE.—From Newcastle, Feb. 10, Alpha; from Shields, 12, Pilot Fish; from Swansea, 14, Catharina; from Marseilles, 10, Isaure.

At PENANG.—From London, Feb. 16, Vanguard; from Liverpool, 15, Achilles (str.).

## DEPARTURES.

From YOKOHAMA.—For New York, Jan. 18, Caractacus; for Callao, 11, Suliate.

From SHANGHAI.—For London, Jan. 26, Dundonald; 30, Corsair; for New York, 25, American Lloyds.

From FOOCHOW.—For London, Jan. 20, Peterborough; 23, James Shepherd.

From HONG KONG and CANTON.—For Callao, Jan. 26, Gesine Brons; for New York, Feb. 2, Magnet; 5, Caroline.

From MANILA.—For Liverpool, Jan. 21, Loyola; for New York, Feb. 1, Asa Eldridge.

From SINGAPORE.—For London, Feb. 9, Nabob; 12, Star of Jamaica; 13, Loudoun Castle; for England, 2, H.M.S. Serpent; for Falmouth, 3, Aline; for Boston, 3, Madawaska.

From PENANG.—For London, Feb. 11, Helen's Bank, Tek Li.

## VESSELS LOADING.

At YOKOHAMA.—For London, Chrysolite; for New York, John Norman, Alcoyne, Solent.

At SHANGHAI.—For London, Assyrian, Diamond (str.); for New York, Queen's Own, Annie.

At FOOCHOW.—For London, Chanticleer, Henry Grenfell.

At AMOY.—For New York, J. C. Munro, Ferdinand and Charlot.

At HONG KONG and CANTON.—For London, Fairleader, Sophie.

At MANILA.—For London, Aurora; for New York, Jan. 15, Nina; 31, Nellie Chapen.

At SINGAPORE.—For London, Corypheus, Lammermuir, Merse; for Liverpool, Enterprise; for New York, Arracan, Ortelius, St. Paul.

At PENANG.—For London, Parana, Aldourie, Vanguard.

## FREIGHTS AND CHARTERS.

At YOKOHAMA.—To London, £4 per ton of 50 cubic feet. To New York, per sailing vessel, £2 15s. to £3; per steamer, $45 per ton of 40 feet.

At SHANGHAI.—To London, there are only two vessels loading—the Assyrian and Diomed(s.)—the former at £2 10s. per ton of 50 feet, the latter at £3 10s. per ton of 40 feet. A fair business has been done in coast charters at low rates.

At FOOCHOW.—To London, £2 10s. per ton.

At HONG KONG and CANTON.—To London £3 per ton of 50 cubic feet; to New York, £3 per ton of 40 feet.

MANILA.—The Circular of Messrs. Tillson, Hermann, and Co. quotes as follows:—The high rates demanded, £4 for sugar, and £4 10s. to £4 15s. for hemp and measurement goods to England, have stopped business, and we have not a transaction to report. At a reasonable rate one or two vessels could find immediate employment.

At SINGAPORE.—To London, £3 10s. to £3 15s.; to New York, $10 sugar, $11½ Hemp.

At PENANG.—The Parana is loading for London, under charter, at £3 15s. for sugar and 4½d. per gallon for rum; she has also engaged tin at £3 10s., light freight at £3 17s. 6d., and measurement at £4 per ton (less 5 per cent.).

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## VESSELS PASSED STRAITS OF SUNDA.

| Date. | Ship. | From | To. |
|---|---|---|---|
| Jan. 22 | Johanna Marie | Yokohama | London |
| „ — | Victoria | Foochow | Falmouth |
| „ 24 | Ocean Spray | Liverpool | Batavia |
| „ — | Batavia | Newcastle | Batavia |
| „ — | N. B. Palmer | Yokohama | New York |
| „ — | Margaret | Singapore | Boston |
| „ 25 | Noach II. | Batavia | Rotterdam |
| „ — | Glenaros | Foochow | London |
| „ — | Bristow | Singapore | London |
| „ 26 | Paul Riquet | Saigon | Mauritius |
| „ — | Louise | Bourbon | Saigon |
| „ — | Gustave | Reunion | Do. |
| „ 27 | Nonpareil | Do. | Do. |
| „ — | Isabella | Freemantle | Batavia |
| „ 28 | Cornelis Wernard Eduard | Rotterdam | Do. |
| „ — | Cornelia | Newcastle | Do. |
| „ — | Favorita | Cardiff | Singapore |
| „ — | Harlaw | Shanghai | London |
| „ — | Laurel | Foochow | Do. |
| „ — | Iho | Hamburg | Bangkok |
| „ — | Batoe Bassi | Rotterdam | Macassar |
| „ 29 | Pallas | Yokohama | New York |
| „ — | Florence Nightingale | Bangkok | Falmouth |
| „ — | Maria Adriana | Batavia | Rotterdam |
| „ — | Henriette Geertruida | Amsterdam | Batavia |
| „ — | Aurelia | Boston | Do. |
| Feb. 3 | Gebroders van der Beek | Batavia | Amsterdam |
| „ — | Ferdinand and Louis | Amsterdam | Batavia |
| „ — | Ziba | London | Hong Kong |
| „ — | Hopeful | Bangkok | Europe |
| „ — | British Crown | Batavia | Amsterdam |
| „ 4 | Attila | Liverpool | Singapore |

## COMMERCIAL POSTSCRIPT.

The amount of bullion by the P. and O. Company's steamer *Tanjore*, from Southampton on the 20th inst., was, in gold, to Galle £77; to Bombay, £14,550; to Madras, £288; to Calcutta, £120; in silver, to Bombay, £27,500; to Singapore, £5,700; to Hong Kong, £24,896; total in gold, £15,035; in silver, £58,096.

### SHIPPING.

ARRIVALS NOT IN THE TABLES.—March 18, at Deal, from Shanghai, Tyburnia; off Falmouth, from Maulmain, for Aberdeen, Hindostan; at Liverpool, from Akyab, Empire of Peace; 19, at Deal, from Foochow, City of Quebec; at London, from Foochow, Ironsides; from Colombo, Percy Douglas; 18, at Falmouth, from Hong Kong, Ta Lee; 19, at Plymouth, from Hong Kong, Randers; 15, off Scilly, from Java, for Amsterdam, Albion; 17, at Brouwershaven, from Sourabaya, Johanna; 16, at Zierikzee, from Batavia, Kinderdyk; 18, at Belle Isle, from Saigon, Auffredy; at Gironde, from Singapore, Aurelie; 18, at London, from Manila, Palm Tree: 20, in the Downs, from Manila, Antrim; from Sarawak, Otter; at London, from Colombo, Ocean Rover.

DEPARTURES.—March 17, from Penarth Dock, for Yokohama, Imatra; 18, from Cardiff, for Shanghai, Raleigh; 14, from Liverpool, for Singapore, Ringdove; 20, from London, for Shanghai, Tamerlane; for Cardiff and Singapore, Empress of India; 19, from Cardiff, for Singapore, Utina.

LAID ON.—At London, for Shanghai, Tyburnia; at Glasgow, for Penang, John Paul.

CASUALTIES.—Advices from St. Helena, dated Feb. 10, state that the Caroline, Bourbis, from Saigon, put in there, Jan. 28, leaky, and after survey had been ordered to partly discharge. Advices from Gibraltar, dated March 17, state that the Continental, Erving, from Cardiff to Yokohama, which vessel was on shore in the bay, March 15, had been got off by tugs. A telegram, received March 19, from Galle, states that the Enoch Arden (barq.), Callown, from Cardiff to Shanghai, with coals, was burnt in the China Sea, Feb. 13; master and crew arrived at Batavia.

SPOKEN.—Doesborgh, Batavia to Amsterdam, Jan, 14, 22 S., 82 E.; Garibaldi, Batavia to Rotterdam, February 3, 4 N., 22 W.; Laura and Adele, Amsterdam to Batavia, Feb. 13, 41 N., 11 W.; Grefve Berg (Russian ship), Batavia to Falmouth, Jan. 4, 36 S., 27 E.; Andromache (Dutch barque), Padang to Rotterdam, Jan. 20, 13 S., 10 W.; Sophia Koningen der Nederlanden, Sourabaya to Rotterdam, Feb. 4, 7 N., 14 W; County of Argyle, Sourabaya to Rotterdam, Feb. 26, 42 N., 27 W.; Innisfallen, Shields to Galle, Jan. 22, 29 S., 23 W.; Golden State, Shanghai to New York, Feb. 1, 28 S., 9 E.; Sindbad, Bali to Amsterdam, Jan, 21, 34 S., 24 E.; Anita, from Foochow, Jan 28, 33 S., 20 E.; Gleaner, Bangkok to Bordeaux, Jan. 8, 27 S., 55 E.; River Eden, Manila to London, Jan. 26, 32 S., 14 E.; Clytie, Manila to London, Dec. 18, 14 S., 102 E; Admiral de Ruyter, Bali to Amsterdam, Dec. 4, 9 S., 114 E.; Marie (barque), Rotterdam to Batavia, Nov. 27, 19 N., 25 W.; Deerfoot, London to Yokohama, Feb. 9, 3 N. 23 W.; Scharnhorst, Bremen to Batavia, Feb 11, 5 N., 26 W.; Banian, Shanghai to New York, Dec. 12, in Straits of Sunda; Jeannie Eastman, Batavia to Amsterdam, Dec. 29, 23 S., 76 E.; Numancia (American ship), Shanghai to New York.

Off ASCENSION.—Jan. 22, Johanna, from Batavia, for Amsterdam; Feb. 10, Sliedrecht, from Java, for Amsterdam; 12, Cymbeline, from Philippines, for Falmouth.

At ASCENSION.—Feb. 4, Nahotka (str.), Brolin, from Southampton, and left 9 for Eastern Siberia.

At ST. HELENA.—Feb. 5, Lalla Rookh, Wilson, from Saigon, and sailed 6 for Belle Isle; 7, John Lidgett, Polson, from Macao, and sailed 8 for London; 9, Shun Lee, Melbank, from Macao, and sailed 10 for London; 10, Alcyone, Krusinga, from Sourabaya, and sailed for Amsterdam.

At TABLE BAY.—Feb. 1, Pactole, Ollivand, from Macao, for Havana, for supplies. Jan. 23, Brinkburn, sailed for Ceylon.

## BIRTHS, MARRIAGES, AND DEATHS.

### BIRTHS.

BAYLIS—On the 22nd Feb., the wife of Alfred Baylis, Esq., of the Peninsular and Oriental Company's Service, of a son.

CHESHIRE—On the 5th March, at Forest Hill, the wife of Samuel Harley Cheshire, of a son.

GIBBS—On the 28th Feb., at 1, Lancaster-street, Hyde Park, the wife of George L. M Gibbs, Esq., of a son.

HATCHISON—On the 4th March, at Cairngall, Aberdeenshire, the wife of William Hatchison, Esq., of a son

INGLIS—On the 7th March, at Bellwood, Kirkaldy, Scotland, the wife of David D. Inglis, of Nagasaki, Japan, of a son.

OSMOND—On the 1st Feb., at Hong Kong, the wife of Mr. C. Osmond, of a daughter.

PHILLIPS—On the 14th Jan., at Amoy, the wife of George Phillips, Esq., H.B.M.'s Consular Service, of a daughter.

SANDILANDS—On the 14th March, at Bridge of Allan, N.B., the wife of G. M. Sandilands, Esq., of Penang, of a son.

STEAINS—On the 11th March, at Ellersile, Sydenham, Mrs. James Steains, jun., of a daughter.

### MARRIAGES.

CREAGH—FISHER.—On the 1st Feb., at St. Peter's Church, Colombo, by the Rev Brooke Bailey, Denis Creagh, Esq., Paymaster 59th Regiment (late Lieut. 14th Regiment), eldest son of Pierce Creagh, Esq., Limerick, Ireland, to Lucy Ellen, daughter of the late Wm. Fisher, Esq., Chief Superintendent of Police, Ceylon, and late Capt. of the 78th Highlanders.

DASHWOOD—DICKSON.—On the 11th Feb, at Singapore, Mr. Robert Boyce Dashwood to Miss Jane Emily, second daughter of the late Captain W. H. Dickson, of the British barque *Borneo*.

DAVIS—WALKDEN.—On the 11th March, at the Congregational Church, Blackheath, by the Rev. Joseph Beazley, Arthur Owen Davis, of the P. and O. Steam Navigation Company, to Hannah Rebekah (Annie), eldest daughter of Samuel Walkden, of Blackheath and Lawrence-lane. No cards.

HANNAY—WILLIAMSON.—On the 16th March, at Doon Park, near Castledouglas, Kircudbrightshire, by the Rev. George Greig, W Cathcart Hannay, Esq., of Manila, to Julia Christian Williamson, daughter of the late Rev. D. S. Williamson. No cards.

HARRIS—CLOW.—On the 11th March, at Trinity Church, Marylebone, by the Rev. Henry Harris, vicar of Horbling, Lincolnshire, the father of the bridegroom, Henry Harris, Esq., of 83, Great Tower-street, City, and Highstone, Snaresbrook, Essex, to Henrietta Sophia, third daughter of Leonard Clow, Esq, of Fitzroy-street, Fitzroy-square. No cards.

HOARE—ROBINSON.—On the 30th Jan., at Colombo, Ceylon, Arthur Calvert, third son of J. J. P. Hoare, Esq, of Bittern, Hants, to Charlotte Rosina, fifth daughter of the late J. J. Robinson, Esq., of Banff, N.B.

LAUGHTON—MAN.—On the 14th Jan., at Christ Church, Port Blair, Andamans, Arthur F. Laughton, Esq, M S C, Sub-Assistant Commissary-General, to Georgiana Emily, eldest daughter of Col. H. Man, M.S.C., late Resident Councillor of Penang. No cards.

MACINTYRE—HAY.—On the 16th March, at St. Mark's Church, Notting-hill, by the Rev W. L. Collett, vicar of St. Stephens, Donald MacIntyre, Esq., of Highbury-crescent, to Maria, widow of the late W. J. Hay, Esq., Ceylon, and second daughter of George Canham, Esq., Shepherd's-bush, late of Purneah, Bengal. No cards.

MILLER—ALLEN.—On the 6th March at St. Matthew's, Oakley-square, S. F. Miller, Esq., fourth son of the late Reader Miller, Esq., of Ryarsh-house, in the county of Kent, to Katherine Frances, second daughter of Dr. Henry Alleyne Allen, of Springfield, Singapore.

### DEATHS.

BEAZLEY—On the 28th Feb, at 33, Bristol-gardens, Maida-vale, Mariamne Dyte, relict of the late Samuel Beazley, Esq., in her 46th year.

BARNES—On the 1st February, at Shanghai, of bronchitis, Edmond Cecil, youngest son of F D. Barnes, Esq, aged sixteen months.

HIGGINSON—On the 11th March, at 32, Cadogan-place, Harriet, relict of the late Rev. Henry Higginson, Chaplain to the East India Company, and incumbent of their chapel at Poplar.

HOLWORTHY—On the 24th January, murdered, near his residence at Hong Kong, Wilmot Wadeson Holworthy, Esq, Military Store Staff, second son of Charles Wilmot Holworthy, Esq., St. John's-wood, London, aged 34.

LAKE—On the 20th Dec, at Nagasaki, on board H.M.S *Manila*, after a short illness, Frank Toovey Lake, aged 19 years, second son of the late John Lake, C.E., of Kings Langley, Herts.

LITTLE—On the 26th Feb., at Anderton-house, near Devonport, aged 54, William John Little, Esq.

MACDONALD—On the 4th March, at 9, Lauder-road, the Grange, Edinburgh, Isabella, the beloved wife of Col. Macdonald, Ceylon Rifles, deeply regretted.

OXFORD—On the 12th March, at Nice, Joseph Oxford, Esq., of Laurie park, Sydenham, in his 58th year.

PALMER—On the 28th Jan., Sarah, the adopted daughter of Mr. H. B. Palmer, aged three years.

PALMER—On the 2nd Feb., Henrietta, the infant daughter of Mr. J. Palmer, aged ten months.

SCOTLAND—On the 22nd Jan., at Yokohama, Robert Burn Scotland, of typhoid fever, aged 42.

TENNENT—On the 6th March, at 66, Warwick-sqnare, very suddenly, Sir James Emerson Tennent, Bart., of Tempo Manor, county Fermanagh, aged 65.

TOOKEY—On the 10th Dec, on board the s.s. *Ajax*, Cameron, younger son of the Rev. Charles Tookey, M.A., Birchfield, Birmingham.

VIAULT—On the 19th Jan, at Kobé, of typhoid fever, after an illness of nearly three weeks, Jules Theodore Viault, H.I.M. Vice-Consul at the Port of Hiogo, and Consular Agent for Italy, aged 32.

## LATEST TELEGRAMS.

### RECEIVED VIA GALLE, MARCH 18.

### JAPAN.

YOKOHAMA, Feb. 13.—The representatives of the foreign Powers have formally announced the termination of the civil war, and have withdrawn their notification of neutrality.

### CHINA.

SHANGHAI, Feb. 16.—Grey shirtings, 6½ catties, 8¼ lbs., 2.15 tls. Cotton, Shanghai, 16¾ tls. Tea: Market closed. Silk: No. 3 Taatlees, 595 taels. Settlements since departure of last mail, 420 bales. Export to date (China and Japan) from commencement of season, 60,000 bales. Exchange on London—Bank bills, six months, 5s. 11d. Freights: Tea, £3.

HONG KONG, Feb. 22.—Grey shirtings, 6¼ catties, 8¼ lbs., $2 80c.; large speculative business. Water-twist, 16-24, $1 25c. Cotton, Bengal, fair medium, $16½. Exchange on London—Bank bills, six months, 4s. 6d.

[This telegram occupied nine days in transmission from Galle.]

SOMEWHAT PENSIVE.—There are three kinds of pens sold by a celebrated Edinburgh firm, under the names of the *Waverley* pen, the *Owl* pen, and the *Pickwick* pen. Now, whatever may be the case with regard to the middle one, the other two are doubtless, unrivalled, for what can equal the pens of SCOTT and DICKENS?—*Judy*.

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# PARLIAMENT.

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## HOUSE OF LORDS.

### ENGLISH MISSIONS IN CHINA.

(March 9th.) The Duke of SOMERSET: On rising to put a question to the noble earl at the head of the Foreign-office respecting missionaries in China, I may explain that the delay which has occurred since I gave notice of it is partly attributable to the new rule which has been adopted with regard to questions. In the House of Commons questions which do not lead to debate may be put without notice, and I think it would be well if this were allowed in your lordships' House also.

Earl GRANVILLE explained that the recommendation of the committee was that questions likely to lead to debate should not be put without notice, and before a quarter-past five, as had previously been the case.

The Duke of SOMERSET: In one of the papers lately presented to Parliament relating to China your lordships will find it mentioned that a society called the China Inland Mission having established a mission in the town of Yangchow, near Nanking, a riot occurred, and great violence was used, the result being, as usual, that the English naval force was sent for, and that after some remonstrance the Chinese gave way and the mission was restored. The Consul, I observe, states that the arrival of the force produced a very good effect, not, however, on account of any sympathies for the missionaries, but because a considerable quantity of money was expended by the crews. Now, what I wish to ask is, what right have we to send missionaries to the interior of China? (Hear.) If a preacher goes to Birmingham and begins to expound his opinions about Catholicism or Protestantism, we all know what happens. First of all a mob breaks the windows, then they break each other's heads, the police and military are thereupon called in, and after a great deal of noise the two parties retire with their heads broken and their Christianity very much impaired. That is what happens in a town peculiarly intellectual, where the people are so wise and sensible that you call upon them to decide questions of State policy and religion. What, then, can you expect from the people of Yangchow? As might be expected, they rise up and are furious. Look back to what occurred twenty years ago. An adventurer, calling himself a follower of Jesus, raised a great mob, attacked and took several towns, forced the young men to join him, and massacred the women and children. When at the Admiralty I saw many officers who gave an account of the state of towns that had been visited by these so-called followers of Jesus, and nothing more horrible could be conceived. No wonder, then, that when missionaries appeared, calling themselves by the same name, the feelings of the people were excited, and it is most unjust that the English naval power should be used to support them. (Hear.) I find no fault with the despatch of our representative at Peking, nor with Lord Stanley's, except that they do not go far enough, for we ought to try and do something more effective to stop these outbreaks. Our treaty rights were insisted upon by the English and French Ministers, and I believe it was more the wish of the French than of the English Minister that certain rights should be given to missionaries. The Chinese Minister remonstrated, urging that it would lead to great distraction and misery. In fact, the papers represented him as using a very good argument. Whether he really used it I cannot say, but he is reported to have said:—

"Here you are, the representatives of the most powerful and wisest nations in the world. You have come here as friends in everything else, but you differ in your Christianity. Now, as you are so wise and such good friends, why could you not settle among yourselves which is the true form of Christianity before you distract our country with your rivalry?"

I think that disciple of Confucius put a question which it was very difficult to answer. I object to the system of supporting inland missionaries in China, because it is unfair to the Chinese and because it is most unjust to our naval officers. Their business is to look after pirates, but a missionary is insulted, and, pending satisfaction from Peking, they are pressed to use their Armstrong guns and fire on the people, as the only way of saving the life of the missionary. Now, a young officer thinks nothing of taking a Chinese town. He is delighted with the task; with fifty or sixty men he will take any Chinese town. (A laugh.) But these proceedings are calculated to break up our friendly relations with China, and those relations surely ought not to be allowed to depend on the judgment of a missionary or on the patience of a mob. (Hear, hear.) My noble friends wish to reduce the navy in China. Now, if you reduce your navy you must reduce your missionaries, for every missionary almost requires a gunboat. (Laughter.) The fact is, we are propagating Christianity with gunboats, for the authorities of inland towns know perfectly well that if they get into trouble with the missionary a gunboat will soon come up. In doing that in a weak country which we could not possibly do in a more powerful one, it seems to me we are entirely wrong. The Chinese, I believe, dislike the French missionaries as much as they do the English; they turn the French missionary out of the town, and they knock the English one on the head; so that there is perfect religious equality. (A laugh.) My noble friend (the Earl of Clarendon) is quite right in saying that Christianity can only go in the wake of civilisation and progress. It is true you may easily get a certain class of Chinese to be converts to Christianity; there are plenty of Chinese who will be converts to anything in the shape of dollars (a laugh); but really to make China a Christian country must be a work of time, and the way in which we are proceeding is not the way to do it. Why, what is the example we set? Suppose a Chinaman asks what effect this new religion has upon the people, and goes to Shanghai to see, what does he behold? Naval and civil officers who are acquainted with all the chief ports in Europe, America, and Asia inform me, that though seaport towns are not usually very moral places, there is no such sink of iniquity as Shanghai. And yet you expect that, having seen your example, and how you force Christianity on by gunboats and Armstrong guns, the Chinese will embrace Christianity. We ought, I contend, to recall these inland missionaries. My noble friend, I am aware, is not responsible, for he gives very good advice; but this is one of those things which are readily given and hardly ever taken, and the missionaries do not take it. A missionary, indeed, must be an enthusiast; if he is not an enthusiast, he is probably a rogue. (A laugh.) No man would go and live up one of those rivers and preach Christianity unless he were an enthusiast, and if an enthusiast he readily incurs dangers. Now, I am anxious to know what chance we have of reducing these missions, or, at least, if not allowing them to go still further up the country, whereby they would, I am sure, seriously prejudice the cause of Christianity. It may, perhaps, be said that they go at their own peril; but this is not the fact, for if injured or killed, a naval force is called on to interfere, unless Peking is so close at hand as to allow time for an appeal to the Chinese Government. Nobody is responsible for this mischief but the London Missionary Society, and that society had much better send its missions to some other part of the world, and leave China unconverted, than pursue their present course. He wished to know whether the Government would adopt some more efficient and stringent mode of dealing with these missionaries, either by sending them out of the country, or by telling them that they should go no further and imperil our friendly relations with China by their proceedings. (Hear.)

The Earl of CLARENDON: I feel much obliged to my noble friend for having brought this question before your lordships, for it is one of growing and pressing interest, and it is right that the public should know exactly what is the policy of the Government, and how far we propose to deal with the present most unsatisfactory state of things. A Blue-book upon China not being very attractive, I dare say very few of your lordships have read the papers which have been laid on the table, and probably the general public know still less on the subject than your lordships. The interpellation, therefore, of my noble friend is likely to prove useful, by enabling me to draw the attention of your lordships and of the public to some passages in the papers which were recently presented. I cannot quite agree with my noble friend that a missionary must be either an enthusiast or a rogue. That, I think, is rather too strong. I cannot help admiring the spirit which animates missionaries, and the fearless zeal which leads them to promulgate religious truth. At the same time, I admit that that zeal often leads them to incur most unnecessary dangers, and creates a state of riot and bloodshed such as men of peace and goodwill should be the last to bring about. They require to be protected against this, and should be induced not to prosecute their labours in localities in the interior of the country, where no Consul resides, and where an appeal to the authorities against a fanatical mob is likely to be unavailing. The London Missionary Society suggested last year that in any new treaty to be negotiated with China there should be an article empowering them to purchase lands and reside in the interior. Now, Sir Rutherford Alcock, whose knowledge and experience of China may be relied upon, pointed out that, in the first place, such a clause is unnecessary, since the right exists under the French treaty, and, in the next place, that it would be very inconsistent with wisdom or prudence to insist upon it. He referred to the riots which had occurred as a proof that, not only the authorities and influential persons, but the whole population of China are adverse to the spread of missionary establishments. It is not only most dangerous for the missionaries themselves, but it is much to be condemned with respect to the Government and people of this country, that such proceedings as those described by my noble friend should be carried on. An outrage occurs, blood is shed, property is sacrificed, an appeal is made to the nearest Consul, who straightway calls to his aid the nearest naval commander, and gunboats go up to exact reparation. The consequence is, that we never know what tidings the next mail may bring us, and we are always on the brink of a war, not on account of the violation of any British rights, of any insult to the British flag, or of any injury done to commerce, but on account of the protection of good but imprudent men, who will not perceive the natural consequences of their acts. (Hear, hear.) This is a situation of affairs which certainly ought to be altered, and I will call your lordships' attention to one of the most recent instructions with reference to the employment of gunboats, which was sent to Sir Rutherford Alcock on the 28th of January:—

"You will have seen by my despatches of the 30th December and of the 13th and 14th of January that Her Majesty's Government attach the greatest importance to this point; and I have accordingly to instruct you to explain to Her Majesty's Consuls that the special purposes for which Her Majesty's ships of war are stationed in the ports of China and employed on the coasts are to protect the floating commerce of British subjects against piratical attacks in Chinese waters, to support Her Majesty's Consuls in maintaining order and discipline among the crews of British vessels in the respective ports, and, in cases of great emergency, to protect the lives and properties of British subjects if placed in peril by wanton attacks directed against them either on the part of local authorities or by an uncontrolled popular movement. As regards this last point, Her Majesty's Consuls must constantly bear in mind that the interference of naval force, either on their representation or on the part of naval officers acting on their own estimation of facts before them, will alone receive the subsequent approval of Her Majesty's Government when it is clearly shown that without such interference the lives and properties of British subjects would, in all probability, have been sacrificed; and even in such a case Her Majesty's Government will expect to learn that the alternative of receiving them on board ship, and so extricating them from threatened danger, was not available. Beyond this the circumstances of the case must be of a very peculiar nature which would be held by Her Majesty's Government to justify a recourse to force." (Hear, hear.) "Her Majesty's Government cannot leave with Her Majesty's Consuls or naval officers to determine for themselves what redress or reparation for wrong done to British subjects is due, or by what means it should be enforced. They cannot allow them to determine whether coercion is to be applied by blockade, by reprisals, by landing armed parties, or by acts of even a more hostile character. All such proceedings bear more or less the

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character of acts of war, and Her Majesty's Government cannot delegate to Her Majesty's servants in foreign countries the power of involving their own country in war."

(Cheers.) Those instructions will be rigidly adhered to by the Government, and the Admiralty have sent similar directions to all the naval officers, not only in China but in different parts of the world. With regard to reducing the number of missionaries, my noble friend must be aware that the Government is not precisely responsible, and that if missionaries chose to go or stay there our power of evicting them from China is small. (A laugh.) My noble friend having passed severe strictures on the London Missionary Society, I would call his attention to a letter dated the 5th of February, which was received from that society, and which I must say was a very proper one. The latter part of it reads thus :—

"The directors of the London Missionary Society would be glad to ascertain from your lordship the views which Her Majesty's Government now hold of the range within which, according to existing treaties, missionaries in general may freely move. Because, while the opportunities for their usefulness have grown great and numerous, the directors are anxious that the operations of the missionaries of the London Missionary Society shall be so conducted as in no way to embarrass Her Majesty's Government, or even inadvertently to complicate the relations between the two Empires. That is the only ground on which they would venture to trouble your lordship in the matter."

That letter evinces no disposition to embarrass the Government, but, on the contrary, evinces some of the spirit which my noble friend is desirous to evoke. The society asked what interpretation I should put on our treaty rights, and I had a reply sent in these terms :—

"Lord Clarendon is not prepared to place any abstract construction on those treaty provisions. So much must always depend on the circumstances under which, and the grounds on which, treaty privileges are claimed, that specifically to define the practical extent of any such privileges would be more likely to mislead than serve as a sure guide for action. Lord Clarendon considers that in all cases of a doubtful nature, where a British missionary desires to receive counsel or directions, his safest course would be to apply to Her Majesty's Minister at Peking, and be guided by his advice. This course is more particularly to be recommended at the present time, inasmuch as it is clear that a strong feeling prevails among the authorities and people of China against the establishment of mission stations in the interior ; and it would be highly imprudent in missionaries to persist in disregarding the opposition either of the Chinese authorities or people, and braving their animosity, however unjustifiable or misplaced. It is impossible for Her Majesty's Government to protect a missionary establishment in places where no consular authority is at hand to require the local authorities to exert themselves in its defence; and it is no less impossible to suppose that the feelings of Parliament would be enlisted in favour of measures of coercion to avenge a wrong done to missionaries, which, even if they did not end in war, would, for a time at least, paralyse British trade, and might be open to much question in point of justice as between country and country. The London Missionary Society can, in Lord Clarendon's opinion, render no better service to their missionaries than by inculcating on them circumspection in regard to their own conduct, and the utmost consideration for the feelings and character of the people among whom they dwell. The missionaries will do well to follow in the wake of trade when the people have learnt to see in it material advantage to themselves, rather than seek to lead the way in opening up new locations. In the former case they will find people prepared to receive and listen to their instructions ; but in the latter there is too much reason to believe that their proffered instruction will be rejected, and their persons exposed to indignity, and even danger."

I have now stated the policy which Her Majesty's Government propose in future to observe, and I trust that the advice I ventured to give to the London Missionary Society, coupled with the disposition they have manifested to avoid embarrassment to the Government, will be sufficient to prevent further difficulty. If, however, it should turn out otherwise, the fault will not rest with the Government. (Cheers.)

The Bishop of ST. DAVID'S entirely agreed with the noble earl that the proceedings to which he had referred were not at all calculated to promote the interests either of Christianity or of England in China ; but he could not admit that there existed among the Chinese population so general an aversion from the Christian religion, and so general a spirit of resistance to all attempts to propagate it, as the noble duke had appeared to assume. Unless a bulky volume which he read some time ago were a tissue of fictions, there existed a flourishing Roman Catholic mission with a large number of converts, who lived very peaceably, and who, though they were continually extending their religion, met with no resistance or tumult. If this were the fact, was it not natural that those who held what they believed to be a purer kind of Christianity should show a generous and noble spirit of emulation, desiring to gain similar conquests for the Protestant faith? We ought not, he thought, to attempt to apply any positive restraint to missionary efforts either in China or in any other part of the world.

The Bishop of HEREFORD, bespeaking their lordships' indulgence on his addressing them for the first time, wished for an explanation of one or two expressions that had fallen from the noble duke and the noble earl, affecting, as it seemed to him, the position of all missionary societies and of all missionaries labouring in the less civilised parts of the world. The noble duke had given a piece of advice which he thought no missionary would accept, viz., to leave some particular part of the world unconverted, or flee from attempts to convert it, because, forsooth, British commercial interests might be prejudiced. The youngest and least zealous missionary would probably reply that, important as were the interests of British trade, there was something in his eyes more sacred even than that sacred opium trade for which Great Britain once thought it worth while to wage war, viz., obedience to the command of his Master to go forth and seek the conversion of his fellow-creatures, at whatever risk to himself or others. It was hardly generous for one in the safe security of their Lordships' House to taunt a man who took his own life in his hand in encountering barbarians with imperilling the interests of British trade, for whatever else he imperilled he had first imperilled his own life. Would the noble duke, who was anxious for stringent measures, propose to save a Chinese mob the trouble of executing or expatriating the missionary, or would he, as a member of a Christian Legislature, maintain that by becoming a missionary he lost the right of British citizenship, which he would retain if he became a trader? English subjects, as he understood, possessed rights under the treaty, and provided they did not transgress the limits imposed by the treaty they were equally entitled to protection, whether they sold cotton or Bibles. It was surely unworthy of a Christian nation to say that if its subjects engaged in any trade, however demoralising, they should be protected from the least infraction of their rights, but that if they became missionaries and happened to displease the susceptibilities of the Chinese they should be left to their fate, or saved from the mob by a forcible expatriation. He admitted, on the other hand, that it was not desirable, for the sake of the missionaries themselves, that they should go out with an army at their back, for that would make them reckless, unspiritual, and untrue to the mission of their Master. It was one thing, however, to say what a missionary ought to do for the sake of the cause of missions, and quite another thing to say what treatment he should receive at the hands of his Government, which was surely bound to maintain the rights of its citizens, whether missionaries or traders. He protested against the doctrine apparently laid down by more than one speaker that, because a man was a missionary he was, therefore, to be deprived of his rights as a British subject. The noble duke had advocated stringent measures towards troublesome missionaries, but had such a course been always and successfully pursued, had missionaries been always prevented from becoming "troublesome," neither the noble duke nor himself would have been Christians at the present day. (Hear, hear, and a laugh.) As to following in the wake of trade, would the noble earl (Clarendon) mention the kind of trade in whose wake they were to follow? (Hear, hear.) There happened to be trades carried on by British subjects, and protected with a high hand by the Government, which would make a most unhappy preliminary to the preaching of the missionary. (Cheers.) Should he wait till the beneficent influence of fire-water or opium had made the people more amenable to the preaching of the Gospel, and then preach to men whom the trader had demoralised or intoxicated with his liquor or his vices? Instead of waiting for this the missionary felt that he had a duty imposed on him by a higher Master to go out and preach the Gospel. He did not defend the indiscretions of any missionary or society, but he earnestly trusted that he had misunderstood what had been said, and that it was not the notion of the noble duke that the strong hand of Government should be used to suppress missionary exertion, nor that of the noble earl that the missionary was to go nowhere until preceded by the British trader. (Cheers.)

The Earl of SHAFTESBURY agreed almost entirely with the right rev prelate the (Bishop of Hereford). He had only risen, therefore, to state that those who had raised this fuss were a small independent body of men, acting under no central authority, and in no way connected with the great Missionary Societies of England, such as the Church Missionary, London Missionary, Wesleyan, or Baptist societies ; those great societies, which conducted their proceedings with so much zeal and judgment, should, therefore, be exonerated from the charge which had been justly brought against that small independent body. (Hear, hear.)

The subject then dropped.

## THE PROPOSED NEW PORTS IN CHINA.

BY the present mail we have intelligence from Shanghai of a meeting of the Chamber of Commerce, and the adoption of a reply to the request made by Sir RUTHERFORD ALCOCK, our Minister at Peking, for the views of the various mercantile bodies as to the best ports and places of inland traffic to be opened up to British intercourse. The Shanghai Chamber, at a general meeting held on the 29th January, decided to recommend the opening of Wenchow, a port already known to us below Foochow and Ningpo-Taichow, about one hundred miles distant. To the North, with a view of developing Manchuria, the port of Ta-ku-shan is recommended, and the Chamber thus notices the port :—

"Ta-ku-shan, the Chamber is informed, is a convenient channel for the trade of Corea, and part of Manchuria, and if opened to foreign vessels would facilitate the transport to various inland markets of merchandise, which at present has to follow circuitous routes, *via* Newchwang. It possesses, moreover, an independent trade of its own in pulse and other products, second only to that of Newchwang, and both cotton and woollen fabrics of foreign manufacture are imported, as well as Nankeen cloths, opium, and metals."

With reference to the ports on the Yangtze the Chamber reports :—

"The Chamber therefore learns with great satisfaction that it is in contemplation to establish certain subsidiary ports on the Yangtze as landing places for cargo and passengers. The city of Ngan king, though not known to be a centre of great trade, is the only town on the left bank of the river between Kiukiang and Chinkiang, and being moreover the capital of a province, it will doubtless be a convenience to the Imperial Government to make it a place of call for steamers.

Wu-hu, an outlet for the Fychow Tea districts, and connected by good water communication with a large and important tract of country, needs nothing more to recommend it as one of the proposed experimental ports on the river.

Ta-tung is known to be a feeder for a large extent of country on the south bank of the river, and it also enjoys the peculiar advantage of

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commanding a navigable river or canal on the north bank. It is thus well situated for a landing place whence foreign goods would be forwarded into the interior. There are also some silk districts in the neighbourhood. If a choice were necessary Ta-tung might have the preference over Wu-hu, but as it is proposed to open both in the manner suggested, the Chamber can only express its entire concurrence in the wisdom of the step.

The Chamber would propose, in addition, that some port be opened on the Yangtze between Shanghai and Chinkiang, to facilitate trade with that populous region lying between that part of the river and the sea. Kiang-yin would appear to recommend itself from its position at the union of several water-courses.

The proposed opening of Yo-chow (on the Tungting lake) also calls for the unqualified approval of the Chamber, as if it posse-sed no other merit, it is at least a step in advance of our present out-ports, and one stage nearer to the only ultimate solution of all these questions, the opening of the whole country. A depot 130 miles higher up the Yangtze than the highest point open at present is an object of no slight importance. It is 130 miles nearer to the great emporium of Szechuen, the producing districts of Hunan, and the consuming marts of Siangtan, Changsha, and others lying to the south of the Tungting lake. But it should be kept in view that Yo-chow has no pretensions to be itself a centre of trade.

Intimately connected with the extension of ports of entry on the Great River is that of the right of navigation of the inner waters generally. After the discussion on this subject that took place in 1866 between this Chamber and Sir R. Alcock it is unnecessary to say that the Chamber and the whole community of Shanghai and other places look forward to the full permission of the Chinese Government to foreigners to travel freely, "for their pleasure or for purposes of trade, to all ports of the interior," which right has been withheld from temporary causes; but the Chamber is deeply disappointed to find that this freedom of locomotion is only proposed to be granted under certain almost prohibitory restrictions. The limitation of the privilege to boats "not propelled by steam" the Chamber conceives to be fatal to the development of trade, which is the sole object of the revision of the Treaty."

The Chamber then proceeds to state a conviction that nothing short of the complete "opening up of China," in its length and breadth, will give satisfaction to foreigners; complete freedom of intercourse being the best security against lawlessness. This is completely in accordance with our own views. We have been scraping at the outer shell of China long enough, and we hail with considerable satisfaction the views thus enunciated by the merchants of Shanghai as the only sure footing on which we can take our stand. The opening of ports with expensive Consulates and mercantile establishments we have had enough of. As to the inland wants the Chamber adds:—

The Chamber would first point attention to the vast productive and commercial region of Szechuen, from which foreign trade is almost entirely cut off. In the order of importance among the trading towns on the banks of the upper Yangtze, Chung-king stands pre-eminent as an enormous distributing centre. Situated in the heart of a rich country, at a distance of 720 miles from our present most inland station, Hankow, and commanding the commercial channels from Kwei-chow, Yunnan, and Kansuh, it circulates in every direction foreign goods of various kinds—silver, gold, copper, tin, lead, coal, wax, silk, and hemp—and is a purely commercial town, containing half a million of people. The opening of such a mart as that to foreign trade, would, in the opinion of the Chamber, create a demand for English manufactures which would amply repay any trouble, risk, or expense entailed on the Government in making it a port of trade.

Following the downward course of the Great River, and passing over the minor commercial stations of Wan (hien), Kwei-chow, and several others, about which little definite information is to be obtained, the next important place is I-chang, 360 miles from Hankow. The present commercial importance of I-chang is inconsiderable, the trading centre being Sha-sz, 76 miles lower down the river; yet as the highest point on the Great River to which the large steamers now running on the river could reach, it should be opened provisionally to foreign trade, that is until some more convenient station was found. All authorities seem to agree as to the navigability of the river up to I-chang; and all equally agree on the impossibility of any steamer, unless built specially for the work, ascending the rapids between I-chang and Chun-king; but the practicability of overcoming these obstacles by mechanical contrivances must necessarily be left for future investigation.

Leaving the Yangtze there is another very important water route which the Chamber would point out, leading through the rich province of Hunan and to districts productive of Tea, Coal, Iron, Timber, Corn and Oil. The Seng river, running through the Tungting lake, is said to be navigable by steamers for 300 miles from Yohchow. The town of Siang-tan on this river is well known as a vast emporium of trade, and a distributing centre for foreign manufactured goods. This town is one which the Chamber would urge should be selected as a depot for foreign trade, probationally, for the Chamber is informed that the irregular barrier levies which are so prohibitory to foreign trade in other districts do not prevail there, and therefore the advantages to be derived from the opening of the port would be almost confined to the substitution of steam conveyance for that of native boats.

The next important line of water communication is the river Han, which forms the main channel of a large portion of Honan, Shensi, and Hupeh. The emporia of Fan-ching, adjoining the city of Seang-yang, nearly 400 miles above Hankow, and Laou-ho-kow, fifty miles higher up, are described by travellers as very extensive, and the boat traffic generally on the Han is very great. It is a remarkable fact that few foreign goods find their way from Hankow up the river Han, but the Chamber is not in a position to furnish an explanation of this circumstance. With regard to the commercial capacities of this route, as well as the Upper Yang'ze and the river Seng, the Chamber feels that more accurate information is needed before any final decision is taken. For this purpose it would seem that a commission to examine and report on these subjects would render a very valuable service.

The navigation by small steamers of the channels of the Poyang lake has been so fully treated of in the memorial addressed to his Excellency by the merchants at Kiukiang, dated 2nd July, 1867, that this Chamber has only to add its own opinion to that of the community of Kiukiang in favour of the opening of the routes to Woochin, Shuy Hung and other places where steam can be effectively introduced. The port of Kiukiang would be a convement point from which supervision over the movements of foreign vessels in the Poyang lake could be maintained.

Which of the ports and places thus enumerated would be classed among the new ports of entry or registry, and which would be considered as subsidiary to some larger centre, would be decided according to the exigencies of each case. The Chamber is of opinion that Consular and Customs' establishments would only be required at a few of the principal places on the river; that the inner waters, more strictly so called, might be traversed by foreign steamers taking their departure from a Consular port.

But perhaps the most important question of all is the Transit Dues, and while referring to the remarks of the Chamber in the Memorial of 1867 on the subject, it may be well to reiterate that the principle on which this should be decided is, that the 2½ per cent., or whatever charge may be agreed upon, to be charged in the shape of Transit Dues, shall not be paid into the Imperial Treasury, but shall be handed over to the provincial authorities. These latter are held responsible for the due administeration of their governments, and must raise a revenue. And in cases where goods pass through more than one province, a method of dividing the amount of duty between the different authorities represented might be devised.

It was proposed to insert a paragraph suggesting the formation of a guarantee fund out of the transit dues and other sources, which should be available for the settlement of just claims against the Chinese Government; but this was wisely overruled. It would been have treated by Sir RUTHERFORD in his well-kuown contemptuous and antagonistic manner.

The Chamber also points out the urgent need of developing the coal mines of China by the introduction of European skill and machinery. There is plenty of good coal in the valleys of the Yangtze and in the neighbourhood of Peking, and we hope that the efforts of Mr. HENDERSON and others in this direction will soon have a practical reward. We also trust that all these suggestions will be received by Sir RUTHERFORD ALCOCK in a different spirit to that in which he treated the last representations of the mercantile bodies. Sir RUTHERFORD'S reply on that occasion, dated 17th Feb., can only be characterised as a tirade of arrogance, totally unbecoming in the representative of Her MAJESTY. Lest our readers should doubt the necessity for such strong language, we extract from the letter the following, which will convince the most forbearing and charitable. To ask the opinions of merchants and acknowledge them in such a style must be condemned, even by the Foreign-office itself. It is not the rule of English officialism to be in despatches cynical and insulting.

Extract from Sir R. ALCOCK'S despatch, Feb. 17, 1868.

"Apart from the criminative matter, these memorials "demand, with little variation, the reduction of Custom-house "vigilance, exception from restriction and surveillance, toge-"ther with the better administration of the law in cases of "litigation, either with the customs or the natives, constitute "the burden of the whole. . . . Unless the mercantile "community, therefore, be perfectly clean-handed in the "matter of Custom-house frauds and violation of treaty stipu-"lations, their representatives would probably have done "better for their interest had they dealt more sparingly in "charges of bad faith. The tone of virtuous indignation in "which such acts are condemned would of course be just as "applicable to foreigners as Chinese, upon conviction. Such "arms as these when employed against foreign Govern-"ments, however immaculate the assailants, are seldom "without a dangerous recoil, however safely they may be "used against their own. And whether the objects sought "be claimed as concessions, or demanded as treaty rights, a "flourish of weapons of any kind hardly seems the best mode "of preparing the way for successful negotiation."

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AT the commencement of February, 1869, the extent pierced on the great Mont Cenis tunnel was as follows:—On the Bardonnèche side, 6,015 yards; on the Modane side, 4,288 yards; total, 10,303 yards. At the commencement of January, 1869, the total distance pierced was 10,184 yards, so that the progress made in January amounted to 119 yards, of which 55 yards related to the Bardonnèche side and 64 yards to the Modane side. At the commencement of February the distance still remaining to be pierced was 3,317 yards, so that at the present rate of progress the tunnel will not be completed before the autumn of 1872.

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# The London & China Telegraph.

*LONDON, MONDAY, MARCH* 22, 1869.

## THE ARMY ESTIMATES AND COLONIAL GARRISONS.

THE debate on the Army Estimates, which took place in the House of Commons on the 11th instant, possessed several points of interest for our readers. We must allude in the first place to a Parliamentary paper recently issued, showing separately the amounts included in the Army Estimates which refer to the colonies—*i.e.*, the relative cost of the various colonial garrisons, and the amounts to be recovered in the way of payment for them. The total amount to be expended under these heads is £2,589,886, and the aggregate of the military contributions levied on the several colonies is only £352,000, by which it would appear that a paternal Government contributes nearly two millions and a quarter towards the maintenance of forces to protect its dependencies. This looks on the whole tolerably liberal, but the illusion as usual fades on a closer examination. Many of the colonies that require the heaviest outlay return absolutely nothing, while one or two of those least able to bear it are saddled with a heavy contribution. Ceylon, against an expenditure of £150,801, repays no less than £160,000, showing an excess of nearly £10,000, manifestly an unjust taxation, even if we grant that the troops are maintained there for the exclusive benefit of the colonists, and not for Imperial purposes or convenience. The Straits Settlements, out of an expenditure of £87,115, repay £59,300, or nearly 70 per cent.—a high ratio when we come to consider that in this important and central position the troops are required (to say the least) quite as much for Imperial as for Colonial needs. Hong Kong figures as usual for a contribution of £20,000, but this year there is no *per contra* item showing the cost of its garrison; it is "lumped" with China and Japan in a grand total of £182,595. We can hardly wonder at the return from Gibraltar, the West Coast of Africa, and St. Helena being put down as *nil;* but then Canada and the West Indies are also exempt, and they should surely be as well able to pay something as Hong Kong. The vast and wealthy Australian territory, which demands a military expenditure of £143,560, returns to the national exchequer only £44,000, or 30 per cent., against 70 per cent. repaid by the Straits Settlements and over 100 per cent. by Ceylon. And it is whispered that in a future budget Hong Kong may experience the blessings of a Liberal Government in the shape of an increase on the present tax!

We must own our surprise at the inactivity at the present time of such bodies as the Ceylon League, the Straits Settlements and Hong Kong Associations. During the debate above alluded to not one member was found to call attention to the unjust distribution of these colonial military contributions, although Mr. CARDWELL'S statement on the point was so careless and inaccurate as to invite criticism. One valuable admission he certainly made, in saying, "There is the widest "distinction between those colonies that are occupied for "the purposes of colonisation and those maritime ports "which are occupied for Imperial objects as stations for our "fleets. *We therefore deduct all the expenditure* for Gibraltar, "Malta, Bermuda, Halifax, *and the China Station*," &c., &c. Now, in the Parliamentary paper before us, Hong Kong (as we have already said) does not appear separately, but is included in "China and Japan," and Mr. CARDWELL in his statement includes that station as one maintained "for Imperial purposes," and therefore returning nothing to the Exchequer; yet in the schedule of colonial contributions Hong Kong does appear separately for the usual sum of £20,000. Is this either just or consistent? Nor was this Mr. CARDWELL'S only misstatement, though the others are of less interest to ourselves. For instance, he included Malta as one of the non-contributing stations, whereas it is down in the same schedule for £6,200. In his reply to the very lenient criticisms called forth by his statement, Mr. CARDWELL took occasion to remark that—"In the Straits Settlement the number of "troops proposed to be maintained was 1,722, as against "1,609 for last year, and in China 2,266, against 2,685 for "last year. He had been particularly desirous of reducing "the force in Hong Kong, in consequence of the unhealthi-"ness of the climate and the expense of lodging the troops. "The changes that had been effected in the force stationed "at that place and at Ceylon and at Galle would result in a "considerable reduction of expenditure, and in an improved "distribution of the troops." If there is to be a diminution in the number of troops and in the expense of their maintenance, why not in the Colonial contributions also? Although, as far as Hong Kong is concerned, nothing will convince us that that unhappily overburdened barren bit of rock ought to contribute anything at all. The garrison there is simply the nucleus of a force kept up in China and Japan for Imperial purposes, and to protect the China trade generally; and if there must be some return made to the national exchequer towards the cost of maintaining it, a small tax on the trade itself—in the shape of a slightly increased duty on some articles of China or Japan produce—would be far more in accordance with justice than "squeezing" the Hong Kong community, although such a measure as we have hinted at would hardly be a popular one.

## THE MISSIONARY QUESTION.

THE Yangchow affair has been pretty fully discussed in the House of Lords, and the debate—which we give, without abbreviation or condensation, in the usual place—has elicited fresh comments from most of the leading journals. No new facts have been brought to light, but Parliament and the home press have at last become aware that Mr. TAYLOR and his party were not attached to any of the leading societies, but formed a sort of irregular, wandering mission, carrying on a guerilla warfare—if we may be allowed the expression — on their own account, against Chinese idolatry; a fact fully explained by ourselves some two months ago. The Duke of SOMERSET, who opened the debate, based his clever and humorous speech on an entire misconception in this respect, for he laid all the blame on the London Missionary Society. Lord CLARENDON contented himself with thanking his noble friend for introducing the subject, and recapitulating the instructions he had sent out as a guide to the British authorities in the event of similar emergencies again arising; he also said a good word for the Society in question, but failed to point out the Duke's cardinal mistake. The Bishop of ST. DAVID'S, in a speech of great moderation, deprecated the Duke of SOMERSET'S severe strictures on missionaries in general, but freely acknowledged that the proceedings of the Yangchow mission were not at all calculated to promote the interests of Christianity. The Bishop of HEREFORD, on the other hand, rebuked Lord CLARENDON for his dictum that "missionaries should follow in the wake of trade," and asked whether the influence of opium was likely to be a good preliminary to the preaching of the Gospel? An awkward question, to which the right reverend prelate got no reply. Earl GREY owned his admiration for the zeal which actuated missionaries who courted danger in the exercise of their vocation, but pointed out that the true course would be to treat all British subjects alike in the matter of protection; let them have its fullest benefit so long as they were content to remain within proper limits, and pursue their avocations in a peaceful and inoffensive manner; but when they carry on their operations—whether as missionaries, merchants, adventurers, or smugglers—in remote places, and in a manner calculated to provoke hostility, they should no longer be entitled to protection. It was reserved for Lord SHAFTESBURY to state that those who had raised this fuss were a small independent body of men, acting under no central authority, and in no way connected with the great Missionary Societies of England, such as the

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Church Missionary, London Missionary, Wesleyan, or Baptist Societies. And there the discussion ended.

We notice that the China press regards with marked disfavour the tone of the home journals with regard to this affair. This is doubtless very natural. The local papers look on the Yangchow affair, not as an isolated case to be judged on its own merits, but as one of a long series of outrages that should be punished simply *as* an outrage against British subjects, without much reference to its individual peculiarities. In this view we cannot altogether agree, and we will briefly explain why, lest to some readers our unsparing condemnation of the BURLINGHAME sham may be thought inconsistent with our objection to the use of the strong arm in such cases as that of the Yangchow Mission. In the first instance the Central Government should be held responsible for all injury to British life or property that may occur in any part of the Empire, provided always that the parties aggrieved have not wilfully placed themselves beyond the pale of British protection. As regards the immediate measures necessary for preserving life or property in a sudden emergency, of course no time should be lost, but such measures should be as far as possible only precautionary or preventive. Subsequent claims for redress or indemnity should be made at Peking; if they cannot be obtained without pressure, let such pressure be applied at headquarters. But should the Central Government avow itself incapable of punishing the offenders, and invoke the aid of our forces, or should they authorise our authorities themselves to use the necessary coercion, *then* indeed the *ultima ratio* may be brought to bear upon local or provincial authorities without any compunction. Exceptional cases will sometimes arise; the recent events in Formosa, for instance, must be regarded in a very different light from those happening in a central province of the Empire; but, as a rule, we believe the course we have described to be the most equitable and likely to be most beneficial in the end. Firmness, by all means, but the less force the better. To the missionaries we would suggest patience and moderation. Those belonging to the leading English societies or the American Episcopal Mission require no such counsel; they have always been discreet. But others, whose zeal is apt to outrun their discretion, should bear in mind that they cannot reasonably expect an ignorant Chinese mob to listen meekly to vehement condemnations of all they reverence. It would involve a total, and indeed impossible, change in their nature—a miracle such as all the gunboats in China would fail to work. And although *we* may see the absurdity of such sayings as that "every missionary requires a gunboat at his back," the Chinese, when they find any misunderstanding with missionaries so promptly followed by the appearance of gunboats, are not unlikely to conclude that Christianity is, after all, a religion of fire and sword, and to receive the advances of its ministers with less favour than ever.

## PROGRESS OF TELEGRAPHIC COMMUNICATION.

WE recently announced the formation of a company for the construction of a direct line of telegraph to India; direct, that is, in the fullest sense of the term, by avoiding all contact with the Continent of Europe. The prospectus of this company was expected to appear almost simultaneously with that of the BRITISH INDIAN Company, but was for some reason delayed, and we then took occasion to regret the postponement of an enterprise which we had consistently supported, from its inception, as being calculated to afford incomparably the best and most efficient method of establishing a satisfactory communication with India, and ultimately with the Straits, China, and Japan. This company (the DIRECT ENGLISH, INDIAN, AND AUSTRALIAN SUBMARINE TELEGRAPH) has now laid its scheme before the public—a scheme which is as promising from a commercial as it is interesting from a scientific point of view. There has of late been a good deal of talk about a new description of cable invented by Mr. VARLEY, which was asserted to be only a fraction of the weight of the (now) old-fashioned iron-wire cable, and far cheaper. Mr. VARLEY has now brought his invention to perfection; his improved cable has been severely tested by Sir WILLIAM THOMPSON, one of the first electricians of the day; has been pronounced by him to be in all respects satisfactory, indeed far superior to any other form of wire; and it has been accordingly adopted, with all confidence, by the projectors of the new line. So cheap is it that the India-rubber Gutta-percha, and Telegraph Works Company have contracted to lay the first section of it—that between Suez and Bombay—for £606,800, while the corresponding section of the British Indian Company is to cost nearly twice that sum. The portion on this side of the Isthmus—from England, *via* Gibraltar and Malta, to Alexandria—will be proceeded with afterwards. The electricians are confident that the cable will transmit messages at a minimum speed of ten words a-minute; and when the line is completed messages between England and India can be delivered within an hour, quite independent of any complications that may arise on the Continent of Europe.

Another peculiarity of this undertaking is that the lightness of the cable, and consequent rapidity of construction, will give it several months' start of the British Indian, and if all goes well it may be laid and in working order while the heavy cable of the latter company is still coiled in the tanks of the *Great Eastern*. In short, the success of the lighter and cheaper cable, once established, will work a complete revolution in ocean telegraphy, not only by facilitating the laying of new lines, but by causing a sensible diminution in the charge for transmitting messages. *The Times*, in noticing the new project, says its apparent identity with the British Indian is perplexing, and the rivalry wasteful and useless. Were it proposed to lay a second heavy iron-covered cable by the same route, side by side with the first, this might be true; but the circumstances are entirely different. The "rivalry," far from being foolish and wasteful, is intelligent and beneficial; it is the cheap and expeditious method *versus* the slow and dear; the direct sea route against that across the Continent, and therefore subject to interruption. In July last we blamed the projectors of a new Red Sea Cable for waiting for Government aid, and wrote:—"If they "would only be content, once for all, to abandon the idea of "a Government guarantee, and boldly launch their scheme "on its own merits, they could not fail to meet with a satis- "factory response." The prediction has been fully verified by one company, and now here is a second in the field, with every chance of equal, if not greater success. We fully believe there is work for both; at any rate, between the two we are tolerably sure of having an efficient line in the course of another year.

It is badly wanted. The old Indian lines, which had been on their best behaviour for a brief period, are playing worse tricks than ever. Some messages take a fortnight in transmission, some come mutilated beyond possibility of recognition, and others are never heard of at all. The late commercial telegrams from China have taken from nine to twelve days in transmission from Galle. The Northern China ports and Japan have a resource in GRANT'S line, which is working admirably. We are now receiving messages from Shanghai by this route in eighteen days, a much quicker rate than can be attained by way of Galle, even under the most favourable circumstances.

This is already a somewhat discursive article, but the subject of China telegrams leads us to ask, how is it that the China merchants themselves do not think it worth while to co-operate with the efforts that are being made in this country towards the extension of telegraphs to the Eastward? Joint-stock enterprise has sustained some reverses in China, as elsewhere; but, on the whole, has been successful. In three of the most legitimate branches—banking, insurance, and steam navigation—undoubted triumphs have been achieved, as evidence of which we need hardly point to the present position of the Hong Kong and Shanghai Bank, the North China Insurance, and the Shanghai Steam Companies. Why should not a telegraph company, to commence by laying a cable from Galle to Hong Kong, *via* the Straits, be added to the list? Everything points to the feasibility of such a scheme, and we are confident that if boldly launched success would be a matter of certainty. No *Great Eastern* is required now. Mr. VARLEY'S light, slender cable could be conveyed out, and laid, by a couple of vessels of very moderate size; the needful amount of capital, which by the old method would have necessarily presented a formidable array of figures, would be diminished by one-half; and there would also be a great saving of time—which is money. The money "dropped" in one season on ill-judged speculative shipments of tea would more than suffice for it; a consideration which we commend to the attention of our readers at Hong Kong and the tea-shipping ports. A considerable proportion of the capital could no doubt be raised in Singapore also.

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## THE BRINDISI ROUTE.

AMONG the difficulties in the way of the adoption of the Brindisi route for tfie mails, that of French reluctance and passive opposition need no longer be considered, for there is little doubt that if obstacles be thrown in the way of the Mont Cenis line, an equally advantageous route may be found across the Brenner. In this way the service will be from Ostend, through Belgium and Germany, without touching French territory at all; and here no jealous interference need be feared. Both the Governments and the railway companies of those countries are eager to encourage the adoption of this route. At a preliminary conference, held at Stuttgart in December (which we have already noticed), representatives were present from the Austrian Southern Railway Company, the Bavarian State Railway, the Wurtemberg State Railway, the Baden State Railway, the Rhenish Company, and the Belgian State Railway. The feasibility of the plan was demonstrated with so much success that a committee of delegates was appointed to confer with the Italian Government and the Italian railway companies, and 'the result is considered so satisfactory that a final conference is now to take place on the 15th of April, at Florence, to settle the details of the plan. At this congress no less than seventeen railways will be represented, and they are confident that their terms will be found so favourable that the English Government will not hesitate to accept them. The saving of time between London and Alexandria will, it is understood, be not less than three days and three nights each way, over the present route *via* Marseilles. As for Brindisi itself, the place seems to be at last waking up from its long sleep. In another column we publish an interesting letter, describing the progress lately made with the harbour, improvements in hotel accommodation, and other movements in the right direction. Sir JOHN LAWRENCE, the Duke of SUTHERLAND, and other persons of distinction have lately adopted this route, and it seems to be fast growing in public favour.

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THERE is great and very just discontent at Singapore regarding the working of the P. and O. mail service. The rule that the homeward steamer shall remain only twenty-four hours at that port is frequently a cause of very great inconvenience to the merchants there, and this fact was forcibly brought to the notice of the late Postmaster-General by the Chamber of Commerce, but their representation was received with scant courtesy, and proved unavailing. It was the Duke of MONTROSE who was applied to for a relaxation of the rule, and who so rudely refused; we cannot suppose that the directors of the P. and O. Company, if left free to act, would perpetuate so needless a restriction. The time lost by a slightly prolonged delay at Singapore might be easily made up afterwards, and in cases where the steamer reaches Singapore before her due date (which not unfrequently happens), the strict adherence to the obnoxious limit is simply senseless. We trust that a renewed appeal to the present Postmaster-General will have a more satisfactory result.

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WE hear from Osaka that the mint machinery purchased by the Japanese from the Hong Kong Government for seventy thousand dollars is now being erected, but is not expected to be in working order for another year. We wish we could see the Chinese Government taking similar steps to supply the want so greatly felt of an uniform system of currency for the whole Empire, even though the chance of immediate success would be perhaps but small. The new college at Peking we hear is already pronounced a failure, and it is by no means unlikely that many of the first efforts made in the way of progress may be similarly doomed to disappointment. But that is no reason why we should despair of ultimately introducing into China many of the germs of civilisation that are so eagerly welcomed in Japan, notwithstanding the transparent hostility of Mr. BURLINGHAME to all Western innovations.

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MR. CHILDERS, in his explanatory statement of the Navy Estimates on the 8th inst., announced a reduction of the squadron in China waters from thirty-four to twenty-five ships, but did not specify in what class of vessels the change would consist. Colonel SYKES cordially approved, but Sir J. ELPHINSTONE deprecated so large a diminution of the force, as it would admit of an increase of piracy, and entail a far heavier expenditure in the end. The proposed reduction will nevertheless be carried out.

THE inaugural dinner of the Colonial Society was given on the 14th inst. at Willis's Rooms, Viscount BURY in the chair. There were a great many "distinguished" guests, including Mr. REVERDY JOHNSON, Mr. GLADSTONE, the COLONIAL SECRETARY, and several other Ministers, with about two hundred gentlemen connected with, or supposed to be interested in, the Colonies. After "The QUEEN and Royal Family," the first toast was "The United States of America," to which Mr. REVERDY JOHNSON replied in one of his usual flattering speeches. The PREMIER acknowledged the toast of "Her Majesty's Ministers," and proposed "Success to the Colonial Society," to which the Chairman replied. Lord GRANVILLE spoke for the British Colonies generally; Sir GEORGE CARTIER for Canada; Sir BARTLE FRERE for India, and Sir C. NICHOLSON for Australia. No one said a word on behalf of Hong Kong, the Straits Settlements, or Ceylon, and in fact during the whole proceedings there was not the remotest allusion to any of our Colonies in the Far East; for which reason we consider it unnecessary to devote any space to a lengthened report of the speeches. The Society will in no respect supersede the independent Associations already formed to represent the various Eastern colonies.

# Foreign Intelligence.

## NORTH GERMANY.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, March 12.

In one of my last letters I informed your readers that the case of the Bremen ship *Lesmona*, captured by Chinese pirates as the crew refused to offer any resistance, had caused a great sensation in Germany. Count von Bismark, as Chancellor of the North German Confederation, has now taken action in the matter, and addressed a circular to the Governments of the Federal Maritime States, calling their attention to the subject, and inviting them to furnish him with suggestions how such a disgrace to the flag and loss to shipowners and underwriters can best be prevented in future. As it has been shown that the chief reason assigned by the German sailors for not defending the ship and the honour of their flag was the uncertainty about their future existence if maimed, and of their families if killed, the Count has further directed his diplomatic representatives in the other maritime States, more especially in England and the United States, to report to him how such things are managed in other countries. The Senate of Bremen has already replied to the inquiries made by stating that several of the shipowners of that city, whose vessels are engaged in the carrying trade in the Far East, have armed their vessels at their own cost, and organised such a system of defence as to be able to give the piratical junks a warm reception if the crew, who have been trained to the guns, have only the courage to stand by them and defend themselves resolutely. In order, however, to achieve this object it would be needful to make some general regulations on the subject. As every German is now obliged to serve for a certain time in the army or navy, it is therefore proposed to consider such a defence of the national flag from an attack by pirates as a service done to the State, and recognised as an act of warfare, which should not only be rewarded by a certain pecuniary compensation, in accordance with the greater or lesser danger to which the sailors were exposed—to be awarded by a jury of Germans, presided over and impanelled by the Consul—but that such effective resistance be considered as a year of active service in the navy, entitling them, if wounded or disabled, to the same compensation or pension, and a suitable provision made for their widows and children, if killed in the act of defending their ship. This suggestion has been well received at Berlin, and will probably be acted on.

### COMMERCIAL.

In Tea there is no alteration to notice; there is a fair demand, and about 800 chests of Congou, Souchong, and Pecco, with a few parcels of green, have changed hands this week. The two cargoes direct from China are not yet in the market. Rice quiet; the cargo from Bangkok, reported below, was sold before arrival. Cassia continues in favour at 13½ sch. bco. Pepper rising, some parcels of black Singapore having been sold at 4 9-16ths to 4⅝ sch. bco. Refined Camphor is higher, 10,000 lbs. were taken at 17 sch. bco., and now none is to be had under 18. More business has been done in Spelter at rising prices; among the transactions of the past week were 1,500 centners for spring delivery, at 14 mks. 6 sch. bco., 2,500 ditto loco, at 14.8, 1,000 do. W.H. loco, at 14.14, and 5,000 do. for spring delivery at 14.8. The present quotations are 14.10 for loco, and 14.8 for delivery, and the market is firm.

### SHIPPING.

ARRIVED.—Susanne, from Saigon; Anna Maria, from Foochow (5,430 chests tea); Hainan, from Amoy and Foochow (5,178 chests tea); Lorenzen, from Bangkok (7,370 bags rice and 1,740 pieces sapanwood).

SAILED.—Volador, to Nicolayefsk.

### SHIPPING AT BREMERHAVEN.

ARRIVED.—Wild Hunter, from Batavia; Europa, from Bangkok (22,710 bags rice and 1,947 pieces sapanwood); Nestor, from Bassein (9,850 bags rice); North Wind, from Rangoon (11,526 bags rice and 1,120 chests catch); Anna Scott, from Bangkok (3,920 bags rice and 200 pieces sapanwood.

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## HOLLAND.

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(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, March 9.

The members of the Second Chamber of the States General have at last dealt with the Bill to alter the conditions of the concession granted to construct a railway from Samarang, via Souracarta, to Djoejocarta. In a former letter I told you that the original capital of the Netherlands India Railway Company had proved insufficient, and that a further sum of three million guilders was wanted. There was no chance of this surplus capital being obtained from the public, the company having failed in an endeavour to raise the original capital. The Government, therefore, being convinced of the nece-sity of assisting the company, proposes to increase the guaranteed interest from 630 000f. to 765,000f., to enable the company not only to complete the main line, but also the branches to Willem, and between Batavia and Buitenzorg. Several members, both Liberal and Conservative, took part in the discussions, and it was clearly evident that they all wished to bring the matter to a satisfactory conclusion. Most of the speakers, however, declared themselves against the proposal to increase the guaranteed interest, and thought it more desirable that the Government should advance a sum of five million guilders, at an interest of 4½ per cent., rather than increase the guarantee, which measure had not proved serviceable to the company. Messrs. Mirandolle and Viruly Verbrugge were the only members who defended the Bill as proposed by the Government, and they refuted several of the complaints made against the company, as well as against the proposed measure. Mr. Rochussen also urged that the State should assist the company by increasing the guarantee. The Bill was supported by the Ministers of the Colonial and Financial Departments, who, while acknowledging that the company had made some miscalculations, proved that circumstances made it necessary to assist the company, because should it become bankrupt—and this could not fail to be the case if the Bill was thrown out—the State would be compelled to construct the railway at the public expense. One of the members of the Liberal party, M. Fokker, then said that to prevent the Bill being outvoted—which would make a very bad impression in India—he would propose a motion to abandon the question of a line from Batavia to Buitenzorg, and to advance a sum of five millions to the Netherlands India Railway Company especially, for the completion of the line from Samarang to Djoejo. This motion came under discussion in yesterday's sitting, and found no defenders, being finally outvoted by 52 against 11 votes. Thereupon the debate upon the original measure was resumed with a masterly speech from Mr. van de Puttein favour of the Bill, which was ultimately carried in its original orm.

Some days ago a treaty was concluded between Holland and Austria to decrease the postage on letters by the mail to India. It would be more desirable if our Government did something to promote the adoption of the route via Brindisi.

The Conservative paper *Het Dagblad* published some days ago an item of news, which the Editor himself believes to be a *canard*, but which has, nevertheless, been received from an authentic source. According to this *entre filet* the Minister of the Colonial Department has forwarded to the Council of State a Bill authorising the Governor-General of Netherlands India to lease ground at quit rents, which ground, after a certain period has elapsed, will become the exclusive property of the tenants. The Liberal papers do not say, up to this moment, one word about this communication.

The Huet scandal has not yet come to an end. I told you that he took passage by the mail (Messageries Imperiales), as a functionary of the Government, and that his passage money was, according to a contract between the Government and the Messageries Imperiales, largely decreased. The company has, however, arrived at the conviction that Mr. Huet was not a functionary of the State at all, and the amount deducted is now reclaimed. The Chamber of Accounts declines to allow the claim, so that either Mr. Huet or his protector, the former Minister of the Colonial department, Mr. Hasselman, will be obliged to pay.

The appointment of General Kroesen as Commander-in-Chief of the Netherlands India army is greeted enthusiastically by the press, and especially by the Conservative journals, the *Nieuwe Arnhemsche Courant* stating that this is the most lucky appointment made of late. He undertakes a heavy charge, but no one has more ability for the task.

There have been several Royal decrees issued of importance for the Far East. The Netherlands Consul at Kanagawa is, now that the harbour of Yedo is opened, appointed Consul also in the last-named place, Mr. R. A. Mees being appointed Vice-Consul. H.M. has conferred the order of the Netherlands Lion on Mr. A. R. J. Cramerus, ex lieutenant-colonel of the National Guard at Batavia.

ROTTERDAM, March 18.

Messrs. D. Banduin, A. W. P. Kup, and P. F. Hubrecht, in their capacity as managers of the Rotterdam Bank, issued on the 12th inst. a circular to enable the shareholders to judge of the present condition of the Bank. According to this report the balance for 1868 shows a deficit of only f.156,551.12. This improvement—you will remember that the loss amounted to f.337,629 83 in June last—is due to the favourable results obtained by the India agencies, who made a profit on behalf of the bank of f.128,098 50½. The managers offer their thanks to these agents for having obtained such a result in the face of the unfavourable condition of business in our colonies, which is still far from satisfactory, the large number of bankruptcies of China houses, the failure of three important firms in intimate relations with the bank, and the impossibility of doing business to the same extent as if the bank had been in a normal position. The directors further state that in the forthcoming year the amount which can be set aside from the current expenses may be estimated at 101,300f. They regret being compelled to lay before the shareholders a balance-sheet showing a deficit, and that they leave the bank at a moment fraught with so much uncertainty regarding the future. They certify, however, that the bank is quite in a position to meet all its liabilities. This circular produced, when first issued, a good impression; but the day after its publication Messrs. F. J. Plate and A. Rueb, commissaries of the Rotterdam Bank, inserted in the *Nieuwe Rott-rdam Courant* an advertisement, stating that the report of the managers had been put in circulation without the knowledge or permission of the commissaries; that they do not guarantee the accuracy of the figures showing the result obtained in 1868, because no balance has yet been struck and the India accounts have not been laid before them. I give you these facts without comment, and only with the assurance that the meeting of shareholders, on the 18th inst. will be very stormy.

Some days ago the case "the State of the Netherlands *v* E. Francis," ex East India functionary, was tried in the High Court. The action was, as I stated in a former letter, to recover an amount of money, which Mr. Francis thought was due to him. The Court, however, returned a verdict in favour of the State.

A commission has been appointed here to promote the plan of erecting at Batavia a statue to the memory of J. P. Koen. This plan does not meet with the sympathy it deserves.

The vessel *Steeds Voorvaarts*, now building at the yard of Messrs. C. Gips and Zoon, at Dordrecht, for the Japanese Government, will be launched early in April.

### COMMERCIAL INTELLIGENCE.

COFFEE.—Since the Trading Company announced its March auction, which will be held on the 17th, there has been a lively demand, and an advance of 1½c. on the last auction has been paid. The private transactions include 1,500 b. Java, ex Triton and Johannes, at 35c. to 43½c.; 1,220 b. Macassar, ex Triton and Mary Goddard; 1,400 b. Java, ex Ilma and Triton; 1,643 b. Java, ex Triton, at 36½c. to 47¾c.; 3,531 b. Padang, ex Padang Packet; 925 b. Java, ex Chili, at 33½c. to 44¾c.; 1,000 b. Java, ex Friesland.

SUGAR (RAW).—To-morrow will be offered in auction by the Trading Company 70 055 mats Java (see "Latest"). In waiting for that auction a dullness prevails in the market. There are no transactions to report except 800 mats Sourabaya, No. 15, at f.37½.

RICE.—Market inactive. 5,560 b. Java, ex Isabella, and 2,300 b. do., ex Emilie, changed hands at prices that did not transpire.

TEA.—The market is dull, but prices are very firm. There is some demand for the lots imported ex Mountain Ash. The cargo, ex Albis, will be offered on the 7th April.

SPICES.—Good and fine qualities have been in steady request at improved currencies. Nutmegs, No. 1, 96c.; No. 2, 87c. Mace, E, 141c. Pepper, 625 b. Sumatra, ex Patriarch Samhiri, sold at 23c.

TOBACCO (Java).—The following parcels have been sold at auction: 617 bales Java, Losarie, at 31c.; 41 bales, S, at 19½c.; 58 bales, A. J. Walter, at 31c.; 527 bales, Tikong, at 35c.; 301 bales, BDR, at 36½c.; 79 bales, BT, at 22,c.; 223 bales, ROW, at 19c.; 283 bales, Siengge, at 31c. Prices in general are well supported, especially for the inferior qualities. The stock is reduced to 2,646 bales.

DRUGS.—Camphor: Unaltered. Gum Damar: 280 chests, ex Zeenymph, sold at secret prices. Gutta Percha: In good demand. Preserved Ginger: Fine quality 75c., but holders decline to operate at this price. Japan Wax: A, 55f.; B, 54f.; D, 44f.

RATTANS.—An active business has been done at advancing prices: 1,774 b., ex Ilma; 6 800 b., ex Rahtinas; 1.505 b., ex Mary Goddard; 3.018 bales, ex Parana; 125 pic., ex Triton, and 194 pic., ex Janet Mitchell. The Trading Company will sell in auction, on the 7th of April, 7,029 piculs.

ARRACK.—164 cases Batavia, ex Northumberland, have been sold.

INDIGO.—121 chests Java sold at firm prices.

BANCA TIN.—The market has been inactive, and quotations have had a downward tendency. The rather nominal quotation is 79f.

MISCELLANEOUS.—Terra Japonica, 11½f. was paid for 100 b. Java Curcuma: Some transactions took place at 10½f. Kapok: 160 b. were sold privately.

### SHIPPING INTELLIGENCE.

ARRIVALS.—March 13, at Brouwershaven, from Banjoewangie, Professor van der Boon Mesch.

DEPARTURES.—March 11, from Hellevoet, for Singapore, Ellina; from Texel, for Batavia, Maria Adolfina; for Singapore, Johan; 14, from Texel, for Batavia (via Newcastle), Minister Fransen van de Putte; 15, from Brouwershaven, for Batavia, Noach I.

PASSENGERS OUTWARD.—For Java, per Maria Adolfina, Messrs. N. Stark, D. Westhoff, A. Bommell, J. Kruseman, A. F. Dethling, S. Siberg and family, J. C. de Bruin; Mrs. Camphuis; per Noach I., the officer, C. G. H. F. Van Schendel, the Lieut., L. L. André, and 170 soldiers.

PASSENGERS INWARD.—From Java, per Elizabeth, Messrs. Van der Haar and family, J. J. Schneither and family, J. Schyder and family, S. S. de Vries and family, Ledeboer, Mrs. Mehlbour, Miss Kroon, Messrs. Beerens, Bernolst Moens.

MISCELLANEOUS.—The Trading Company has chartered the following vessels to convey produce from India:—

To Amsterdam: Djawa, R. P. Bakker, 626 lasts at f.84.90; Senior, A. van Det qq., 311 lasts at f.85.50; Laura and Adele, C. H. Pohlmeijer, 279 lasts at f.86.50; Vrede, D. van der Plas, 399 lasts at f.87 80; Hollandstrouw, F. de Vos, 397 lasts at f.88.74; Antje, P. van der Hoog, 452 lasts at f.89.47; Mentor, H. W. Butenuth, 394 lasts at f.89.68; Insulinde, J. M. J Jollie, 516 lasts at f.89.68.

To Rotterdam: Maassluis, J. G. Kuchler, 471 lasts at f.86.80; Constantia, J. D. v. Monnom, 391 lasts at f.87.45; Baron van Pallandt van Roosendaal, D. H. Dietz, 751 lasts at 88.76; Kortenaer, M. Roovers, 514 lasts at f 89.39; Sumatra, J. Buyser, 347 lasts at f.89.49.

To Dordrecht: Grootmeester Nationaal, A. F. Giesse, 399 lasts at f.89.45.

To Middelburg: Schelde, A. L. Hoffmann, 348 lasts at f.86.50; Vier Gezusters, S. R. Otto, 389 lasts at f.88

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# LEGAL.

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## JUDICIAL COMMITTEE OF THE PRIVY COUNCIL.

MARCH 16.

BANK OF HINDUSTAN, CHINA, AND JAPAN V. EASTERN FINANCIAL ASSOCIATION.

Lord Justice Selwyn terminated the sittings of the Committee by giving judgment in the case of "The Bank of Hindustan, China, and Japan v. the Eastern Financial Association," which was specially appointed for hearing. It was an appeal from a decree of the Judges of the High Court of Bombay, which affirmed a degree of a single judge as to a compromise accepted from a bank in liquidation. The points were—whether the Court below had power to sanction a compromise so as to bind all the contributories, and, further, whether the compromise was of a character to be accepted.

Sir Roundell Palmer and Mr. Leith were for the appellants; Mr. Mellish, Q.C., and Mr. Graham Hastings represented the respondents.

Lord Justice Selwyn, at the close of the argument, gave the judgment of their Lordships. It was held that the Court at Bombay had jurisdiction to sanction a compromise of the nature entered into, and that it was a proper one to be embraced by the parties in litigation. Her Majesty would, therefore, be advised that this appeal should be dismissed, with costs.

The judgment in the case closed the sittings, and they will probably not be resumed until June.

## DURHAM ASSIZES.

A CHINA CLIPPER CAPSIZED IN SUNDERLAND DOCK.—HAY AND OTHERS V. THE RIVER WEAR COMMISSIONERS.

(Before Mr. Justice Brett.)

This action was brought by the plaintiffs to recover compensation for damage done to the *Coral Nymph* (the well-known China clipper), on the 22nd of January last, which capsized in No. 1 graving dock at Sunderland, owing, it was alleged, to defendants' negligence.

Mr. Manisty, Q.C., and Mr. Shields appeared for the plaintiffs; and Mr. Quain, Q.C., and Mr. Kemplay for the defendants.

The evidence for the plaintiffs went to show that Mr. Simpson, the dockmaster, took charge of docking and undocking ships, and that he had been cautioned on several occasions to put sixty tons of coals, which had been purchased by the plaintiffs, on board, before attempting to take the *Coral Nymph* out of the dock. He had, however, only put fourteen tons on board, and, on the water being admitted to the dock, the ship capsized. In cross-examination, however, it came out that ships were taken out and in the dock by men employed for the purpose by either the owners of the vessel or shipwrights, and that the dockmaster merely gave a general superintendence.

For the defendants, Mr. Simpson was called, and he stated that on the night previous to the accident he had told Captain Winchester, master of the *Coral Nymph*, that the coals ordered had not arrived. The latter said she must come out, coals or no coals, the following morning, and that they could steady her with the booms and the topsail halyards. Fourteen tons of coals were put on board, the remainder of the sixty tons not having arrived. The booms, however, could not be got into the dock, but a rope was run out from the topsailyard to a block on a quay. This, however, gave way, and led, according to Mr. Simpson's statement, to the ship canting.

His Lordship having summed up, the jury returned a verdict for the defendants.

## THAMES POLICE-COURT.

SEA WAGES.—THE "GRESHAM."

Captain Lewis C. Brayley, the master of the *Gresham*, appeared before Mr. Paget to answer a summons taken out by James Clifford, a seaman, who claimed a balance of £16 10s. for services on a voyage from England to China.

Mr. Young appeared for the claimant, and Mr. Pelham defended.

The complainant shipped for £2 10s. per month, and from the wages bill rendered by the defendant it appeared that his services extended over a period of nine months and fifteen days from July 15, 1867, to May 1, 1868, for which the complainant was credited with £23 15s. The principal item under the head deductions was—"May 3 to June 5, fined six days' pay for one continued wilful disobedience, 33 days equal to 198 days, £15 10s." A balance was made due to the *Gresham* of 3s. 10d., and the account terminated as follows:—"Dated at the Fort Foo-chow-foo this 8th day of June, 1868."

Mr. Young characterised the account as a disgraceful one, on which Mr. Pelham said that was a flight of extravagance on the part of his friend the account did not deserve, and that it entered very fully into particulars.

Mr. Young then said the account was an extraordinary one, and very ridiculous, and he was justified in saying so. Now what was the first item, "Reduction of wages while in prison, from July 15, 1867, to the time of refusal of duty, May 1, 1868, nine months and fifteen days, at £2 10s., £23 15s.," and then on the other side of the account was a charge of £15 10s. for 198 days' pay, from May 3, to June 5. The man was in prison from May 1 to June 5, and he was charged six days' pay for every twenty-four hours' absence while he was in prison. That was illegal, and not authorised by any section of the Merchant Shipping Act.

Mr. Pelham said that the complainant was brought before the British Consul at Foo-chowfoo and committed to prison. The Consul had the authority to commit to prison. The defendant had to hire four Chinese substitutes, at a ruinous expense, for three English sailors absent from the ship. The British Consul had certified on the articles that the complainant was left behind with his authority.

Mr. Paget said the captain gave the seaman wages to May 1.

Mr. Young: Yes, sir; we only claim wages to May 1. I contend the Consul had not power to adjudicate in this case and send the man to prison. The powers of the Consular officers are set forth in sections 160, 195, 197, 207, 268, and 279. Those clauses state the acts to be done by, and persons included in, the expression Consular officer. The British Consul could have sent the man home for trial if he had been guilty of any indictable offence.

Mr. Pelham said it would be a hard case if the owners of the *Gresham* had to pay £127 for the services of four Chinamen for the desertion of four seamen, and then be compelled to pay this demand. The complainant was left behind by the authority and with the sanction of the Consul.

Mr. Paget said he had nothing to do with the Consul or the Consul's mind.

The defendant said that he had no charge to make against the complainant until May 1, but after that he was guilty of wilful disobedience, and in prison the greater part of the time from May 1 to June 5.

Mr. Young: For which you charge us 198 days' pay.

Mr. Pelham argued that the deduction ought to be allowed.

Mr. Paget said the defendant allowed wages until the 1st of May, and the complainant only sued for wages up to that date. The captain could not repudiate his own discharge. The captain had distinctly told him that he had no complaint to make against the complainant until the 1st of May. The defendant could not build up with one hand and pull down with the other. He would not give effect to the ingenious arguments of the defendant's advocate. He ordered the wages claimed, £16 10s., to be paid, with one guinea costs.

SEA WAGES.—THE "POLMAISE."

Captain Charles Butler, the master of the ship *Polmaise*, lying in the East India Docks, appeared before Mr. Paget, on Thursday, the 11th inst., to answer a claim for wages made by James Notting, a seaman. Mr. Smith appeared for the complainant, Mr. Pelham for the defendant.

There was only one item in the wages account disputed, a charge of 25s. for a new boom-iron, alleged to have been lost by the negligence of the complainant in the port of Shanghai. The account of the accident was thus set forth in the log-book, as read by Mr. Pelham:—"James Notting was sent aloft with the royal studdingsail boom-irons. He clumsily allowed one of them to drop overboard. By his own statement he laid them on the top, without making them fast, put his foot on them, thereby heaving it out of the top. It fell, splitting the mainrail, and dropping in the water."

Mr. Smith contended that the complainant was not liable for an accident which happened to a seaman in the discharge of his duties any more than a domestic servant was liable to pay for breaking a dish, a plate, or a pane of glass. The principle had been settled very long since, and if every seaman was to be compelled to pay for every little thing broken or lost on a voyage there would be no seamen offer themselves to man our ships. To make the seaman liable it must be shown there was culpable or wilful negligence.

Mr. Pelham said the iron was of small value, but the owners of the ship thought the seaman ought to be made liable for the loss of the boom-iron, and that he had been guilty of something more than a mere act of clumsiness or carelessness. The owners also considered there was an important principle involved in the matter, whether seamen were to be continually losing, and damage done to the stores of a ship, without being compelled to pay for the same. The mates of ships had often been compelled to pay for deficiencies and loss of cargo and stores, and the same principle ought to be applied to common seamen. In a case heard in that court some years ago, and during the lifetime of his (Mr. Pelham's) father, a magistrate had decided that a mate of a ship in hoisting tea into a ship, and who had been expressly directed by his captain to use guy ropes to steady and swing the suspended chests of tea in addition to the ordinary tackle, and who disobeyed the orders of the captain and lost the tea, was held liable to make good the loss, and the whole of his wages were forfeited.

Mr. Paget: How was that?

Mr. Pelham: The value of the tea lost absorbed the whole of the wages. In other cases of a deficiency of cargo mates had been compelled to pay for the loss.

Mr. Smith said there was a well-known case arising out of proceedings in that Court, where the mate of a ship was ordered to pay for a hogshead of sugar which he had entered as having been received, and was not to be found when the cargo was discharged. The mate was ordered to pay for the sugar on the ground of neglect. The hogshead of sugar was afterwards found at a receiving-house in Islington. It was stolen from the ship while under the charge of the dock authorities.

Mr. Pelham quoted several cases in support of his argument, that seamen should be compelled to pay for their clumsiness.

Mr. Paget said if a groom injured a horse by accident, or a butler let a tray fall and broke his master's decanters and glasses by accident, he could not be made to pay for them. The loss of the boom-iron appeared to be an accident, and it would be unjust to make the seaman liable. He ordered the wages claimed, £13 4s. 7d., to be paid, with one guinea costs.

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RETURN OF SIR JOHN LAWRENCE.—Sir John Lawrence arrived on the 15th inst., about six o'clock, at the Charing-cross station, where he was met by Sir R. Montgomery, Sir A. Phayre, Colonel Becher, C.B, Mr. George Campbell, and other gentlemen among his friends and acquaintances, who were anxious to welcome the late Viceroy of India on his return to his native country. Sir John came in Her Majesty's steamer *Caradoc* to Brindisi, and thence over Mont Cenis and by Paris to England.

THE ROUTE FROM INDIA *via* Brindisi would appear to be rapidly obtaining favour among English travellers. A telegram through the Reuter agency states that the Adriatic and Oriental Company's steamer, which arived at Brindisi on 17th inst., brought seventy-seven passengers, and that of these thirty-seven were Englishmen returning from India. The vessel left Alexandria on the 14th inst., and the voyage occupied seventy-three hours.

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# Monetary and Commercial.

The prospectus has been issued of the "Direct English, Indian, and Australian Submarine Telegraph Company, Limited," the object being to lay submarine telegraphs between England, Gibraltar, Malta, Egypt, India, China, and Australia, so that the lines "shall be in English hands from end to end." The total capital is fixed at £2,500,000, in 500,000 shares of £5 each, but the first issue is limited to £750,000, or 150,000 shares, applicable to lines from Malta to Brindisi, Malta to Egypt, and Suez to Bombay. The Indian Rubber, Gutta Percha, and Telegraph Works Company, Limited, will contract to make and lay the lines from Suez to Aden, and from Aden to Bombay, for the sum of £606,800.

The Anglo-Mediterranean Telegraph Company will pay an interim dividend of 4s. per share, free of income-tax, on account of profits for the three months ending 15th March, 1869.

The proceedings in the appeal before the Judicial Committee of the Privy Council in the case of Rodger *v.* the Comptoir de Escompte of Paris, but in which Mr. S. Mendel, Mr. B. Liebert, and Messrs. Calvert and Co. were the real appellants, have been published in the form of a pamphlet, extending over nearly 100 pages of close type.

The state of trade at Manchester is far from favourable. Last week's advices announce the suspension of Messrs. James Black and Son, commission agents, of Glasgow. This and previous bad debts have led to the failure of Messrs. Ward, Armitage and Co., of Manchester.

The failure is announced of Messrs. Waterhouse and Kendall, spinners and manufacturers of Stockport, with liabilities estimated at £25,000. The *Manchester Courier* also reports the stoppage of Messrs. Leadbetter and Co., linen manufacturers, of Glasgow, but the branch establishments at Dundee and Belfast are not affected. The liabilities are stated at £70,000.

The stoppage of Messrs. Leadbetter and Co., of Glasgow, has led to that of Messrs. Pigott and Co., of Manchester; but their liabilities do not exceed £10,000.

The suspension of Messrs. Dolby and Chapman, of Bradford, who have only been in business as spinners and manufacturers for a few years, is announced. The liabilities are estimated at £20,000, the assets at £8,000.

We have received from the *North China Herald* office a publication entitled the "Desk Hong List; a General and Business Directory for Shanghai." The compilers of this volume deserve great praise for the careful and complete manner in which they have fulfilled their task.

We have received an intimation, dated London, March 1st, to the effect that from the 1st of May next the business of Kinnear and Co., of Foochow, will be carried on under the firm of Kinnear, Larken, and Co., the partners being Mr. Wm. B. Kinnear and Mr. Thos. L. Larken.

The amount of bullion by the P. and O. Company's steamer Bangalore, on the 6th inst., was—in gold, to Galle, £1,116; to Bombay, £11,000; to Madras, £16,817; in silver—to Bombay, £4,000; to Singapore, £14,891; to Hong Kong, £24,944; to Shanghai, £36,840; to Yokohama, £1,820—total in gold, £28,933; in silver, £82,495.

## BOARD OF TRADE RETURNS.

The Board of Trade returns for January have been issued close upon those for December. Those now published give the amount of imports for the year 1868, and it is satisfactory to observe the large increase over the preceding year, amounting to upwards of 6 per cent. The total for 1867 was £234,358,887, and for 1868, £249,616,302, or £15,300,000 of an increase. The year 1866 was about £4,000,000 larger than 1867, so that for 1868 we not only made an improvement over 1867, but such a substantial improvement as to place us considerably above 1866. The activity of imports in December last was remarkable, showing an improvement of £6,000,000 over December, 1867. The exports for January show a considerable improvement over those of the corresponding month last year, the figures being £13,621,114 for January, 1869, and £12,252,688 for January, 1868. The totals of cotton yarns and cotton manufactures exhibit a falling off. There is a decrease also of the "quantity" of yarn exported as compared with January, 1868, but there is an increase in the quantity of manufactures. The export of woollen cloths shows a large improvement over January, 1868, and even over January, 1867.

We annex a summary of those figures which relate to our Import and Export trade with China and other countries in the Far East:—

### IMPORTS.

TEA.

| | | 1867. | 1868. | 1869. |
|---|---|---|---|---|
| Quantity for the month ended 31st January ... | lbs. | 16,014,030 | 16,385,268 | 19,992,809 |
| Value for the month ending 31st December... | | £1,216,203 | £1,836,554 | £2,622,162 |
| Value for the twelve months ended 31st December . . | | £11,208,815 | £10,068,324 | £12,431,454 |

RAW SILK.

| From | | For the Month ended 31st January. 1867. | 1868. | 1869. |
|---|---|---|---|---|
| China... ... ... | lbs. | — | — | 5,160 |
| British India... ... | ,, | — | — | — |
| Egypt* ... ... | ,, | 520,218 | 472,371 | 388,689 |
| Other Countries ... | ,, | 257,108 | 114,422 | 40,07 |
| Total ... ... ... | ,, | 777,326 | 586,798 | 433,91 |

Value for the Twelve Months ended 31st December.

| | 1866. | 1867. | 1868. |
|---|---|---|---|
| China... ... ... ... | £130,685 | £49,807 | £82.847 |
| British India... ... ... | 135,777 | 2,617 | 38.046 |
| Egypt* ... ... ... | 4,326,428 | 4.745,499 | 5,990,434 |
| Other Countries ... ... | 2,650,309 | 2,758,539 | 2,629.718 |
| Total ... ... ... ... | 7,243,199 | 7,556,462 | 8,741,045 |

*In transit from India, China, and Japan.

COFFEE.

| From | | For the Month ended 31st January. 1867. | 1868. | 1869. |
|---|---|---|---|---|
| Ceylon ... ... | lbs. | 1,207,542 | 3,356,034 | 1,242.707 |
| Other British Possessions | ,, | 419,971 | 1,048.142 | 707,465 |
| Total from all parts ... | ,, | 2,712,499 | 6,304,208 | 3,749,838 |

Value for the Twelve Months ended 31st December.

| | 1866. | 1867. | 1868. |
|---|---|---|---|
| Ceylon ... ... ... | £2,702,352 | £2,814,060 | £2,986,479 |
| Other British Possessions ... | 646,060 | 700,042 | 996,481 |
| Total from all parts ... | 4,088,677 | 4,362,336 | 4,857,662 |

RAW SUGAR.

| From | | For the Month ended 31st January. 1867. | 1868. | 1869. |
|---|---|---|---|---|
| Java & Philippine Islnds. | cwts. | 111 | 74.807 | 14,552 |
| Total from all parts | ,, | 433,282 | 603,081 | 486,371 |

Value for the Twelve Months ended 31st December.

| | 1866. | 1867. | 1868. |
|---|---|---|---|
| Java and Philippine Islnds. ... | £443,860 | £308,104 | £890,892 |
| Total from all parts ... | 10,795,015 | 11,501,961 | 13,437,475 |

HEMP.

| From | | For the Month ended 31st January. 1867. | 1868. | 1869. |
|---|---|---|---|---|
| Philippine Islands ... | cwts. | — | 4,931 | 5,984 |
| Total from all parts ... | ,, | 9,871 | 8,240 | 18,575 |

Value for the Twelve Months ended 31st December.

| | 1866. | 1867. | 1868. |
|---|---|---|---|
| Philippine Islands ... ... | £220,357 | £222,328 | £415,116 |
| Total from all parts ... ... | 1,713,952 | 1,634,141 | 2,080,611 |

RAW COTTON.

| From | | For the Month ended 31st January. 1867. | 1868. | 1869. |
|---|---|---|---|---|
| China ... ... ... | cwts. | — | — | — |
| British East Indies ... | ,, | 7,779 | 33,357 | 91,103 |
| Egypt... ... ... | ,, | 70,727 | 14.986 | 49,221 |
| United States ... | ,, | 45,250 | 111,931 | 193,116 |
| Total from all parts ... | ,, | 147,032 | 193,174 | 366,001 |

CLEARANCES FOR HOME CONSUMPTION.

| | | For the Month ended 31st January. 1867. | 1868. | 1869. |
|---|---|---|---|---|
| Tea from all parts ... | lbs. | 9,825,553 | 8,764,421 | 9,464,657 |
| Coffee from Ceylon ... | ,, | 2,260,687 | 2,008,497 | 1,554,597 |
| Do. from all parts... | ,, | 3,507,510 | 3,289,124 | 2,825,707 |
| Raw Sugar from Java & the Philippines ... | cwts. | 42,288 | 47,337 | 37,901 |
| Raw Sugar from all parts | ,, | 952,645 | 689,816 | 779,530 |

The following were the quantities of the undermentioned articles remaining in the bonded warehouses of the United Kingdom on the 31st Jan., 1869, compared with the two previous years:—

| | | 1867. | 1868. | 1869. |
|---|---|---|---|---|
| Coffee... ... ... | lbs. | 29,661,948 | 42,687,552 | 46,185.068 |
| Tea ... ... ... | ,, | 104,675,335 | 90,547,003 | 104,960.979 |
| Unrefined Sugar ... | cwts. | 2,730,853 | 2,189,969 | 2,451,704 |

### EXPORTS.

COTTON YARN.

| To | | For the Month ended 31st January. 1867. | 1868. | 1869. |
|---|---|---|---|---|
| China and Hong Kong | lbs. | 396,402 | 591,436 | 90,400 |
| Japan ... ... ... | ,, | 291,280 | 417,400 | 244,922 |
| Singapore ... ... | ,, | 284,200 | 321,000 | 68,215 |
| Ceylon ... ... | ,, | — | 30,000 | 8,700 |
| Total to all parts ... | ,, | 10,155,537 | 15,694,203 | 14,081,846 |

COTTON MANUFACTURES.

| To | | For the Month ended 31st January. 1867. | 1868. | 1869. |
|---|---|---|---|---|
| China and Hong Kong | yds. | 7,808,878 | 28,939.282 | 23,163 963 |
| Japan ... ... ... | ,, | 1,919,783 | 3,015,505 | 1,528.862 |
| Philippine Islands ... | ,, | 5,371,809 | 2,474,120 | 3,145,700 |
| Java ... ... ... | ,, | 756.900 | 150,102 | 1,950,100 |
| Singapore ... ... | ,, | 4,096,531 | 10,080,807 | 3,248,444 |
| Ceylon ... ... | ,, | 1,810.230 | 1,593,977 | 1,191,691 |
| Total to all parts ... | ,, | 191,323,013 | 217,666,629 | 233,131,022 |

WORSTED STUFFS.

| To | | For the Month ended 31st January. 1867. | 1868. | 1869. |
|---|---|---|---|---|
| China and Hong Kong | yds. | 2,060,755 | 1,172,588 | 1,548,493 |
| Japan ... ... ... | ,, | 718,342 | 246,040 | 257.407 |
| Total to all parts ... | ,, | 19,590,303 | 16,063,604 | 20,429,693 |

WOOLLEN AND WORSTED CLOTHS.

| To | | For the Month ended 31st January. 1867. | 1868. | 1869. |
|---|---|---|---|---|
| China and Hong Kong | yds. | 84,732 | 150,092 | 149,508 |
| Total to all parts ... | ,, | 2,262,361 | 2,139,188 | 1,983,889 |

LEAD.

| To | | For the Month ended 31st January. 1867. | 1868. | 1869. |
|---|---|---|---|---|
| China and Hong Kong | tons | 71 | 285 | 1,051 |
| Total to all parts ... | ,, | 982 | 2,339 | 3,365 |

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# LONDON PRICES CURRENT.

**Articles in the following list subject to duty are quoted with the duties paid as annexed, unless marked "in bond." Those articles against which no rate of duty is placed are admitted free.**

**NOTE.—Besides the duties of Customs payable on certain articles as mentioned below, an addition of ½ per cent. in the said rates is also payable on entry for consumption, except Tobacco, on which the extra duty is five per cent. and ⅛ per cent.**

| | | |
|---|---|---|
| ARROWROOT. | | |
| *(Duty 4½d. per cwt.)* | *s.* | *d.* — *s.* | *d.* |
| East India ... ... | — | — |
| CANES, Bamboo—each | 0 | 0½ — 0 | 2½ |
| Malacca ... ... | 0 | 1 — 0 | 9 |
| Partridge ... ... | 0 | 0⅜ — 0 | 3½ |
| Tonkin & Carolina ... | 0 | 0½ — 0 | 1½ |
| Rattans, com., per 100 | 2 | 0 — 3 | 6 |
| Good and fine ,, | 4 | 0 — 7 | 6 |
| CHEMICALS. | | |
| Alum ... ...per ton | 150 | 0 — 155 | 0 |
| Antimony, ore ... | 300 | 0 — 320 | 0 |
| crude ...per cwt. | 25 | 0 — 26 | 0 |
| regulus, bowl ... | 48 | 0 — 50 | 0 |
| star ... ... ... | 48 | 0 — | — |
| Brimstone, roll ... | 12 | 0 — | — |
| Calomel ...per lb. | 2 | 5 — | — |
| Corros. Sublim. .. | 1 | 11 — | — |
| Iodine, dry per oz. | 0 | 9½ — 0 | 10 |
| Ivory Blk. dry, p. cwt. | — | — |
| Lime, Acet. wh. ... | 12 | 6 — 22 | 0 |
| Magnes. Carb. ... | 42 | 6 — | — |
| Prussian Blue, per lb. | 1 | 0 — 1 | 10 |
| Quinine Sulph., per oz. | — | — |
| British, in bottle ... | 5 | 9 — | — |
| French ... ... | — | — 5 | 4 |
| Vermilion, Eng., pr. lb. | 2 | 6 — 3 | 0 |
| China ... | 2 | 9 — | — |
| COALS, best per ton | 17 | 6 — 18 | 0 |
| other sorts ... ... | 15 | 0 — 16 | 6 |
| COCHINEAL per lb. | | |
| Honduras, black ... | 3 | 1 — 4 | 5 |
| silver ... | 2 | 11 — 3 | 7 |
| pasty ... | 1 | 6 — 2 | 10 |
| Teneriffe, black ... | 3 | 1 — 5 | 0 |
| silver ... | 3 | 0 — 3 | 5 |
| COFFEE, in bond per ct. | | |
| *(Duty 3d. per lb.)* | | |
| Ceylon | | |
| Native, fine bold ... | 56 | 0 — 63 | 0 |
| gd. and fine ord. | 50 | 6 — 55 | 0 |
| small and ordinary... | 44 | 6 — 50 | 0 |
| Plantation, fine ... | 90 | 0 — 95 | 0 |
| fine middling ... | 86 | 0 — 89 | 0 |
| good middling ... | 78 | 0 — 85 | 6 |
| middling ... ... | 72 | 0 — 77 | 6 |
| fin. ord. to low mid | 64 | 0 — 71 | 6 |
| mixed and triage ... | 26 | 0 — 58 | 0 |
| Other British E. I. | | |
| fine and superior ... | 89 | 0 — 100 | 0 |
| good and fine ... | 84 | 0 — 88 | 0 |
| mid. to good mid.... | 72 | 0 — 83 | 0 |
| fine ord. to low mid. | 60 | 0 — 71 | 6 |
| good ord. Native .. | 51 | 6 — 55 | 0 |
| ordinary ... ... | 50 | 0 — 51 | 0 |
| Batavia, yellow ... | 68 | 0 — 80 | 0 |
| pale and mixed ... | 49 | 0 — 66 | 0 |
| Manila... ... ... | 44 | 0 — 57 | 0 |
| Singapore ... ... | 39 | 0 — 67 | 0 |
| Sumatra ... ... | 37 | 0 — 44 | 0 |
| COTTON ...per lb. | | |
| Surat ... ... ... | 0 | 8¼ — 0 | 11¼ |
| Sawginned Dharw ... | 0 | 10 — 0 | 11 |
| Madras, Tinnevelly ... | 0 | 9 — 0 | 10½ |
| North, and Westrn. | 0 | 8½ — 0 | 9⅝ |
| Cocanada ... ... | 0 | 8⅝ — 0 | 9½ |
| Bengal and Rangoon | 0 | 7¾ — 0 | 8¾ |
| Scinde ... ... ... | 0 | 8 — 0 | 9 |
| China ... ... ... | — | — |
| Egyptian ... ... | 0 | 10 — 1 | 6 |
| Smyrna ... ... | 0 | 9¾ — 0 | 11¼ |
| Sea Island ... ... | 2 | 1 — 4 | 8 |
| Upland... ... ... | 0 | 10⅜ — 1 | 0⅜ |
| Mobile... ... ... | 0 | 10⅜ — 1 | 0⅜ |
| New Orleans ... ... | 0 | 10¾ — 1 | 1¼ |
| UTCH. | | |
| See Terra Japonica ... | | |
| DRUGS. | | |
| Aloes, Hepatic, per ct. | 80 | 0 — 180 | 0 |
| Socotrine ... .. | 120 | 0 — 260 | 0 |
| Aniseed, Chi. Star ... | 102 | 6 — | — |
| Beans, Tonquin, per lb. | 1 | 2 — 1 | 6 |
| Camphor, per cwt. ... | — | — |
| Japan ... ... | 120 | 0 — 122 | 6 |
| China ... ... | 117 | 6 — | — |
| Cardamoms, per lb. ... | | |
| Malabar, good ... | 7 | 9 — 8 | 3 |
| inferior ... ... | 6 | 0 — 7 | 3 |
| Ceylon ... ... | 2 | 8 — 3 | 0 |
| Corosos Nuts, per cwt. | 15 | 0 — 18 | 0 |
| Cassia Fistula ... | 15 | 0 — 28 | 0 |
| China Root ... ... | 27 | 0 — 33 | 0 |
| Cubebs... ... ... | 41 | 0 — 42 | 0 |
| Dragon's Blood, reed | 100 | 0 — 200 | 0 |
| lump ... ... | — | — |
| Galan al Root ... | 13 | 0 — 18 | 0 |
| Gentian Root... ... | 16 | 0 — | — |
| Ginger, prsd. *(Duty 1d. per lb.)*, per lb.... | 0 | 6 — 0 | 9½ |
| Ipecacuanha ... ... | 6 | 0 — 6 | 3 |
| Isinglass, Brazil ... | 3 | 1 — 3 | 4 |
| Tongue sort ... | 3 | 6 — 5 | 2 |
| East India ... ... | 2 | 3 — 4 | 3 |
| Myrabolanes, per cwt. | 10 | 0 — 17 | 0 |
| OILS. | | |
| Aniseed ...per lb. | 9 | 6 — 9 | 9 |
| Cassia ... ... | 5 | 4 — 5 | 6 |
| Cinnamon ...per oz. | 1 | 0 — 4 | 0 |
| Citronel ... ... | 0 | 2½ — | — |
| fine ... ... ... | 0 | 4½ — 0 | 5½ |
| Clove ... ...per lb. | 2 | 9 — | — |
| Lemon... ... ... | 4 | 6 — 8 | 0 |
| Lemongrass ...per oz. | 0 | 4½ — 0 | 5 |
| Mace, expressed ... | 0 | 0⅝ — 0 | 2½ |
| Nutmeg ... ... | 0 | 4 — 0 | 7½ |
| Orange ... per lb | 5 | 0 — 8 | 0 |
| Orris Root ... per ct. | 38 | 0 — 42 | 0 |

| | | |
|---|---|---|
| DRUGS | *s.* | *d.* — *s.* | *d.* |
| Rhubarb ... per lb. | | |
| China, good and fine | 4 | 6 — 7 | 6 |
| gd mid. to ord.... | 1 | 0 — 4 | 0 |
| Dutch trimd. ... | — | — |
| Saffron, Spanish ... | 28 | 0 — 35 | 0 |
| Squills... ... ... | 0 | 1 — 0 | 2½ |
| Tamarinds ... per ct. | | |
| East India ... ... | 24 | 0 — 30 | 0 |
| Vanilla, large...per lb. | 10 | 0 — 16 | 0 |
| DYE STUFFS. | | |
| Galls, Buss. bl. per ct | 90 | 0 — 100 | 0 |
| in sorts ... ... | 70 | 0 — 75 | 0 |
| white ... ... | 50 | 0 — 55 | 0 |
| China ... ... | 48 | 0 — 49 | 0 |
| Turkey, blue ... | — | — |
| Japan ... ... ... | 47 | 0 — 48 | 6 |
| Madder Root ... .. | — | — |
| Bombay ... ... | — | — |
| Orchella, Angola ... | 32 | 0 — 37 | 0 |
| Bombay ... ... | — | — |
| Turmeric per cwt. | — | — |
| Bengal ... ... | 23 | 0 — 24 | 0 |
| Madras ... ... | 22 | 0 — 33 | 0 |
| Malabar ... ... | 21 | 0 — 30 | 0 |
| Java... ... ... | — | — |
| China ... ... | 30 | 0 — 35 | 0 |
| GAMBIER. | | |
| See Terra Japonica | | |
| GUMS ... ...per cwt | £ | *s.* — £ | *s.* |
| Arabic ... ... ... | — | — |
| E. I. fine pale ... | 3 | 17 — 4 | 4 |
| sorts, mid. to fine | 3 | 2 — 3 | 15 |
| garblings ... | 2 | 0 — 3 | 0 |
| Assafœtida, com. to gd. | 4 | 0 — 5 | 10 |
| Benjamin, Siam, 1st | | |
| and 2nd ... ... | 18 | 0 — 30 | 0 |
| Sumatra, 1st and 2nd | 7 | 10 — 11 | 0 |
| Copal, Angola red ... | 4 | 15 — 5 | 2 |
| Manila ... ... | 1 | 10 — 2 | 7 |
| Dammar, Batavia, pale | 4 | 10 — 4 | 17 |
| Singapore ... ... | 3 | 17½ — 4 | 15 |
| Gamboge, pkd. pipe... | 16 | 0 — 19 | 0 |
| Guaiacum ...per lb. | 0*s* | 8*d* — 1*s* | 4*d* |
| Kino ... per cwt. | 60 | 0 — 120 | 0 |
| GUTTA PERCHA. | | |
| per lb. genuine ... | 1 | 8 — 3 | 6 |
| HEMP. per ton | £. | *s.* — £. | *s.* |
| Sisal ... ... ... | 43 | 0 — 48 | 0 |
| Bombay & Kurrachee | — | — |
| Manila... ... ... | 45 | 0 — 51 | 10 |
| do., good & fine white | 70 | 0 — 90 | 5 |
| China grass ... ... | — | — |
| COIR ... per ton | | |
| Rope... ... ... | 20 | 0 — 34 | 0 |
| Yarn, good & fine... | 36 | 0 — 62 | 0 |
| ord. to fair ... | 26 | 0 — 35 | 0 |
| Bombay, cm. to fn. | — | — |
| Junk ... ... | — | — |
| Fibre ... ... | 20 | 0 — 28 | 5 |
| HIDES. | | |
| Sourabaya & Batavia | | |
| Ox and cow hides, | | |
| dry, best, 61b. to | *s* | *d* — *s* | *d* |
| 10lb. ... ... | 0 | 8 — 0 | 9½ |
| Seconds ... ... | 0 | 7 — 0 | 7½ |
| Thirds ... ... | 0 | 4 — 0 | 6 |
| Buffalo hides, yel- | | |
| low, best, 17lb. | | |
| to 22lb. ... | 0 | 6 — 0 | 7 |
| Seconds ... ... | 0 | 5 — 0 | 5⅝ |
| Thirds ... ... | 0 | 3 — 0 | 4½ |
| Dark, best, 20lb. to | | |
| 28lb. ... ... | 0 | 5 — 0 | 6½ |
| Seconds ... ... | 0 | 3 — 0 | 4⅝ |
| Singapore, | | |
| Ox and cow hides, | | |
| dry, best, 61b. to | | |
| 10lb ... ... | 0 | 8½ — 0 | 9½ |
| Seconds & Thirds | 0 | 5 — 0 | 7½ |
| Buffalo hides, best, | | |
| 17lb. to 20lb. ... | 0 | 5 — 0 | 6 |
| Seconds ... ... | 0 | 4¾ — 0 | 5¼ |
| Manila, | | |
| Buffalo hides, best, | | |
| 18lb. to 27lb. ... | 0 | 4 — 0 | 5 |
| Seconds ... ... | 0 | 3 — 0 | 3¾ |
| HORNS, BUFFALO, | | |
| Calcutta, Madras and | | |
| Bombay, 1lb. to 2lb., | | |
| per cwt. | 25 | 0 — 41 | 0 |
| Singapore, 2½lb. to 4lb. | 35 | 0 — 47 | 0 |
| INDIA RUBBER, pr lb. | | |
| East India ... ... | | |
| Assam and Pegu ... | 0 | 11½ — 1 | 2 |
| Penang, &c. ... ... | 1 | 5 — 1 | 7 |
| LAC. | | |
| STICLAC per cwt. | 47 | 6 — 60 | 0 |
| METALS. | | |
| IRON ... ...per ton | £ | *s.* — £ | *s.* |
| Welsh Rails in Wales | 6 | 10 — 6 | 15 |
| Welsh Bars in Wales | 6 | 0 — 6 | 5 |
| Welsh Bars in London | 6 | 10 — 6 | 15 |
| Staffordshire Bst. Bars | | |
| in London ... ... | 7 | 10 — 7 | 15 |
| Staffordshire B. Nail | | |
| Rods... ... ... | 7 | 12½ — 7 | 15 |
| Staffordshire B. Hoops | 8 | 5 — 9 | 0 |
| Staffordshire B. Sheets | 9 | 0 — 9 | 10 |
| Scotch Pig No. 1 in | | |
| the Clyde ... ... | 2 | 15 — 3 | 3 |
| Swedes Bars in Lon- | | |
| don ... ... ... | 10 | 0 — 10 | 15 |
| Swedes Steel in kegs, | | |
| ½ in. and ⅝ in. ... | 15 | 10 — 15 | 15 |
| COPPER ... ... ... | | |
| Ore ... per unit | 0 | 14½ — | — |
| Chili Slabs per ton | 71 | 0 — 72 | 0 |

| | | |
|---|---|---|
| METALS. | £. | *s.* — £. | *s.* |
| Spanish Cake... ... | 74 | 0 — | — |
| Australian Burra ... | 83 | 0 — | — |
| Australian Wallaroo... | 83 | 0 — | — |
| English tough quality | 78 | 0 — 80 | 0 |
| English best selected | 81 | 0 — 83 | 0 |
| English Sheets,— | | |
| Sheathing, &c. ... | 83 | 0 — 84 | 0 |
| English Bottoms ... | | |
| rolled ... ... | 88 | 0 — | — |
| English Bottoms ... | | |
| hammered ... ... | 92 | 0 — | — |
| | *s.* | *d.* — *s.* | *d.* |
| Yellow Metal Sheets' | | |
| 4 by 4 ft. ...per lb. | 0 | 7 — 0 | 7½ |
| Yellow Metal Sheath- | | |
| ings and Rods ... | 0 | 7 — 0 | 7½ |
| LEAD. ... ...per ton | £. | *s.* — £ | *s.* |
| Pig, W.B. ... ... | 20 | 15 — | — |
| Pig, other brands ... | 19 | 7½ — 19 | 12½ |
| Spanish soft, ex ship | 18 | 7½ — | — |
| Sheet ... ... .. | 20 | 5 — | — |
| Shot (kegs extra) ... | 22 | 0 — 22 | 5 |
| White (kegs extra) ... | 27 | 0 — 30 | 0 |
| Red (kegs extra) ... | 20 | 10 — 21 | 0 |
| SPELTER.... ... ... | | |
| Silesian ... ... | 21 | 15 — | — |
| English (smelted | | |
| from ores)... ... | 21 | 10 — | — |
| ZINC. | | |
| English Sheet .. | 27 | 0 — 26 | 0 |
| MOLASSES *duty 3s. 6d.)* | | |
| East India ... ... | — | — |
| OILS | £ | *s* — £ | *s.* |
| Cocoa-nut, Coch. p.tn. | 47 | 10 — 48 | 0 |
| Ceylon ... ... | 46 | 0 — 46 | 10 |
| Sydney ... ... | 40 | 10 — 46 | 0 |
| Rapeseed—Eng. pale | 36 | 10 — 37 | 0 |
| ,, brown | 34 | 15 — 35 | 0 |
| PLUMBAGO. | *s.* | *d.* — *s.* | *d.* |
| Ceylon, Lump ... | 20 | 0 — 38 | 0 |
| Dust ... ... | 10 | 0 — 18 | 0 |
| German ... ... | — | — |
| PROVISIONS, per cwt. | | |
| Butter— | £ | *s* — £ | *s* |
| Cork, 3rd to 1st ... | 4 | 16 — 6 | 18 |
| Beef ... per tierce | | |
| Foreign, India ... | 7 | 10 — 8 | 7½ |
| mess, and Ind. mess | 4 | 5 — 6 | 15 |
| Pork— | | |
| Pickled middles ... | 3 | 8 — 3 | 12 |
| Irish, prime In. new | | |
| mess. prime p. brl. | 5 | 5 — 5 | 12½ |
| Foreign Ind. per trc. | | |
| mess per barrel | 5 | 0 — 5 | 12½ |
| Hams, Irish ... ... | 4 | 6 — 5 | 10 |
| American ... | 3 | 16 — 4 | 0 |
| Lard, Irish bladder ... | 3 | 18 — 4 | 10 |
| keg and firkin ... | 3 | 16 — 4 | 0 |
| RICE ... per cwt. | *s.* | *d.* — *s.* | *d.* |
| Bengal, white ... | 9 | 0 — 16 | 0 |
| Ballam and Moonghy | 9 | 3 — 10 | 0 |
| brkn and ord. white | — | — |
| red cargo ... ... | 8 | 6 — 8 | 9 |
| Madras ... ... | 8 | 9 — 10 | 0 |
| Arracan ... ... | 9 | 3 — 10 | 0 |
| Moulmein ... ... | 10 | 0 — 10 | 6 |
| Rangoon and Bassein | 9 | 3 — 10 | 0 |
| Saigon... ... ... | 9 | 0 — 9 | 6 |
| Java ... ... ... | — | — |
| Siam ... ... .. | 7 | 9 — 9 | 0 |
| Patna-cleaned ... | 16 | 0 — 23 | 0 |
| Ballam do. ... | 11 | 6 — 13 | 0 |
| Rangoon do. ... | 11 | 6 — 20 | 0 |
| Java do ... | 20 | 0 — 35 | 0 |
| Do. London cleaned... | 22 | 0 — 36 | 0 |
| SAGO *(duty 4½d. per cwt.)* | | |
| Pearl, small (in bond) | 18 | 6 — 20 | 0 |
| large and medium | 17 | 6 — 19 | 0 |
| SALT (at the works in | | |
| Cheshire, exclusive of | | |
| 3*s.* lighterage) per ton | | |
| common ... ... | 5 | 6 — | — |
| butter ... ... | 7 | 0 — | — |
| stoved, common ... | 9 | 0 — | — |
| handed ... ... | 12 | 0 — | — |
| bagged ... ... | — | — |
| Rock, large lumps ... | 6 | 6 — | — |
| SALTPETRE. per cwt. | | |
| Bengal, 6 p.c. or und | 25 | 3 — 25 | 9 |
| over 6 per cent. ... | 24 | 6 — 25 | 0 |
| Calcutta, 5 to 2 pr. ct. | — | — |
| 12 to 6 per cent. ... | — | — |
| Scinde, refined ... | — | — |
| Madras ... ... | — | — |
| Bombay & Kurrachee | — | — |
| British refined ... | 29 | 0 — 29 | 6 |
| SEED. | | |
| Rape per qr. 416lbs. | | |
| Calcutta ... ... | 54 | 0 — | — |
| Madras ... ... | 55 | 0 — | — |
| Bombay—Guzerat . | 57 | 0 — 58 | 0 |
| Feroze and Scinde.. | 54 | 16 — 56 | 0 |
| Japan ... ... | — | — |
| Teel per 384 lbs. | | |
| Sesame or Gngly ... | 60 | 0 — 63 | 0 |
| SHELLS per cwt. | | |
| Mother o'Pearl ... | — | — |
| China and Manila . | 120 | 0 — 170 | 0 |
| Singapore ... ... | — | — |
| Bombay ... ... | 45 | 0 — 125 | 0 |
| Panama ... ... | 20 | 0 — 40 | 0 |
| Tortoise per lb. | — | — |
| Manila ... ... | 13 | 0 — 21 | 0 |
| Other East India ... | 7 | 0 — 18 | 0 |
| West India... ... | 9 | 0 — 15 | 6 |
| SOY per gall. | | |
| China ... ... ... | 2 | 9 — 2 | 10 |

| | | |
|---|---|---|
| SOY. | *s.* | — *s.* | *d.* |
| Japan ... ... ... | — | — — |
| SPICES | | |
| Cassia Lignea, per cwt. | 130 | 0 — 140 | 0 |
| Vera... ... ... | 50 | 0 — 90 | 0 |
| Buds ... ... | 140 | 0 — 162 | 6 |
| Cinnamon per lb. | | |
| Ceylon, 1st quality. | 2 | 0 — 3 | 10 |
| 2nd ,, | 1 | 9 — 3 | 6 |
| 3rd ,, | 1 | 6 — 3 | 1 |
| Tellicherry ... ... | — | — |
| Cloves, Penang ... | 0 | 10¾ — 0 | 11¾ |
| Amboyna ... ... | 0 | 5 — 0 | 6 |
| Zanzibar ... ... | 0 | 3¾ — 0 | 4¾ |
| Ginger per cwt. | | |
| Cochin ... ... | 32 | 0 — 120 | 0 |
| Mace, 1st qual. per lb | 2 | 9 — 3 | 2 |
| 2nd and inf. ... | 1 | 8 — 2 | 7 |
| Nutmegs. | | |
| 78 to 60 lb. ... | 2 | 5 — 4 | 2 |
| 80 to 90 lb. ... | 1 | 10 — 2 | 4 |
| 95 to 132 lb. ... | 1 | 5 — 1 | 9 |
| Pepper, black per lb. | — | — |
| Penang ... ... | 0 | 4½ — | — |
| Singapore ... ... | 0 | 4⅝ — 0 | 4½ |
| white ... ... | 0 | 7½ — 0 | 8¾ |
| SUGAR per cwt. | | |
| *Duties:—* | | |
| *Ref. and Candy, 12s.* | | |
| *Raw, 1st cl. 11s. 3d.* | | |
| *2nd cl. 10s. 6d.* | | |
| ,, *3rd cl. 9s. 7d.* | | |
| ,, *4th cl. 8s.* | | |
| Penang, yell. and gray | 35 | 0 — 39 | 6 |
| brown ... | 30 | 0 — 34 | 6 |
| Manila, clayed ... | 31 | 6 — 32 | 6 |
| superior ... | 31 | 6 — 33 | 0 |
| unclayed ... | 28 | 6 — 31 | 0 |
| Java, gray and white | 36 | 6 — 41 | 0 |
| brown and yel. | 28 | 0 — 35 | 6 |
| China and Siam, white | 34 | 6 — 40 | 0 |
| brown and yellow... | 27 | 0 — 33 | 6 |
| TALLOW per cwt. | | |
| East India .. ... | — | — |
| TAPIOCA *(Duty 4½d. per cwt.)* per lb. | | |
| Penang and Singapre. | 0 | 1½ — 0 | 3⅝ |
| Pearl ... per cwt. | 21 | 0 — 25 | 0 |
| TAPIOCA FLOUR lb. | 0 | 2 — 0 | 2½ |
| TEA *(Duty, 6d. per lb.)* | | |
| Congou. | | |
| brown leaf, ord. ... | 0 | 10½ — 0 | 11 |
| good ord. to bst md. | 0 | 11½ — 1 | 0 |
| good export kinds . | 1 | 0⅝ — 1 | 1 |
| Kaisow, 1st & 2nd ... | 1 | 5 — 2 | 6 |
| bk. leaf, com. to gd. | 1 | 0 — 1 | 2½ |
| medium to finest ... | — | — |
| Oopack and Moning . | 1 | 5 — 2 | 2 |
| do., extra fine ... | 2 | 3 — 2 | 4 |
| Ning Yong and Oolg. | 0 | 10 — 2 | 2 |
| Souchong. | — | — |
| fair to good ... | 1 | 1 — 1 | 8 |
| fine to finest ... | 1 | 10 — 2 | 6 |
| Flowery Pekoe. | — | — |
| fair to good ... | 0 | 10 — 1 | 6 |
| fine to finest ... | 1 | 10 — 3 | 6 |
| Caper, scented ... | 0 | 9 — 2 | 0 |
| Orange Pekoe, plain . | 1 | 2 — 1 | 6 |
| scented ... ... | 1 | 0 — 2 | 4 |
| Twankay. | — | — |
| common to good ... | 0 | 10 — 1 | 0 |
| fine to Hyson kind . | 1 | 0½ — 1 | 1 |
| Hyson Skin. | — | — |
| common to fair ... | 0 | 8 — 0 | 9 |
| good to fine ... | 0 | 10 — 0 | 11 |
| Hyson, common ... | 0 | 11 — 1 | 1 |
| fair to fine ... ... | 1 | 3 — 2 | 2 |
| finest ... ... | 2 | 4 — 3 | 8 |
| Yg. Hyson, Can. kind | 0 | 7 — 1 | 4 |
| country kinds ... | 1 | 0 — 2 | 10 |
| Imperial ... ... | 0 | 9 — 2 | 8 |
| Gunpowder ... ... | 0 | 9½ — 3 | 6 |
| Japan, uncoloured ... | 1 | 0 — 1 | 8 |
| Assam ... ... ... | 0 | 9 — 3 | 4 |
| TERRA JAPONICA. | | |
| Gambier per cwt. | 17 | 6 — 17 | 9 |
| free Cubes ... ... | 21 | 0 — 24 | 0 |
| Cutch ... ... ... | 30 | 0 — 32 | 0 |
| TOBACCO. | | |
| *(Duty 3s. per lb., and 5 per cent. and ⅛ per cent., equal to about 3s. 1⅞d. per lb.)* pr. lb. | | |
| East India leaf ... | 0 | 2 — 0 | 6 |
| Japan ... ... ... | — | — |
| Java ... ... ... | 0 | 6 — 1 | 0 |
| Manila cheroots ... | 6 | 0 — 7 | 6 |
| WAX per cwt. | | |
| BEES'. | £. | *s.* — £. | *s.* |
| English ... ... | 9 | 10 — 10 | 0 |
| German ... ... | — | — |
| American ... ... | 8 | 15 — 9 | 5 |
| Bombay & Madras | 8 | 15 — 9 | 5 |
| Bengal ... ... | 8 | 10 — 9 | 0 |
| E. I. white ... ... | 10 | 0 — 12 | 0 |
| VEGETABLE.—Japan | 4 | 0 — 4 | 5 |
| Do. mixed ... ... | 3 | 5 — 3 | 15 |
| WOOD—DYE, per ton. | | |
| Red Sanders .. ... | 6 | 17½ — 7 | 0 |
| Sapan, Bimas, &c. ... | 9 | 0 — 11 | 0 |
| Do., Siam ... .. | 11 | 0 — 14 | 0 |
| Cedar, Cuba .. per ft. | 0 | 5 — 0 | 6 |
| Ebony... ...per ton | | |
| Ceylon ... ... | 5 | 12 — 15 | 0 |
| Satinwood ... per ft. | 1*s* | 0*d* — 1*s* | 2*d* |
| WOOL ... ... per lb. | | |
| East India, white .. | 0 | 7½ — 1 | 4 |
| yellow and gray .. | 0 | 2 — 1 | |

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## THE TEA TRADE.

(To the Editor of the *London and China Telegraph.*)

SIR,—As one who has been interested in the Tea Trade for upwards of twenty years, I beg you will allow me, in common fairness, to remark on Mr. J. C. Sillar's letter in your issue of the 9th instant. I submit first that, to call discount and interest "usury" is to insult commercial understandings. The meaning of the first is an allowance on a payment made before the same is due; of the second is—a charge made on a payment which has been deferred until past due; that of the third, "usury," is an extortionate, because excessive, rate of interest charged on a payment not met, or on a loan. Usury is incompatible with a fair and honourable business such as the tea trade is. I resent its application to it, and question whether any trade embraces among its members more real gentlemen. Mr. Sillar alludes to the practice of allowing 5 per cent. per annum discount on all payments made before prompt day. He says the buyer has no right to it. To prove that he has, it is but necessary to mention that three months' credit, and discount allowed on prepayments, is a condition of the purchase and sale. Where is the "usury" in this? If tea was sold for cash, and not at three months prompt, the seller would probably not get so much by ¼d. per lb., whereas the discount on three months' tea does not amount to one-eighth of a penny on the average price of tea. Again, if tea was only sold for cash but few could buy, and that few could then rule the price, to the prejudice of the importers' interests. This is a proof that the system which Mr. Sillar disapproves of is a positive advantage to the merchants, because it increases the number of buyers, and competition is so keen between these that the seller gets the utmost value for his tea.

As regards the tare allowed by the merchants above that of the Customs, that arises from the fact that the Customs' tare is often that which would be considered unfair between man and man; the extra allowance brings about that end besides being some recompense for deteriorated tea found between the lead and the package.

I quite agree with you that Mr. Sillar's statistics are useful, although statistics seem lately to have been disregarded by the trade; but I deny the validity of his charges against the buyers, and would remind him that in his letter he has lost sight of the fact that all favourable conditions of sale are taken into consideration by those who bid the the tea, so that the importer gets his equivalent for the same in for price given.—I am, Sir, your obedient servant, C.B.

London, March, 1869.

## THE SALT PROHIBITION.

Mr. W. Hadfield, London agent for the Salt Chamber of Commerce, writes as follows:—

Sir,—I adopt the advice lately given by the new President of the Board of Trade to the Associated Chambers of Commerce, and on behalf of the Salt Chamber of Commerce I beg to bring the following statement under your notice relative to the opening up of a very important trade:—

In the year 1858—soon after the Salt Chamber had been established—the late Lord Elgin completed his commercial treaty with China, from which Salt was excluded, and formed one of the prohibitory articles A memorial was presented by the Salt Chamber of Commerce to Her Majesty's Government calling attention to the omission, and urging their claim. *The Times*, under date of Sept. 13, 1858, had a long leader on this memorial, and after twitting the Salt Chamber for being late in the field, concluded as follows:—"But are these Cheshire salt proprietors quite sure they have exhausted all their own resources in this matter? In China the salt monopoly is farmed out to a corporation of merchants, who make the salt as cheaply as they can, and sell it, under certain limits, as dear as they can. The salt farmers are very different from other Chinamen if they are not shrewd calculators. If Cheshire can place large salt mounds upon the banks of the Peiho at a less price than the mounds there have cost, we shall be much surprised if the salt farmers are not found amenable to reason. We have, perhaps, said too much upon the subject of this memorial, but, with every wish to see these British salt merchants push their produce into China, we feel the paramount importance of keeping the public mind well informed at this special crisis upon all matters, having relation to our newly-opening intercourse with that swarming people." From that time to the present, now a period of ten years, the salt trade, as represented by the Chamber, has not failed to urge their case on Her Majesty's Government, who have made every effort to procure the admission of English salt as an article of commerce, but hitherto without success. So the prognostications of *The Times* have not been realised. The visit of Mr. Burlinghame, the Chinese Envoy to this country, was availed of by the Chamber to make an appeal which is embodied in the copy of a letter herewith. The same arguments as were used in the case of India apply with double force in the case of China, and there can be little doubt the same results would follow, namely, the creation of an outlet for a valuable branch of our manufacture to the extent of 300,000 tons per annum, with return cargoes of Chinese rough articles of produce. The exclusion of English salt from China is more a question of prejudice than of revenue, as it can be clearly shown that even with a large import duty our salt can compete successfully with that manufactured in China. The Chamber has reason to believe their case will be favourably placed before the Chinese people by Mr. Burlinghame, and they also seek the influential support of the Press.

BREAKFAST.—EPPS'S COCOA —GRATEFUL AND COMFORTING.—The very agreeable character of this preparation has rendered it a general favourite. The *Civil Service Gazette* remarks:—"The singular success which Mr. Epps attained by his homœopathic preparation of Cocoa has never been surpassed by any experimentalist. By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected Cocoa, Mr. Epps has provided our breakfast tables with a delicately-flavoured beverage which may save us many heavy doctors' bills." Made simply with boiling water or milk. Sold by the trade only in ¼lb., ½lb., and 1lb. tin-lined packets, labelled—JAMES EPPS & Co., Homœopathic Chemists, London.—[ADVT.]

# Shipping Intelligence.

## ARRIVALS.

| Date. | Ship. | Captain. | From. | At |
|---|---|---|---|---|
| Mar. 7 | Jacoba Helena | Immerziel | Padang, for Amstdm. | Brouwershaven* |
| — | Nederland | Van Ingen | Batavia, for Amstdm. | Off I. of Wight |
| — 8 | Hindostan | Renner | Shanghai | London |
| — 5 | Bremen | Bullerdieck | Batavia, for Amstdm. | Off Falmouth |
| — 5 | John Watt | Poole | Rangoon | Falmouth |
| — | Morning Glory | — | Do. | Queenstown |
| — | Vanda | Laing | Bassein, for Liverpool | Off do. |
| — 5 | Mirella | Runciman | Akyab | Do. |
| — 8 | Albuera | Gessing | Penang | London |
| — 6 | Albatross | Cummings | Rangoon | Queenstown |
| — | Vancouver | Arthurson | Do., for Liverpool | Off do. |
| — 8 | Ornate | Loberg | Shanghai | Deal |
| Feb.20 | Grenadier | Sanders | Yokohama | New York |
| — 22 | Courser | Dickey | Shanghai | Do. |
| Mar. 7 | Orion | Gerritz | Bangkok | Off I. of Wight |
| Feb.22 | Rainbow | Thayer | Penang | New York |
| Mar. 9 | Napoleon III. | McMillan | Shanghai | Deal |
| — 8 | Willemina and Clara | — | Batavia, for Amstdm. | Off Dungeness |
| — 8 | Elizabeth | — | Do. do. | Do. |
| — 8 | Macassar | — | Do. do. | Do. |
| — 8 | Rhone | — | Do. do. | Do. |
| — 8 | Fosca Helena | — | Java | Do |
| — 8 | Prof. v. d. Boon Mesch | Vryman | Banjoewangie, for Schiedam | Off I. of Wight |
| — 9 | Eugenio | Lenaz | Saigon, &c. | Liverpool |
| Mar.13 | Morning Glory | Evans | Rangoon | London |
| — 10 | Galilei | v.d. Mey | Batavia for Amstdm. | Off Dungeness |
| — 10 | Kosmopoliet I. | Groos | Do., for Rotterdam | Off Scilly |
| — 10 | Christian | Visser | Sourabaya | Texel |
| — 10 | Noord Brabant | Overklift | Batavia | Zierikzee |
| — 11 | St. Jan | Lommerse | Do. | Do |
| — 14 | Veronica | Haldane | Foochow | Liverpool |
| — 14 | Jane Blythe | Martin | Singapore | Do. |
| Feb.21 | Dolores Ugarte | Perez | Macao | Havana |
| Mar.16 | Loyds | Robinson | Maulmain | Falmouth |

* Leaky

## DEPARTURES.

| Date. | Ship. | Captain. | For. | From |
|---|---|---|---|---|
| Mar. 8 | Red Riding Hood | Henderson | Singapore | London |
| — 6 | Argo | Timmerman | Batavia | Plymouth |
| — 4 | Athena | Pearce | Shanghai | Shields |
| — 9 | Cecilia | McClelland | Hong Kong | London |
| — 1 | Caroline | Evans | Shanghai | Hartlepool |
| — 8 | Ullswater | Mew | Singapore | Sunderland |
| — 8 | Herman | Duthie | Do. | Do. |
| — 8 | William | Allan | Do. | Do. |
| — 8 | Eastward Ho! | Lewes | Yokohama | Cardiff |
| — 8 | Sea Mew | Ratsay | Hong Kong | Do. |
| — 6 | Magallanes | Larrinaga | Manila | Glasgow |
| — 9 | A. H. Wille | Haveker | Anjer | Liverpool |
| — 8 | Commodore Perry | Black | Galle | Tyne |
| Mar 11 | Mt. Sturt Elphinstone | May | Yokohama | London |
| — 11 | Cary and Jane | Jensen | Cardiff & Singapore. | Do. |
| — 12 | Mary Moore | Wood | Shanghai | Do. |
| — 11 | Robert Fletcher | Pettendrick | Hong Kong | Cardiff |
| — 9 | Canvas Back | Luckie | Singapore | Penarth Dock |
| — 9 | Geronima | Bonimo | Do. | Do. |
| — 10 | Prudhoe | Watson | Shanghai | Do. |
| — 10 | John Milton | — | Do. | Do. |
| — 13 | River Clyde | Crawford | Hong Kong | London |
| — 12 | Singapore | Van Geldorp | Chefoo | Cardiff |
| — 15 | War Cloud | Irvine | Colombo | London |
| — 15 | Janet Ferguson | Ritchie | Yokohama | Do. |
| — 15 | C. J. Texter | Carnes | Hiogo and Yokohama | Do. |
| — 14 | Dunmail | Thompson | Hong Kong | Deal* |
| — 12 | Benares | Anderson | Singapore | Penarth |
| — 16 | Ravensbourne | Cooper | Nagasaki and Hiogo | London |
| — 16 | Jungfrau | Jones | Singapore | Do. |
| — 16 | Sir Harry Parkes | Chapman | Shanghai | Do. |
| — 16 | Stanley Castle | McDougal | Do. | Do. |
| — | Ellina | — | Java | Rotterdam |
| — 14 | Shannon | Spurrell | Galle | Plymouth* |
| — | Volador | Torgow | Hong Kong | Hamburg |
| — 15 | Madura | Whitwell | Singapore | Newport |
| — 13 | Dr. Petermann | Fredericks | Hong Kong | Penarth Dock |
| — 13 | Solo | Rihse | Batavia | Do. |
| — 12 | Byron | Ward | Yokohama | Bordeaux |
| — 15 | Washington Irving | London | Galle | Falmouth* |
| — 11 | Laura | Gerritz | Singapore | Cardiff |
| — 14 | Windermere | Johnson | Shanghai | Do. |
| — 14 | Belted Will | Hoffman | Singapore | Do. |

* After repairing.

(*See Commercial Postscript and Correspondents' Letters.*)

## LOADING.

At LONDON.—For Nagasaki and Hiogo: Esperanza. For Hiogo and Yokohama: Parmenio. For Yokohama: Rifleman, Georges, Havelock. For Tientsin and Chefoo: Jacques de Molay. For Shanghai: Tamerlane, Hamilla Mitchell, Corea, Albuera, Pegasus. For Hong Kong: British Empire, Chetah, Invincible, Isabella Ridley, Neville. For Manila: Angela. For Singapore: Luzon, Christian Rankin, Sree Singapura. For Singapore and Shanghai: Miranda (str.). For Penang: Pelham, Peri. For Padang: Eleanor. For Batavia: Drusus. For Colombo: Asphodel, Skimmer of the Waves, Passover. For Galle, Dorothy.

At LIVERPOOL.—For Nagasaki and Hiogo, Frederica. For Yokohama: Mount Vernon, Southern Belle, Syringa. For Shanghai: M. E. Nelson, Gladiateur. For Hong Kong: Veronica. For Singapore: Jane Blythe. For Manila: Joaquina Victoria, Victoria, Doriga. For Mauritius, Penang, Singapore, Hong Kong, and Shanghai: Ajax (str.).

At GLASGOW.—For Singapore: Bothwell Castle. For Penang: Mary Falconer. For Batavia and Sourabaya: County of Forfar.

At NEW YORK.—For Shanghai: Lannercost, Resolute, Yokohama, Horatio. For Hong Kong: Benefactress. For Hong Kong and Shanghai: Samuel Russell.

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### SPOKEN.

KNUT AKERHJELM (ship), Queenstown to Ceylon, Jan. 24, 2 N., 22 W.
ANNIE SHARP, Colombo to London, with bottom foul, Jan. 30, on the Line, 21 W.
INDIA, Sourabaya to Rotterdam, Feb. 8, 25 N., 41 W.
MARY LEE (barque), Liverpool to Japan, Jan. 22, 30 S., 23 W.
CALDERA, Colombo to London, Jan. 4, 34 S., 20 E.
ANTRIM, Manila to London, Jan. 4, 34 S., 20 E.
NORTH AMERICA, Batavia to Rotterdam, Feb. 6, 4 N., 25 W.
OTTER (barque), Sarawak to London, Jan. 7, 34 S., 26 E.
BERNARD (Dut. barq.), from Batavia, March 4, 30 miles S. of Longships.
PALM TREE, Manila to London, Jan. 31, 10 S., 12 W.
HOPEWELL, London to Yokohama, Jan. 22, 2 N., 23 W.
ARINA, Baltimore to Japan, Dec. 6, 12 S., 119 E.
SANDEMAN, Cardiff to Shanghai, Dec. 22, 1 N., 131 E.
JAPAN (str.), San Francisco to Hong Kong, Feb. 14.
FORMOSA, Boston to Hong Kong, Jan. 27, 7 S., 33 W.
H. LIDUINA, Sourabaya to Amersburg, Dec. 26, 1 N., 129 E.
PODESTA, Cardiff to Hong Kong, 178 days out, in Gillolo Passage.
SERENE, Liverpool to Japan, 160 days out, in Gillolo Passage.
W. G. RUSSELL, New York to Shanghai, Dec. 14, 5 S., 120 E.
JOHANNA, Batavia to Amsterdam, Jan. 31, 2 S., 22 W.
AMALIA MARIA, Balli to Rotterdam, Feb. 2, on the line, 22 W.
KINDERDYK, Batavia to Rotterdam, Feb. 16, 27 N., 38 W.
RAGNA, Sourabaya to Amsterdam, Feb. 2, 3 N., 24 W.
EDWARD OLIVER, Foochow to Liverpool, Jan. 14, 33 S., 15 E.
EDOUARD (barq.), Chester to Hong Kong, Jan. 19, 29 S., 29 W.
ROYAL STANDARD, Colombo to London, Feb. 21, 30 N., 43 W.
VOLADOR (schr.), Hambg. to Hg. Kong, Mar. 10, 24 miles S. of Lowestoft.

### FREIGHTS AND CHARTERS.

Berth freights to the Eastern ports still continue very quiet; in coal freights from the Northern outports there is no improvement, and but little doing; tonnage is plentiful.

Current rates of freight for vessels on the berth:—To Yokohama: 40s. weight or meast. To Nagasaki: 45s. weight, 50s. meast. To Hiogo: 60s. weight or meast. To Tientsin: 60s. meast. To Chefoo: 60s. weight or meast. To Newchwang: 55s. meast. To Shanghai: 40s. weight, 80s. meast. To Hong Kong: 40s. weight, 80s. meast. To Manila: 40s. weight, 70s. meast. To Batavia: 25s. weight, 30s. meast. To Singapore: 25s. weight or meast. To Penang: 40s. weight or meast. To Ceylon: 20s. to 25s. weight, 20s. meast. At New York to China; $12 to $15 per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—For Yokohama: £40. For Shanghai: £43. For Hong Kong: £30. For Singapore: £25. For Galle: £24. From Newport, Cardiff, or Swansea per ton—.For Yokohama: £2 5s. For Singapore: £1 5s. For Galle: £1 4s.

### CASUALTIES.

Advices from Lisbon, dated March 6, state that the Baltic, Jessen, from Newcastle to Singapore, which put in there Feb. 8 leaky, had discharged all her cargo and been placed in dry dock.

Advices from Amsterdam, dated March 11, state that the Elisabeth, Feenstra, from Batavia, which arrived there March 10, had encountered severe gales from Feb. 28 to March 2; on the latter day, in lat. 48 N., lon. 7 W., she was struck by a heavy sea, which carried away part of bulwarks, &c., damaged steering apparatus, and started stem and deck. During the bad weather water mixed with sugar was pumped up, and the master feared that the cargo was damaged.

The North America (Amer. ship), Mitchell, from Batavia to Rotterdam, whilst putting into Lisbon on the night of March 12, leaky, struck on the bar, and was towed in and beached at Belem, full of water.

The Continental (ship), of Liverpool, Erving, from Cardiff to Yokohama, with coals, arrived at Gibraltar, leaky, and was stranded in the bay.

A Dutch brig, from Antwerp to Batavia, with a general cargo, was seen to strike on the Longsand on March 10, but she came off without assistance and proceeded.


# THE BEST ROOFING MATERIAL.

BRABY & CO. ALSO MANUFACTURE SHEET AND PERFORATED ZINC, ROOFING FELT, GALVANIZED BUCKETS, AND ALL OTHER ZINC AND GALVANIZED IRON GOODS, ILLUSTRATED LISTS OF WHICH WILL BE SENT FREE ON APPLICATION.

F. BRABY & Co.
(LIMITED),

BRABY'S GALVANIZED IRON HOUSES.

FITZROY WORKS, EUSTON ROAD, LONDON · AND AT IDA WHARF, DEPTFORD, S.E.

# G. & J. DONNE.

GILT CHIMNEY GLASSES OF EVERY DESCRIPTION.
CONSOLE TABLES AND GLASSES, PIER GLASSES AND TABLES.
MAHOGANY AND FANCY WOOD TOILET AND ORNAMENTAL GILT CENTRE TABLES, WITH VELVET AND MARBLE TOPS.
ALL THE BEST MANUFACTURED, AND SUITABLE FOR HOT CLIMATES.
155, LEADENHALL-STREET, LONDON, E.C.

# GELLÉ FRERES' PERFUMERY.

CHIEF ESTABLISHMENT, 35, RUE D'ARGOUT, à PARIS.

THE house of GELLE FRERES, celebrated for the superiority of its Perfumery, addresses itself to the fashionable world as much for its essentially hygienic, refreshing, and tonic preparations as for its delicate and distingué perfumes.

STEAM WORKS AT NEUILLY SUR SEINE

SILVER MEDAL EXHIBITION PARIS 1867

DEPÔT BLUMBERG & Cº 55 Cannon Street West LONDRES.

DÉPÔT H. BRULÉ 27, Rue de l'Hopital BRUXELLES.

1ST CLASS LONDRES 1851 EXHIBITION MEDAL

COMMISSION — ARTICLES SPECIALLY RECOMMENDED — EXPORTATION

REGENERATEUR GELLE FRERES, a superior pomade for preserving, beautifying, and reproducing hair.
EAU D'ALBION for the toilet, an exquisite production from the juice of flowers and aromatic plants.
CARBOQUINA ROSE, superior tooth-powder, composed of carbon, quinine, and Provins roses.
CUCUMBER SOAP for softening the skin, the best of all toilet soaps.
LAIT PROPHYLATIC to remove frekcles and improve the appearance of the skin.
COMPOSITION ZOUAVE, for the instantaneous dyeing of the whiskers and moustache.
COLD CREAM, AU LOTUS DE LYBIE, to soften and refresh the skin.
NIGRITINE VEGETALE, an incomparable dye for the hair and beard, not staining the skin.
VIOLET ESSENCE and VIOLET WATER for the handkerchief.
CONCENTRATED EAU DE COLOGNE for the toilet.

PERFUME ESSENCES OF ALL KINDS.
SPECIAL PERFUMERY WITH A BASIS OF GLYCERINE,
SOAP, TOOTH-PASTE AND ELIXIR, POMADE, CREAM FOR THE COMPLEXION AND SKIN, EAU DE TOILETTE.
GLYCERINE ANTI-PELLICULAIRE. DULCIFIED CREAM OF SOAP WITH GLYCERINE FOR THE BEARD.
*To be obtained of all the principal Perfumers and Hairdressers in Europe and other part of the world.*

## KEATING'S COUGH LOZENGES.

UPWARDS OF FIFTY YEARS' experience has fully confirmed the superior reputation of these Lozenges in the cure of ASTHMA, WINTER COUGH, HOARSENESS, SHORTNESS OF BREATH, and other PULMONARY MALADIES.

Sold in boxes, tins, and bottles of various sizes.

## KEATING'S CHILDREN'S WORM TABLET

A PURELY VEGETABLE SWEETMEAT, both in appearance and taste, furnishing a most agreeable method of administering a well-known remedy for INTESTINAL or THREAD WORMS.

It is a perfectly safe and mild preparation, and is especially adapted for children.

Sold in tins and bottles of various sizes.

## KEATING'S PERSIAN INSECT DESTROYING POWDER.

This Powder is QUITE HARMLESS TO ANIMALS, but unrivalled in destroying Fleas, Bugs, Emmets, Flies, Cockroaches, Beetles, Gnats, Mosquitoes, Moths in Furs, and every other species of insect in all stages of metamorphosis.

Sold in packets, tins, and bottles of various sizes.

☞ The public are particularly requested to observe that all the above preparations bear the Trade Mark as herein shown.

Sold by all Chemists and Druggists.

HOLLOWAY'S OINTMENT and PILLS. DIPHTHERIA, SORE THROAT, QUINSEY, MUMPS, and similar complaints always abound in wet weather and are most safely and effectively subdued by rubbing Holloway's Ointment at least twice a day upon the chest and glands of the throat. The Ointment penetrates the skin, reduces inflammation, and heals ulcerations. This treatment is sufficient for curing the most serious and complicated throat affections, provided Holloway's Pills be taken at the same time. When swallowing gives pain, the Ointment alone may be relied on till improving symptoms admit of painless deglutition. In asthma, bronchitis, pneumonia, whooping cough, the early stages of consumption, scarlatina, and measles, Holloway's medicines are not less valuable in mitigating the most troublesome features, and in ultimately curing.


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# HONG KONG AND SHANGHAI BANKING CORPORATION.

## SEVENTH REPORT OF THE COURT OF DIRECTORS

**To the ORDINARY YEARLY GENERAL MEETING of SHAREHOLDERS, to be held at the Banking-house of the Corporation, HONG KONG, on MONDAY, the 15th February, 1869.**

## TO THE PROPRIETORS OF THE HONG KONG AND SHANGHAI BANKING CORPORATION.

GENTLEMEN,—The Directors have now to submit to you a General Statement of the affairs of the Corporation and Balance-sheet for the half-year ending on 31st December last.

The net profits for that period, including 70,674.14 dols. brought forward from last account, after paying all charges, deducting interest paid and due, and making full provision for bad debts, amount to 460,649.22 dols., of which, after taking out Rebate on Bills not yet due, and remuneration to Directors, there remains for appropriation 443,252.14 dols.

From this sum the Directors recommend the distribution of a Dividend of 7.50 dols. per share on the paid-up shares, and of 1.50 dols. per share on the new shares, being equivalent to 6 per centum for the half-year; this will absorb 180,000 dols.; and of the balance, the Directors propose carrying 200,000 dols. to the Reserve Fund and 63,252 14 dols. to the credit of new Profit and Loss Account.

If this appropriation of profits be confirmed by the Meeting, the Shareholders will have received as Dividend for the year 1868 the sum of £360.000 (twelve per centum on the paid up Capital), and the amounts carried to the Reserve Fund during the same period aggregate 325 000 dols., raising this fund to 700,000 dols., so that on the 31st December, 1868, the fund stands at a sum equal to 23⅓ per cent on the paid up Capital of the Corporation, i dependent of the sum of 63,252 dols. 14c. undivided profits to be carried forward; thus showing a total net profit for the year 1868 of 748,252 dols. 14c. (or 24·27 per cent. on paid up Capital), after deducting charges, expenses and allowances of every description, including the rebate on bills maturing after December 31—a result which compares most favourably with the results of the Bank's working in previous years, the profits amounting to—

| | | |
|---|---|---|
| Dols. 617,276.60 | for the year | 1867 |
| 457 604.44 | ,, | 1866 |
| 178,781.00 | ,, | 1865 (8 months only). |

These figures show so conclusively the continued prosperity of the Bank, that further statistics seem unnecessary, and the Directors confine themselves to a comparison between the aggregate amount of deposits and notes in circulation at the end of this year, and the similar totals at the end of each previous year of the Bank's working;

| | | | |
|---|---|---|---|
| The amount on 31st December, 1868, was | ... | ... | Dols. 7,064,465 76 |
| ,, ,, | 1867, ,, | ... ... | 6,279,121.25 |
| ,, ,, | 1866, ,, | ... ... | 4,132,651 00 |
| ,, ,, | 1865, ,, | ... ... | 3,384,876.62 |

showing a steady advancement in public favour, which must be as gratifying to the Shareholders as it is to the Board.

In congratulating their co-proprietors upon such a healthy state of things, the Directors would again express their determination not to recommend the distribution of any higher dividend than twelve per centum per annum, until the Reserve Fund shall have been further raised to such an amount as shall render it unnecessary to withdraw from division amongst the Shareholders such a large amount of the realised profits as they think caution and a prudent care of the true interests of the Bank demand at present. The Directors are of opinion that when the Reserve Fund shall have reached a Million of Dollars, the time will have arrived when they can with safety recommend the division of a larger proportion of the profits in the shape of Dividend, and the large amount proposed to be carried to Reserve Fund by this Report enables them fairly to anticipate such a result at an early date.

### RESERVE FUND.

The whole of the Reserve Fund has been invested in Indian Government paper. It is the intention of the Court to augment the Bank's holdings in the same securities up to the sum of a million of dollars; a portion of such stock to be kept as a Standing Reserve in London and the balance in India, where it may eventually facilitate the Exchange operations of the Bank, which steadily increase in importance.

### BOMBAY AGENCY.

The development of the business of the Corporation through India (strictly confined as it is to Exchanges, the Bank not in any way entering into transactions of a local character) calls for the establishment of a special Agency of the Bank at Bombay, on the same footing as the one created in Calcutta in March last, the working of which has answered the expectations of the Directors.

The Court, on this occasion, deem it due to the present Agents of the Bank at Bombay, Messrs. B. and A. Hormarjee, to acknowledge publicly the great obligations under which they are to them for the highly satisfactory manner in which they have taken care of the interests of the Corporation during the last four years.

As has already been stated by the Directors when the Calcutta Agency was in course of formation, the business to be carried on by the new Bombay Establishment is to be regulated by specific instructions from the Head Office and restricted to transactions of a definite character connected with the general course of the Bank's Exchange operations in the East.

### CALLS.

The Proprietors will not be surprised to hear that the progressive development of the Bank's business and the extension of its field of operations, suggest the advisability of a corresponding and gradual increase of the Paid-up Capital of the Corporation; they are also aware that, according to the terms of the Bank's Incorporation, the deferred period granted by H.M.'s Government for compulsorily calling up the balance of the Subscribed Capital expires on the 31st December, 1874.

After a careful consideration of the matter, and feeling confident that the sums intended to be called up can be profitably employed, the Court has resolved, with the unanimous consent of its members, to call up the Two Millions of Dollars now remaining unpaid on the 20,000 new Shares, and to divide the sum of 100 dols., due upon each share, into four Calls of 25 dols. each, payable on the following dates, viz.:

| | Dols. |
|---|---|
| 1st July, 1869 ... ... ... ... ... ... ... | 500,000 |
| 1st July, 1870 ... ... ... ... ... ... ... | 500,000 |
| 1st Jan., 1872 ... ... ... ... ... ... ... | 500.000 |
| 1st Jan., 1873 ... ... ... ... ... ... ... | 500,000 |
| | 2,000,000 |

The first of the above Calls will be made forthwith by the Directors, and notice will be given, in due course, of the ensuing ones, in respect of which, however, the Court retain the powers confided to them by the Deed of Settlement should any emergency necessitate any departure from the course now proposed to be followed.

It has moreover been resolved to allow the holders of new shares to pay up, by anticipation, the whole or any portion of the amount remaining unpaid on their shares; such payments to bear Interest at the rate of Five per centum per annum, payable half-yearly, until the respective dates at which the Calls to be made shall fall due and the sums so called up successively admitted to participate in the distribution of Dividends.

Trusting these important arrangements will meet the convenience and approval of the holders of the New Shares, the Directors will not dwell at more length on the advantages resulting from a system which will enable the Proprietors to calculate with more accuracy and certainty than heretofore the relative value of the two descriptions of shares, and ensure their entire assimilation within a determined period.

### DIRECTORS.

According to the provisions of the Deed of Settlement, three Members of the Court, Messrs. George J. Helland, William Lemann, and the Hon. J. B. Taylor, retire from the Direction, but are eligible for re-election, and offer themselves accordingly.

Mr. George F. Heard, late Deputy-Chairman, has been appointed Chairman for the year 1869, and Mr. Julius Monke, Deputy-Chairman.

### AUDITORS.

The Directors have much pleasure in recommending the election for the year 1869 of the present auditors, the Hon. W. H. Rennie and Mr. W. J. Bryans, the latter gentleman having acted in that capacity since the retirement of the Hon. Phineas Kyrie, who has left the colony.

GEORGE F. HEARD, Chairman.

## ASSETS and LIABILITIES of HONG KONG and SHANGHAI BANKING CORPORATION, 31st DECEMBER, 1868.

### ASSETS.

| | Dollars. |
|---|---|
| Cash and bullion on hand ... ... ... ... ... ... ... | 4,226,539.23 |
| Government Securities ... ... ... ... ... ... ... | 720,000.00 |
| Bills Discounted, Loans, and Credits ... ... ... ... ... | 4,379 651.66 |
| Exchange Remittances ... ... ... ... ... ... ... | 12,005,148.17 |
| Bank Premises ... ... ... ... ... ... ... ... ... | 72,537.94 |
| Dead Stock ... ... ... ... ... ... ... ... ... | 46,391.92 |
| | 21,450,268.92 |

### LIABILITIES.

| | Dollars. | Dollars. |
|---|---|---|
| Paid up Capital— | | |
| 125 Dols. per Share, on 20,000 Shares ... ... | 2,500,000.00 | |
| First Call on New Stock ... ... ... ... | 500,000.00 | |
| | | 3,000,000.00 |
| Reserve Fund ... ... ... ... ... ... ... ... | | 500,000.00 |
| Notes in Circulation ... ... ... ... ... ... | 1,110,749.08 | |
| Deposits ... ... ... ... ... ... ... | 5,953,716.68 | |
| | | 7,064,465.76 |
| Exchange Acceptances ... ... ... ... ... ... ... | | 10.425,153 94 |
| Profit and Loss Account ... ... ... ... ... ... ... | | 460,649 22 |
| | | 21,450,268.92 |

## PROFIT AND LOSS ACCOUNT, HONG KONG AND SHANGHAI BANKING CORPORATION.

| | Dols. | Dols. |
|---|---|---|
| To amounts written off:— | | |
| Remuneration to Directors ... ... ... ... | 10,000 00 | |
| Rebate on Bills not due ... ... ... ... ... | 7,397.08 | |
| | | 17,397.08 |
| To Dividend Account:— | | |
| At the rate of 1½ per cent. per annum, | Dols. | |
| On paid-up Shares ... ... ... | 150,000.00 | |
| On New Shares ... ... ... | 30,000.00 | |
| | | 180,000.00 |
| To Reserve Fund:— | | |
| Amount carried to Credit ... ... ... ... | 200,000.00 | |
| To Balance of Undivided Profits:— | | |
| Carried forward to next half-year ... ... ... | 63,252.14 | |
| | | 443,252.14 |
| | | 460,649.22 |

| | Dols. |
|---|---|
| By Balance of Undivided Profits, 30th June, 1868 ... ... ... | 70,674.14 |
| By amount of Net Profits for the Six Months ending 31st December, 1868, after deducting all expenses and interest paid and due ... | 389,975.08 |
| | 460,649.22 |

## RESERVE FUND.

| | Dols. |
|---|---|
| To Balance 31st December, 1868 ... ... ... ... ... ... | 700,000 |
| | Dols. 700,000 |

| | Dols. |
|---|---|
| By Balance on 30th June, 1868 ... ... ... ... ... ... | 500,000 |
| By Profit and Loss Account ... ... ... ... ... ... ... | 200,000 |
| | Dols. 700,000 |

V. KRESSER, Chief Manager,
G. ED. NOBLE, Acting Accountant.

We have compared the above Statements with the Books, Vouchers and Securities at the Head Office, and with the Returns received from the various Branches and Agencies, and have found the same to be correct.

W. H. RENNIE, } Auditors.
W. J. BRYANS, }

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## PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's establishments at the above port afford every facility for REPAIRING and SPARRING VESSELS, cleaning and painting iron ships, and repair and refit of

STEAM MACHINERY AND BOILERS.

Their large Granite Dock is 307 feet in length, fitted with a caisson-gate, and with a centrifugal steam pump of great power, ensuring despatch in all states of the tides. At average spring tides this dock can receive vessels drawing 16 to 17 feet, and during the autumn and winter months 18 feet. Their two smaller docks, also built of granite, can receive vessels drawing 12 to 13 feet.

The premises comprise a large smithy and boiler shop, carpenters and boat-builders' shops an

ENGINEERS' WORKSHOP,

fitted with lathes and tools driven by steam,

AN IRON FOUNDRY

for castings up to 5 tons weight, and a BRASS FOUNDRY.

The different departments are superintended by experienced Europeans, viz., engineer, blacksmith, and shipwrights.

The Company keep on hand copper and metal sheathing, spars, timber, paints for iron vessels, and all material for dockyard use.

A DRY GODOWN for reception of stores of vessels requiring to discharge them.

Good quarters for officers of ships under repair in the dock.

Amoy, 16th December, 1867.

## SINGAPORE DOCKS.

THE PATENT SLIP AND DOCK COMPANY execute SHIPS' REPAIRS of all descriptions in the most efficient manner, under the supervision of European Engineers and Shipwrights.

The DRY DOCK (opened in March, 1859) admits two Vessels at the same time, being over 400 feet in length, with a depth of water ranging to 15½ feet. A second DRY DOCK of larger dimensions will shortly be completed, and available for the heaviest Steamers.

Adjoining the above there is extensive WHARF, WAREHOUSE, and other accommodation, including every convenience for coaling Steamers, discharging cargo, and storing goods, together with ample MACHINERY and appliances for repairing iron steamers, &c.

Apply at the offices of Messrs. PATERSON, SIMONS and Co., Singapore; or 21, St. Swithin's-lane, Cannon-street, London, E.C.

WM. CLOUGHTON, Managing Director.

New Harbour, Singapore, June, 1868.

## COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July, 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200.000.

Reserved Fund ... ... f 20,000,000 ... £800,000

HEAD OFFICE.—14, Rue Bergere, Paris.

AGENCIES AT—London, Calcutta, Bombay, Shanghai Hong Kong, Saigon (Cochin China), Bourbon (Reunion), Yokohama (Japan), Lyons, Marseilles, and Nantes (France).

LONDON BANKERS.—The Union Bank of London.

LONDON AGENCY.—13, Leadenhall-street, E.C.

MANAGER.—G. fetsch.

SUB-MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent India, China, &c., upon terms to be ascertained at the Office.

## THE NORTH CHINA INSURANCE COMPANY.

ESTABLISHED 1st JANUARY, 1863.

SUBSCRIBED CAPITAL—SHANGHAI TAELS 1,500,000 (EQUAL AT EX, 6s. PER TAEL TO £450,000).

PAID-UP CAPITAL—SHANGHAI TAELS 300,000 (EQUAL AT EX 6s. PER TAEL TO £90,000).

HEAD OFFICE—SHANGHAI.

COURT OF DIRECTORS.

CHAIRMAN.

F. H. BELL, Esq., of Messrs. W. R. Adamson and Co.
A. Michie, Esq., Messrs. Chapman, King, and Co
E. H. Lavers, Esq., of Messrs. Gilman and Co.
F. Porter, Esq., of Messrs. Gibb, Livingston, and Co.
E. C. Smith, Esq., of Messrs Turner and Co.

SECRETARY—Herbert S. Morris.

HONG KONG BRANCH—J KENNARD DAVIS. Agent.

LONDON BRANCH—34, CLEMENT'S-LANE, LOMBARD-STREET, E.C.

COMMITTEE.

Travers Buxton, Esq., of Messrs. Gledstanes and Co.
R. D. Sassoon, Esq., of Messrs. David Sassoon and Co.
W. Walkinshaw, Esq., of Messrs. Turner and Co. (of China).

AGENT—John S. Mackintosh.

Risks are accepted at current rates of premium.

Agencies have been established at the various ports of India, China, and Japan, at the more important of which Policies can be made payable if required

In accordance with the Resolution adopted at a Special Meeting of Shareholders, held in Shanghai on 18th Nov., 1867, Messrs. Ashton and Co. have ceased to act as Agents in London, and a Special Branch has been opened as above.

JOHN S. MACKINTOSH, Agent.

London, 1st January, 1869.

## HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, 5,000,000 dols Paid up, 3,000,000 dols.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON MANAGER—W. H. Vacher, 32, Nicholas-lane.

BANKERS.—London and County Bank.

BRANCHES AND AGENCIES:

| | | |
|---|---|---|
| Hong Kong | Hankow | Singapore |
| Shanghai | Japan (Yokohama) | Bombay |
| Foochow | Manila | Calcutta |
| Ningpo | | |

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

## ORIENTAL BANK CORPORATION.

corporated by Royal Charter, 30th August, 1851.

PAID-UP CAPITAL, £1,500,000.

RESERVED FUND, £444,000.

The Corporation grant Drafts and negotiate or collec- Bills payable at Bombay, Calcutta, Madras, Pondicherry, Ceylon, Hong Kong, Shanghai, Yokohama, Singapore, Mauritius, Melbourne, and Sydney, on terms which may be ascertained at their office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India, the purchase and sale of Indian Securities, the safe custody of Indian Government Paper, the Receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named dependencies.

They also receive deposits of £100 and upwards, repayable at 10 days' notice, and also for longer periods, the terms for which may be ascertained on application at their office. Office hours, Ten to Three; Saturdays, Ten to Two.

Threadneedle-street, London, 1868.

## UNION INSURANCE SOCIETY OF CANTON.

DIRECTORS IN HONG KONG.

W. NISSEN, Esq.,
J. P. DUNCANSON, Esq.,
P. RYRIE, Esq.,
W. KESWICK, Esq.,
A. A. D SASSOON, Esq.,
E. A. HITCHCOCK, Esq.,
W. LEMANN, Esq.,
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*(For further particulars see detailed Prospectus in Newspapers.)*

### COPY OF LETTER.

Sir William Thomson to the Directors of this Company.

London, 27th Feb., 1869.

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I remain, your obedient servant,

(Signed) WILLIAM THOMSON.

2, King William-street, London, E.C., 9th March, 1869.

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PUBLISHED ON THE ARRIVAL OF THE FORTNIGHTLY ENGLISH, AND MONTHLY FRENCH MAILS FROM CHINA, JAPAN, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A SUMMARY OF NEWS FOR THE OUTWARD MAILS.

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## Latest Advices.

| Ports. | From London. | Arrived out. | HOMEWARD. Received this day. |
|---|---|---|---|
| JAPAN — Osaka and Hiogo | — | — | Jan. 29 |
| Yedo | — | — | Feb. 8 |
| Yokohama | Dec. 4 | Jan. 28 | Feb. 10 |
| Nagasaki | — | — | Feb. 11 |
| Hakodadi | | | |
| CHINA — Peking | | | |
| Tien-tsin | | | |
| Chefoo | — | — | Jan. 23 |
| New-chwang | | | |
| Hankow | — | — | Feb. 10 |
| Kiu-kiang | — | — | Feb. 11 |
| Chin-kiang | | | |
| Shanghai | Dec. 18 | Feb. 5 | Feb. 16 |
| Ningpo | — | — | Feb. 14 |
| Foochow | — | — | Feb. 9 |
| Formosa—Tamsuy | | | |
| Amoy | — | — | Feb. 10 |
| Swatow | | | |
| Hong Kong | Jan. 1 | Feb. 13 | Feb. 23 |
| Canton | — | — | Feb. 22 |
| Macao | — | — | Feb. 22 |
| PHILIPPINES— Manila | Dec. 18 | Feb. 7 | Feb. 11 |
| COCHIN-CHINA— Saigon | — | — | Feb. 22 |
| SIAM — Bangkok | — | — | Feb. 14 |
| BORNEO—Labuan | — | — | Feb. 25 |
| Sarawak | — | — | Feb. 26 |
| JAVA — Batavia | — | — | Feb. 23 |
| MALACCA STRAITS— Singapore | Jan. 21 | Feb. 23 | Mar. 2 |
| Penang | Jan. 21 | Feb. 27 | Mar. 4 |

### THE MAILS, &c.

The present inward mail is delivered on its due date. The French mail may be expected on Wednesday, but as it brings only two days later dates, and the news (as foreshadowed by our telegrams) is of no importance, we do not propose to publish for it.

The next succeeding mail will be that with Hong Kong dates to March 9, due here on the 19th inst. Telegrams in advance of it were received on the 24th March, and will be found in the usual place. Those in advance of the mail of March 23 will be due in a few days. *Via* Kiachta we have advices from Shanghai to March 10, received on the 27th March.

## List of Passengers.

### PASSENGERS INWARD.

By this mail to Marseilles, per P. and O. steamer Delhi, arrived April 2.—From Yokohama: Mr. Newby. From Shanghai: Mr. W. Watson, Mr. Lindsay, Mr. Drage. From Hong Kong: Mr. Lyon. From Singapore: Archdeacon and Mrs. Chambers, M .C. Brooks and servant, Mr. H. G. Kennedy, Mr. and Mrs. Sager and child, Baron von Tinple. From Galle: Mr. Sabonadiere, Mr. Esdile, Mr. Tottenham.

To Southampton, per P. and O. steamer Delta, expected to arrive April 9.—List not to hand.

By last mail, to Southampton, per P. and O. steamer Poonah, arrived March 29.—From Hong Kong: Dr. Waller, Miss Ray, Mrs. Crawford, two children, and servant, Mr. Matsney, Mr. Ewaseya, Mr. Cooper, and one second-class passenger. From Galle: Mr. Dick, Mr. Gorman.

By last Bombay mail to Marseilles, per P. and O. steamer Bangalore, arrived March 26.—From Yokohama: Mr. Jacquemot, Mr. and Mrs. Short, two children, and servant.

### PASSENGERS OUTWARD.

Per P. and O. steamer *Poonah*, from Southampton, April 3.—To Shanghai: Mr. W. H. Gracie. To Ceylon: Mr. and Mrs. J. Norcott D'Esterre and three children, Staff Assistant Surgeon Eager, Miss Gale.

Per P. and O. steamer *Delhi*, from Marseilles, April 11.—To Shanghai: Mr. J. A. Hawes, Mr. Rainbow, Mr. J. Porter. To Hong Kong: Mr. Lay, Mr. T. H. Chapman. To Singapore: Mr. C. H. Harrison. To Penang: Mr. T. Shaw. To Ceylon: Mr. B. F. Hartshorne.

Per P. and O. steamer from Southampton, April 17.—To Shanghai: Mr. A. Sim. To Hong Kong: Miss Woodhouse. To Ceylon: Mr. A. Hodge Wilson.

Per P. and O. steamer *Syria*, from Marseilles, April 25.—To Shanghai: Mr. W. Brand. To Ceylon: Mr. D. S. Wilkison.

Per P. and O. steamer from Suez, May 2.—To Yokohama: Mr. Thomas Thomas. To Hong Kong: Dr. J. H. Focke.

## Summary of News from the Far East.

### JAPAN.

#### YOKOHAMA.

The mail delivered this morning brings advices from Yokohama to the 10th February. The outward mail of December 4 reached that port on the 28th January. The following summary of political news is from the *Japan Herald*:—

The most important event of the fortnight has been the appearance of notifications from the foreign representatives of England, France, and Prussia, announcing the termination of the struggle between North and South, and the withdrawal of the Neutrality Notifications, which were published last year. Thus is the Mikado's victory virtually acknowledged, and the misguided men who remain yet in arms at Hakodadi have now to learn that their cause is hopeless and their doom sealed. Scarcely less interesting is a translation of a series of sentences which have been decreed by the General Council of the Empire against those princes and nobles and their retainers who were most conspicuous in their appeal to arms against the authority and rule of the Mikado. These documents are no less remarkable than interesting on account of the clemency displayed by the advisers of the Mikado towards those who raised the standard of revolt and so persistently resisted the supremacy of their sovereign at the expense of their country's wealth and commercial prosperity.

An extra number of the Yedo official *Gazette* was published on the 24th inst., giving copies of the sentences pronounced on all the Daimios hitherto in rebellion against the Mikado. The sentences are preceded by an Imperial edict declaring them to be the result of a discussion in the House of Assembly, formed of Daimios' representatives, declaring further that the Assembly, with almost unanimous consent, had adjudged the whole number of the offenders, and especially the Prince of Aidzu, to have incurred the penalty of death, but that the Mikado, in consideration of the way in which that Prince had been brought up—that is, in ignorance of affairs like so many of his compeers—and seeing that his chief retainers were responsible for his acts, had resolved to spare his life.

The sentences vary in severity, from those of the two Princes of Aidzu and the Daimio Hayashi Higo no Kami, whose territories are entirely confiscated and themselves condemned to life-long imprisonment, down to that of the Daimio Midzuno Idzumi no Kami, who is merely to confine himself to his house until further notice. Eighteen Daimios lose a greater or lesser portion of their revenues, this penalty being accompanied by a change of location, which in each case means the exchange of fertile for unfertile territory. Each of the twenty-five, except two, retire altogether in favour of a relation, to be presented hereafter to the Mikado for investiture. Only Yonezawa and Horie Sakio Noske, to the early defection of the former of whom the success of the Government is in some measure to be attributed, are allowed to hand over the succession to their own sons.

The *Japan Gazette* of Jan. 27 contains the following sensational paragraph:—"This afternoon, between two and three o'clock, a meeting took place between a gentleman well known to our fellow residents, lately described in a local journal as an American named Benson, and an Englishman of the name of Rickerby. Both of them had that easy, jaunty manner that bespeaks a mind at peace with itself, and no one seemed to presage such a catastrophe as followed. Mr. Benson advanced, and to the preliminary inquiry, 'Your name is Rickerby, I believe, Sir?' received a hesitating but affirmatory answer. Each had a riding whip in his hand, and weapons being so far equal, Mr. Benson waited for no other remark or consideration, but laid his whip about Mr. Rickerby in such a manner that the latter, though he tried to repay the assault in kind, was unable to offer but very weak returns Some gentlemen were near, and saw the punishment given; and, as our informant states, seemed disinclined to interfere until they thought

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the whipping was sufficient. At length they did interpose, and drew Mr. Benson off. One of them told him that he ought to be ashamed of himself, in which remark we and all our readers recognise nothing but the baldest truth. The regard in which Mr. Rickerby is universally held by all the community will cause this paragraph to be read with general regret, and the conduct of Mr. Benson to be very fully commented upon. The idea of a magistrate taking the law into his own hands! What next, we should like to know? It is feared that the stripes laid on by him were so heavy and numerous that Mr. Rickerby may suffer from the effects for a long time to come. Of course the affair cannot end here." It is, however, stated by the bystanders that they interfered at once to put an end to the disturbance. Mr. Benson is in the employ of the Japanese Government.

### NAGASAKI.

The *Nagasaki Times* of Feb. 6 gives the following items :—

We have received information of a system of squeeze on the part of the Japanese Government—a squeeze which we consider it our duty to expose at once. The following are the facts which have been given us:—A foreign firm in Nagasaki, having under its protection a Chinese hong, heard that the Japanese Government had levied a squeeze of 10 per cent. on some gold, sold by the Chinaman to a native merchant, and not content with levying this illegal tax, had exacted 10 per cent. on all the previous lots of imported gold he has bought during the year. The matter was referred to the Consul.

There is some truth in the rumour regarding the persecution of Christians in Gotto. Some 300 have been arrested and placed in confinement. The Consuls have communicated with the governor, but he has no jurisdiction over the islands.

The small steamer *Chunle-ma* sunk on the 1st instant. It is supposed that she struck on a rock while being towed in shallow water for repairs. She was raised, by the aid of lighters, on the 5th.

The loss, by the Tokugawa expedition to Yedo, of two more of their ships, the *Meteor* and the *Nagasaki Maru*, is reported. Though their squadron is thus completely crippled, the transfer of their forces from the sea to the land may be the cause of much trouble. It may be very difficult to encompass them in such a country as Yedo, and bring the rebellion to such a head that it may be crushed.

## CHINA.

### SHANGHAI.

(FROM OUR OWN CORRESPONDENT.)

SHANGHAI, Feb. 16, 1869.

On the 3rd instant the M. I. steamer *Phase* arrived with the French mail, followed on the 5th by the English mail of the 18th December, and telegrams to the 9th January. On the 13th the P. M. S. S. Company's steamer *Costa Rica* brought the San Francisco mail of the 4th January, with London telegrams to the 3rd only.

The Chinese New Year holidays, which terminated on the 13th inst., put a stop to business for some days, but both natives and foreigners have since recommenced with increased vigour, more especially as the mildness of the season in the North warrants the expectation that the Peiho will open at a very early date. It is stated that four steamers have already been engaged full for Tientsin, the *Ying-tsze-fei* being destined to lead the way.

The discussion on the supposed candidates for Minister at Peking is now reduced to the respective merits of Sir Harry Parkes and Sir Edmund Hornby. Opinion runs on Sir Harry; but it is believed that the Home Government will be afraid to appoint him, owing to his well-known belligerent proclivities, and his position with the Chinese Government at Peking in the time of Lord Elgin. This is considered to be a dangerous element to again confront. Mr. Winchester is dismissed, as having no diplomatic ability, and Mr. Wade is altogether too Chinese and antagonistic to merchants. There are many supporters of Sir Edmund, but a large number hope for a man of known diplomatic ability, who has no knowledge of the Chinese, and will bring a mind free from prejudices. It is understood that Mr. Cunningham and other merchants have given their views separately as to the opening of ports, in addition to the Chamber of Commerce.

In my last letter I mentioned the case of the *Alicia Anne*, and stated that the point was reserved whether the master and crew had a prior claim over a mortgage to moneys accruing from salvage which they had allowed to be disbursed for necessaries connected with the ship. Sir Edmund Hornby has since decided in favour of the captain and crew, making, however, no order as to costs against the mortgagees. Unfortunately the money in court was insufficient to discharge the lien thus allowed. Another important shipping case has also been decided. Messrs. Wilkin and Robison, of Yokohama, had been (as they state) informally acquainted with the fact that a bottomry bond had been executed on the *Bolivar* and her cargo at Rio. The agents at Yokohama for the bondholders had not at the time of notice received the bond, but after they received it and produced it Messrs. Wilkin and Robison thought fit to pay the captain the freight. Sir Edmund Hornby decided that they were to pay into court all the sums paid on account of freight to the captain subsequent to their receipt of notice, together with costs.

At the last meeting of the Municipal Council, held on the 9th inst., reports were received from the Works Committee announcing the extension of roads in various parts of the English and American settlements, the planting of trees on the bund and along the Bubbling Well Road, and the re-construction and repair of the bridges over the Yangking Creek. These important works are being carried on in spite of mercantile depression, and thus give an additional proof of the proverbial enterprise of Anglo-Saxons.

The question of local squeezes is receiving renewed attention. No sooner is the system overthrown in one quarter than it springs up in another. It is now known that a tax of from 1 dol. to 2 dols. is levied on every bale of foreign goods purchased by native firms, that only licensed coolies are allowed to carry them, and that any goods which have not received the guild stamp, proving the payment of the tax, are seized by the Guild Police. So well organised is the system that there is actually an ex-president of a Peking Board stationed at Shanghai to control the working of the guilds. This mandarin is a junior guardian of the heir apparent.

There seems at last to be some security for the punishment of criminals sentenced by the Mixed Court. A constable from the British gaol has been appointed to reside on the Mixed Court premises and superintend the infliction of punishment.

A return of foreign burials in Shanghai for the year 1868 has just been published, from which it appears that, exclusive of 24 buried in the Catholic and Jewish cemeteries, 57 men, 1 woman, and 7 children were buried. Of these 8 were drowned, 43 were British subjects, 9 Americans, 8 Germans, 2 Swedes, 2 Portuguese, and 1 Italian. The grand total for the year was 89.

A meeting of the subscribers to the Seamen's Church at Pootung was held on the 3rd inst. The accounts show that Tls. 3,899 have been expended on the church and fittings, exclusive of special contributions for a communion service, font, and alms basin. The income is at present insufficient, and the trustees have appealed to the community for aid. The services are in accordance with the ritual and usages of the English and American Episcopal Churches.

The supporters of the Native Blind Asylum met the other day to report progress and solicit assistance. The asylum is in the Chinese city, where thirty blind are employed in making mats. If the demand equalled the supply, the institution would be nearly self-supporting, but as it is assistance is urgently required. Mr. Moon, of Brighton, has presented fifty copies of the "Sermon on the Mount," done into the Shanghai vernacular, and printed in raised letters, and perhaps some of your lady readers may feel disposed to send out work to be sold for the benefit of the asylum, and thus aid in supporting a most deserving institution.

At a meeting of the local branch of the Asiatic Society, held on the 9th inst., a report on the condition of the Yellow River was read by Mr. Ney Elias, F.R.G.S., who has himself made a survey. The shifting of the Channel has desolated a large tract of country, whole villages have been submerged, and the fields have been destroyed for agricultural purposes. This result was due to a gradual rise in the bed of the river, uncompensated by any attention to the embankments. It would appear that the catastrophe will recur, for the present bed is silting up with amazing rapidity. It is now ascertained that the river is navigable from its mouth, in the Gulf of Pecheli, to Tsi-nan-fu, the capital of Shantung. This represents a distance of about 200 miles. There is from five to seven feet of water on the bar at low tide, and a good anchorage outside, well protected by shoals.

It is reported that M. Brenier de Montmorand is about to return to Europe, the post of French Consul here being temporarily filled by M. Dabry, who is now incumbent at Hankow.

Mr. Thomas Falls, Superintendent of the Chinese Arsenal at Shanghai, has, together with his senior assistants, Messrs. Stevenson, Mellwrath, and Rolls, received high rank from the Regency.

The Yangtsze is unusally high at present, the water standing twelve feet above the level of this time last year. The traffic by steamers continues unabated.

In addition to the steamer ordered by Messrs. Trautman and Co., managers of the North China Steam Company, to be built in England, the Union Company (now running on the Yangtsze) are about to contract for a vessel there, to be built under the superintendence of Captain McQueen, who leaves the Shanghai Company, worked by Messrs. Russell and Co., and joins the Union, under Messrs. Glover, Dow, and Co. It is also stated that the Shanghai Company will keep up their fleet in future by adding iron and not wooden steamers. It has long been a matter of surprise that they have not done so before, as iron hulls are immensely superior to wood for fresh water, the rotting of wood being a serious drawback. The truth is, however, that they have had to increase their wooden ships by buying up opposition boats (either running or intending), as in the case of the *Walrus* and *Nautilus*, now at New York, already reported in the *London and China Express*.

Much interest is shown in the coal mines of China at the present time. Baron Richthofen, a geologist, who came out with the new American Minister, has been for some time on the Yangtsze and Poyang Lake, examining the mines in the neighbourhood. Mr. Rose, of Messrs. Russell and Co., Kiukiang, has just started up the lake with a similar object.

It is said that the French Consulate at Ningpo has been closed,

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and that the establishment at that port is to be transferred to Foochow.

From Chefoo the diggers are escaping as quickly as possible, to the intense delight of the peaceable inhabitants, both native and foreign. The wonder now is how a number of men, without appliances of any kind or visible resources, contrived to exist for so long, but I imagine the villagers in the neighbourhood have been the sufferers. The miners are carefully disarmed before they are taken on board an outward bound vessel, and one shipmaster has already refused to take them under any circumstances. It is stated, but there has been no confirmation of the report, that placards have appeared at Chefoo calculated to excite ill-feeling against foreigners, and that the Consuls have appealed to the Taotai for redress.

The only news from Tientsin is of the exceptional mildness of the season, so that the ice is expected to break up during the first week in March. A correspondent of the *North China Daily News* thus describes the possibilities of Tientsin trade :—

"Should the revision of the treaty give us the right to open the coal and iron mines, work them on scientific principles, and give us roads to them, there is no place in China I know of would benefit so much as Tientsin. The whole country to the north is full of minerals, the finest steam and gas coals, iron, silver, gold, and other minerals. Shansi, also, about 55,000 square miles in extent, and of which Tientsin is the seaport, is full of iron and coal, and other minerals. The iron is said to be equal to the best Swedish, and the coal is brought to Tientsin for silver and gold refining, on account of its great heat. With a railway to Ta-yuan, the capital of Shansi, the wool, tallow, hides, &c., of Mongolia would find a ready outlet—brought down by the Yellow River and its affluents to the foot of the mountain which divides Ta-yuen from them. Or these articles from Mongolia might be brought even on a more direct way—via the rich coal mines of Chaitang and neighbourhood, where are also mountains of iron ore. There is only one low range of mountains between Chaitang and Mongolia in that direction, and they are pretty level on the top ; so, all the intervening country being level, Tientsin is the outlet from these countries in both directions ; and with roads from them to it, it would, and I have no doubt will, be the most important trading city in China."

Peking letters announce extraordinary gaiety amongst foreign circles at the capital, parties, dances, amateur theatricals, and fancy balls, following one another in bewildering succession. A rumour is current that a eunuch caught indulging his Imperial Majesty with a pipe of opium has been beheaded, and the naughty Emperor perhaps "tan-tan-ed" by his outraged mamma.

Newchwang is closed by ice, the last report announcing that the thermometer stood at 6 deg. Fahrenheit. There were no rumours of rebels in the neighbourhood. Quotations nominal.

The P. and O. steamer *Ganges*, leaving at daylight to-morrow morning, takes 94 bales Chinas, 190 bales Japans, and 44 bales Japan waste.

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The following additional items of news are extracted from various local papers :—

We understand that one of the immediate results of Mr. Burlinghame's announcement in New York that the Chinese were holding out their arms to missionaries to come and plant the shining cross on every hill and valley has been that the American missionary societies have been touched by a sense of duty to the heathen, and are sending out a large body of missionaries with, we presume, a shipload of shining crosses. Mr. Burlinghame's rhetorical zeal undoubtedly outran his discretion in this case, and we hope that the new band of crusaders may not meet with a brickbat welcome.

A curious rumour reaches us from Peking. It is reported that the young Emperor was astonished to find one of the chief eunuchs of the palace smoking opium. The Monarch requested to be allowed to try a pipe, and the effects were such as might have been expected. While suffering from the sickness consequent on his excess, the Queen mother surprised his Imperial Majesty, and immediately took prompt measures. The eunuch was beheaded, and a fresh proclamation against the use of the drug was circulated throughout the country. Several copies of the edict have reached Ningpo, and are exciting much attention amongst the natives of that city.

We understand that the new treaty between the United States and China has reached Mr. Consul-General Seward by the present Pacific mail, for transmission to Peking.

It is stated that placards have appeared at Chefoo, calculated to incite enmity towards foreigners, and that the Taoutai has been applied to by the consuls to explain matters. We believe it is customary for miners taking passage to Shanghai to be disarmed on going on board a vessel, and, indeed, one captain refused to take them under any circumstances.

We hear that Mr. G. H. Noetzli, of the Imperial Maritime Customs Service, is about to take leave of absence to Europe, and that Mr. J. K. Leonard succeeds him as Deputy Commissioner in charge of the Returns Department. Mr. Noetzli deserves every credit for the admirable manner in which he has performed his duties, and with the weight of trade reports and returns from all the open ports of China upon his shoulders, to summarise and prepare for the press, his position must have proved no sinecure.

Information has been received from Szechuen of the murder of a French missionary, who was attacked at the altar in his chapel, and after his hands and feet had been cut off, was finally beheaded.

We regret to have to record the sudden death of Mr. George Beck, Vice Consul for Denmark, a gentleman much respected by the community. He was found dead in his cabin on board the *China*, in which he was about to proceed to Hong Kong.

A Consul General for Italy arrived by the French mail ; and the house No. 12, Peking Road has been taken as the Italian Consulate.

Messrs. H. Fogg and Co. announce that the interest and responsibility of Mr. H. M. Twombly in their firm ceased on the 31st December, and that Mr. Silas D. Webb and Mr. E. M. Billings have been admitted partners.

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## HONG KONG.

From this port our advices are to the 23rd February. The outward mail of Jan. 1 reached Hong Kong on the 13th February with telegrams to Jan. 22. The following items of news are chiefly from the *China Mail* :—

The *Gazette* contains notifications that the Naval Yard Police Force Ordinance has been confirmed ; that the appointment of the Hon. J. B. Taylor, *vice* the Hon. P. Ryrie, to a seat in the Legislative Council is officially approved ; and that W. M. Deane, Esq., has been appointed Captain Superintendent of Police, the appointment to date from 24th July last.

The race meeting and its attendant festivities were fitly terminated on the 19th by one of the most successful balls which ever took place in Hong Kong. H.E. the Governor, Lady MacDonnell, and the *elite* of the community were present, and dancing was kept up until an early hour to the music of the band of the 75th Regiment.

His Excellency the Governor of Macao paid a visit to his Excellency the Governor of Hong Kong during the races. He was received with the usual honours.

By a paragraph in recent North China papers we learn that another French missionary has been barbarously murdered in the interior of China. It is interesting to speculate as to what action will be taken by the French Minister regarding this matter. This is another example, we presume, of the Burlinghame "shining cross" arrangement, the utter falsity of which has been demonstrated in a manner totally unforeseen by the envoy or his backers at Peking when he left on his mission to all creation. British subjects will watch with much curiosity the line taken by the French Minister. It is possible that the pacific instructions sent to Sir R. Alcock were framed to accord with the views of France, and that similar directions have been given to the representative of Napoleon III. at the Court of Peking. None, however, out here would be sorry to see France step in and exact a material guarantee from China for the frequent outrages which occur under the sanction of her officials, for Great Britain must follow suit in such a case. The result of the murder alluded to may be a total change within a few months of all foreign relations with China ; a change which we for one would be heartily rejoiced to see brought about.

Three men have been arrested at Macao on suspicion of being the perpetrators of the murder of Mr. Holworthy. Their capture is stated by the *China Mail* to be due to the efforts of Mr. D. R. Caldwell, in his capacity of manager and adviser for the licensees of the gambling farm.

The Hong Kong and Whampoa Dock Company held an extraordinary general meeting on Feb. 19, Mr. W. Keswick taking the chair. The object of the meeting was to obtain a vote from the shareholders, authorising the removal of the company's chief engineering establishment from Whampoa to Aberdeen. The expenses attending this change were estimated at 15,000 dols., and, after some discussion, the step was authorised. The memorandum of accounts submitted to the meeting was very satisfactory. It showed for the seven months ending 31st January, 1869, an excess of earnings over liabilities and expenditure of nearly 44,000 dols.

The following account, duly certified, of the average amount of bank-notes in circulation and specie in reserve in Hong Kong, during the month ended 31st Jan., 1869, is published for general information :—

| Banks. | Average notes. | Specie in reserve. |
|---|---|---|
| Oriental Corporation... ... ... | $513,584 ... | $171,194 |
| C. M. of I., L., and C. ... ... | 392,969 ... | 150,000 |
| C. of I., Aus., and China... ... | 809,445 ... | 105,000 |
| Hong Kong and Shanghai Corp. ... | 813,112 ... | 350,000 |
| Total ... ... ... | $2,029,110 ... | $776,194 |

The *China Mail* gives the following particulars of the recent cruise of the gunboat *Algerine* :—

H.B.M. gunboat *Algerine* left Hong Kong on the morning of the 11th of January, with orders to search the southern coast of the mainland and the coast of the Island of Hainan for any trace that might exist of H.I.M.S. *Le Monge*. It will be remembered that this latter ship left the port of Saigon on the 1st November last for Hong Kong. Up to the time of the *Algerine* leaving here nothing had been heard of her. Lieutenant Grey also received orders to examine the coast for pirates, and destroy any he might fall in with ; for that purpose a mandarin from Kowloon was appointed to accompany him on his

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cruise. The *Algerine* shaped her course for the southern extremity of the island of Hainan, and after a four days' run under sail arrived off Nychow, the principal town on the coast. Nothing of the *Monge* was known at this place. After leaving Nychow the *Algerine* steamed along the east side of the island, touching at several places, but no trace of the French ship was found, nor were the inhabitants able to give any information on the subject.

No pirates were met with, and the *Algerine* then proceeded to Tun-peck, where she arrived on the 26th January. H.I.C.M. gunboat *Tienpo* was lying at that port, and her captain, Mons. De Longueville, informed Lieutenant Grey that the French mail from Saigon had passed a boat with the letter "M" on her bows, bottom up, off the entrance to the Tonquin Gulf. It is to be feared that it was all that remained of the ill-fated *Le Monge*. Captain De Longueville informed Lieutenant Grey that the coast about St. John's Island was infested with pirates, who had their headquarters in the island of Ton-qua, and that it was his intention to burn their villages on his return voyage. The *Algerine* left Tienpeck on the 30th of January, and having called at Hui-lin-sun and Namoa, arrived off Ton-qua Island on the morning of the 2nd of February. Having procured a guide from a fishing junk, Lieut. Grey and a party of twelve men and one officer landed at a part of the coast called Timah. Here they found four large piratical snake-boats drawn up on the beach, close to a hut which had evidently been lately abandoned. This was set fire to by orders of the Mandarian who accompanied the party, and while proceeding to destroy the boats a rapid and well directed fire was opened on them from some rocks about three hundred yards off. Lieut. Grey immediately directed his men to advance in skirmishing order, and as they approached the pirates retreated up the mountain, which was covered with rocks and boulders. The men pursued them with great spirit, keeping up a sharp fire with their Snider rifles, but owing to the difficulties of the ground were unable to come up with them. Having destroyed the boats, the party proceeded to the village of Chunglah, which was supposed to be piratical, but on arrival there the Mandarian would not authorise its being attacked. It being then dark they returned on board the ship. Next day the same party again landed at a place called Yuising; here they found some snake boats and a hut, which they destroyed; while doing so they were again fired on by a small party of pirates, who immediately retreated to the hills. On the morning of the 5th, when getting under way to proceed to Macao, two men in a sampan hailed the ship, and said they had only just escaped from the hands of pirates, who had captured their junk on the north-east side of the island. The gunboat having arrived near the place indicated, Lieutenant Grey, aecompanied by two officers and sixteen men, proceeded on shore in the junk they had released some days before. On nearing the shore they observed the junk they were in search of, as also another, both of which were in the hands of pirates, who abandoned them immediately they saw the party approach. Having brought the junk to an anchor, and leaving one officer and four men in charge of her, Lieutenant Grey, with the remainder of his party, pursued the pirates up a narrow creek, where they had retreated, but owing to the shallowness of the water were obliged in a short time to return. They then boarded the junks which had been captured, and found their crews down below with heavy guns placed over the hatches. Having released them, and it being then dark and the tide very low, Lieutenant Grey decided on remaining on board with his party during the night. Next morning they again landed and proceeded up the same creek as the night before. As they advanced they observed scouts running before them, and in a few moments a heavy and well-directed fire was opened on their front. This the men returned, and two or three of the enemy were observed to fall. The pirates then advanced on Lieutenant Grey's small party, but soon retired under the quick fire from the Sniders. Some distance further up the creek they found a number of large snake boats heavily armed, which they destroyed, and then returned to the junk and proceeded on board. During those five days they destroyed five piratical huts, twelve "snake" boats, some from sixty to seventy feet long, brought away three guns, spiked six, destroyed nearly three hundred pounds of powder, brought away twenty-one muskets, four "gingalls," thirteen spears, besides a large quantity of other small arms, and liberated and gave up to their owners four junks with valuable cargoes. The work was done by the men in severe weather, and under considerable difficulties, landing in a heavy surf on one occasion, and up to their waists in mud on another. During the whole time the men worked with indomitable spirit and energy, and when fired on stood their ground coolly and firmly.

It having been ascertained that all the piratical boats on the island had been destroyed, the *Algerine* proceeded to Hong Kong on the 8th inst. Lieutenant Grey, his officers, and men deserve much praise for their exertions.

HONG KONG AND SHANGHAI BANK CORPORATION.

The ordinary half-yearly meeting of the shareholders in this corporation was held on the 15th of February, at the head office, Queen's-road, for the purpose of receiving the report of the directors and statement of accounts to Dec. 31, 1868. The chairman (G. F. Heard, Esq.) and al lthe directors were present, with the following shareholders:—Messrs. C. Budde, W. Robertson, R. S. Walker, E. Behre, J. I. Murray, Davis, Medlin, Levyson, Haseland, M. do Rozario, Gaup, Noble, Andre, J. A. Lyon, Buxey, Kressar, Riddle, H. B. Dantra, A. Belilios, Chater, Pirkis, Ezekiel, Mellish, J. Jackson, Reimers, Diack, Coxon, Price, Pollard, Glennie, Rennie, Deacon and Dods.

The half-yearly report and statement of accounts gave general satisfaction, and were unanimously passed without comment.

Messrs. Rennie and Bryant were unanimously re-elected as auditors, on the proposition of Mr. Forbes, seconded by Mr. Belilios.

The three retiring directors were unanimously re-elected. It was intimated that the dividend would be payable from Monday, the 1st.

Mr. Andre proposed a vote of thanks to the chief manager, which was unanimously carried.

Mr. Kresser replied in a few very appropriate remarks, warmly thanking the shareholders for their support to the bank, the success of which he attributed to their efforts in its behalf.

Mr. Rennie proposed a vote of thanks to the directors, which was unanimously carried, and the meeting broke up.

## STRAITS SETTLEMENTS.

—o—

SINGAPORE.

Advices from Singapore extend to the 2nd March. The English mail of Jan. 15 arrived out on the 18th Feb., and the French mail of Jan. 21 on the 23rd Feb., the latter conveying London telegrams to Feb. 12; *via* Calcutta the latest London telegrams reached to Feb. 18.

The *Straits Times* gives the following as a summary of the fortnight's news:—On the night of the 16th, or the morning of the 17th February, a disastrous fire broke out in Commercial-square, in a large store, and by day dawn the whole store, together with the office and all the plant of this paper, which was above the store, and the building occupied by the Oriental Bank Corporation, which was next door, was totally consumed. The origin of the fire, and when it broke out, are unknown. The *Straits Times* office was covered for 10,000, dols., the store for 80,000 dols., and the Oriental Bank building for 33,300 dols. The proprietor of the *Straits Times* lost everything—all his books, accounts, types, printing presses, printing paper, lithographic and bookbinding stock, and all the files of the paper, but temporary arrangements have been made for the publication of the paper until a new stock can be procured from home. A Milner's safe, it is to be noted, proved practically worthless, its contents being all charred and half consumed, while one by Price, of Wolverhampton, preserved all its contents in comparatively good order.

The alarm was not given early, and much valuable property by which might well have been saved, was in consequence destroyed. There was great delay in getting the fire engines to play, and the hose of one of the steam engines having burst, only one steam engine was available. This is the second destructive fire which has taken place here during the last six months, and in view of this, and also of the inefficiency generally witnessed, of the measures taken to master a fire, steps have been taken for the formation of a European fire brigade.

The Session of the Legislative Council for this year was opened with the usual ceremonies in the Town-hall on the 17th February, and his Excellency the Governor delivered his customary speech. Various highly interesting papers were laid before the Council. The most important of these are papers regarding Government-house and the finances of the colony. An extraordinary and almost incredible miscalculation has been made in the estimate of the cost of Government-house. Instead of 100,000 dols., it will cost 150,000 dols., and probably a good deal more. The finances of the colony, according to the Auditor-General's statements and figures, are in a satisfactory state. The community generally are strangely incredulous on this point, and entertain uneasy apprehensions of the wastefulness and extravagance of the local Government, and, we may add, of the Colonial-office. Time alone can show whether these apprehensions are groundless or not; but meantime it may be noted that the Auditor-General asserts that on the 31st of December, 1869, there will be a probable balance to the credit of the colony of 38,576 dols., after paying the entire cost of the new Government-house and the new steam vessels.

At the first meeting of the Council nothing occurred of much interest after the delivery of the Governor's speech. The Attorney-General introduced and read a first time several new Bills, and a committee was appointed to report upon Government-house.

The Council met again on the 24th ultimo, and a smart discussion is reported to have taken place regarding the financial statements of the Auditor-General. The absurd, and, we believe, illegal standing rule of the Council, which excludes the representatives of the press, prevents our giving any particulars. The Hon. W. H. Read criticised the mode in which the estimates were framed, especially the manipulation of the items for convicts—these items being put down as cash actually received, when not one cent had been reimbursed by the Indian or other Governments. The report of the Select Committee upon the new Government-house was submitted, and a further vote of 40,000 dols., proposed and seconded by the official members, to complete the same, was passed.

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It is rumoured that the Hon. Dr. Little has tendered the resignation of his place in Council to H.E. the Governor, finding himself unable, from other pressing calls on his time and attention, to attend to his duties as councillor. The retirement of Dr. Little will be a sensible loss to the Council, and one difficult to replace. One of the oldest residents in the Settlement, Dr. Little has thoroughly identified himself with its interests and prosperity. We are curious to learn who Dr. Little's successor is to be. It is said, we know not with what truth, that the seat has been offered to three of our merchants, and has been refused. Very properly so, too, if it be the fact, as stated, that the condition of supporting all measures initiated by Government was attached to the office. We are glad to see our merchants have spirit enough to disdain being dummies, or dumb dogs obedient always and thankful for a crumb from the official table now and then.

# Commercial Report.

## STRAITS, CHINA AND JAPAN IMPORTS.

YOKOHAMA.—This branch of trade continued to exhibit great depression; and quotations were again lower than those of last mail. The great fluctuation in the value of native currency and the near approach of the annual holidays made natives very cautious in their operations. Grey Shirtings had steadily declined, and very little business is reported. Best Eagle Chop, 8¼ lb. goods, had been sold as low as $2.72½ per piece. Cotton Yarn: Some considerable transactions had taken place at the reduced quotations, and the market closed firm. Quotations:—G. E. Grey Shirtings, 7 lbs., 38¼ yds. 39 in., per piece, $2.40 to 2.50; 8¼ lbs., do., $2.70 to 2.75. G. E. White Shirtings, $2.40 to 2.20. T-Cloths, 6 lbs. to 7 lbs., $1.65 to 2.20. Cotton Yarn: Nos. 16-24, per picul, $45 to 45½; 28–32, $47 to 48. Camlets, BBB and S, per piece, $15 to 16; Blankets, per lb., $0.50 to 0.60. Iron, flat and round, per picul, $3.0 to 3.50; Lead, $6.50 to 7.0.

HIOGO AND OSAKA.—Cotton goods generally had been in fair demand, and an advance had been obtained for Grey Shirtings and Turkey Red Cloth, stocks of which were well nigh exhausted. In Woollens and Woollen Mixtures a fair amount of business had been done, nearly all descriptions participating. Metals in less demand and transactions insignificant. Raw Cotton.—Sales to some extent had been made, but enquiry had since fallen off, and the market, notwithstanding relief afforded by re-shipments to Yokohama, closed weak.

SHANGHAI.—Cottons: Up to the 9th February a limited business in these goods was transacted; since when no sales of any consequence had been effected. Grey Shirtings: Up to the close of the market, business was done in 8¼ lbs. at Tls. 2.0 to 2.0.8, and in 7 lbs. at Tls. 1.8.0 to 1.8.3. Since the receipt of telegraphic advices from London, advising a firmer cotton and goods market, importers had been asking higher prices, and the nominal quotations for 8¼ lbs. Grey Shirtings were Tls. 2.0.8 to 2.1.3. The native dealers not being about, no sales had been effected. White Shirtings: Very few had changed hands. T-Cloths: In less demand, prices about the same as those last quoted. Drills were in but small inquiry, and Fancy Cottons, generally, were dull of sale. Woollens and Worsteds—Spanish Stripes: A few parcels had been sold at slightly better rates. Other descriptions of Woollens and Worsteds were neglected. Coals: Without any transactions whatever to advise the market, prices for Coals remained nominally at last quotations for all descriptions. Arrivals since 1st February, 2,195 tons from Australia and 600 tons from Formosa.

HANKOW.—The business in Cotton Goods, with the exception of 8¼lb. Grey Shirtings, had been on a small scale, but without much change in values. Woollens generally had been neglected, and few sales were reported. Grey Shirtings: The inquiry had been chiefly for best makes of 8¼ lbs., which had been in fair demand throughout the fortnight at Tls. 2.1.0. The market closed firmer, and quotations were—Tls. 2.0.5 to 2.1.2; 7 lbs. had again declined, Tls. 1.8.0 to 1.8.3. White Shirtings: 66 reed goods had been in small request at previous rates. T-Cloths: Moderate sales had been effected at Tls. 1.7.8 to 1.8.0 for 7 lbs., and Tls. 2.1.5 to 2.2.0 for 8 lbs. The stock was large. Drills were again lower; American, Tls. 4.2.5 to 4.3.0; English, Tls. 4.0.0 to 4.1.0. Fancy Cottons, and most descriptions of Wollens and Worsteds had been without any inquiry. Scarlet Long Ells were slightly firmer, and Spanish Stripes in moderate demand at firm rates.

HONG KONG.—We extract the following from Messrs. Olyphant and Co.'s Circular, dated 22nd February:—The festivities attendant on the China New Year and the annual races caused an almost total suspension of business during the greater part of the period under review, but latterly the generality of native dealers have resumed business, and the result of last year's operations, as a rule, having been more or less favourable, have shown a greater desire to replenish their stocks, and this has led to an advance in value of almost all descriptions of merchandise, importers being well aware that these stocks are mostly light. Cotton Yarn: Nos. 16 to 24 find a moderate degree of favour at an advance of $2.50 per bale, but a concession of an equal amount has had to be made to induce purchases of the higher numbers. Piece Goods: Purchases amounting to some 40,000 pieces 8.4 lb. Grey Shirtings were made by a foreign house during the early part of the interval at $2.75 to 2.80 per piece, which gave tone to the market, and sales have since been made to native dealers upon similar terms, though some importers are holding for still higher figures. About 4,100 pieces damaged have been placed at auction at proportionate rates. 7lb. Grey Shirtings are wanted at a further advance of 5 cents, but there are few sellers. T-Cloths are up 5 cents per piece, and 6 and 8lb. goods sell readily at the advance, but there is little doing in 7lb., which are in large supply. White Shirtings are enquired for, and stocks being very limited, a material improvement in prices has to be noted, especially in the better qualities. Of the sales reported, a portion have been made "to arrive." Turkey Reds, Assorted Brocades and Spotted Shirtings are also dearer. Quotations for American Cottons are still quite nominal, the market being bare of stocks, but English and Dutch Drills are taken at materially higher rates. 1,000 pieces 30 yard Dutch Jeans have been sold "to arrive at $4.05 per piece. Woollens: These, too, with the exception of Blankets, have been participated in the general improvement, though the improvement, on the whole, is not so marked as with Cotton goods. Scarlet Long Ells are attracting some attention from their comparative scarcity, and are 20 cents dearer, while Assorted are up but 10 cents, nominally, no sales having been made. Best makes of Spanish Stripes still find buyers, but inferior are quite neglected. Blankets are not wanted. Crape Lastings are very firm, and Lastings and English Camlets a trifle dearer. Sales of the latter embrace 100 pieces S.S., 480 do. S.S.S. and 180 do. B.B.B. Dutch Camlets are wanted at an advance of $1.50 per piece. Metals: Nail Rod Iron is advancing, and best Bar is 10 cents per picul dearer. Hoop is quiet. Wire firmly held at enhanced values. Lead still finds favour, and has further materially advanced; there is now no L.B. in stock. The small arrivals of Tin have been eagerly taken at quotations. Tin Plates are without change. Quicksilver firmer. Coal: Arrivals have been 320 tons Welsh, and 700 do. Sydney. The only sale has been 200 tons West Hartley, ex godown, delivered on board ship at $11 per ton. Ginseng: Sales have been 19 casks Crude at $125 to 150; stocks are very light, and holders firm, pending the arrival of further supplies now due. The current quotations were as follows:—Cotton Yarn, No. 16 to 24, per bale, $120 to 127; 28 to 32, $129 to 133.50; Grey Shirtings, 7 lbs., per piece, $2.37½ to 2.45; 8.4 lbs., $2.60 to 2.80; White Shirtings, $5; T-Cloths, grey, $1.84 to 2.30; Long Ells, H Scarlet, $8.20; Camlets, SS Assorted, $16.25; AAA Assorted, $17.80; Iron, Nail Rod, $2.90 to 2.95; Hoop, $2.95; Round, Square, and Flat Bar, per picul, $2.75; Lead, per picul, $8.10 to 8.25; Coals, English, per ton, $10; Welsh, $11.

SINGAPORE.—The Chinese dealers had resumed business, the holidays having closed, and there had been more activity in the market for Cotton goods; telegrams of the firmer tone of quotations at home having strengthened holders, prices generally had advanced and had an upward tendency. Grey Shirtings, 39 in. 8¼ lbs., had been in good demand, at firmer rates, and a fair business had transpired at $2.75 to 2.85 per piece; 7 lbs. had also advanced about 5 cents per piece, but sales have been small; 6 lbs. were scarce, and no transactions are recorded. Madapollams in limited inquiry, stock light. T-Cloths of all descriptions had risen about 5 per cents per piece; there had been a brisk demand for 6 lbs., and several clearances were noticed; 5 lbs. had been in limited request, the lighter weights were very scarce; 7 lbs. had met with a moderate inquiry. Dutch Drills firmer, stock very light, sales of English Drills are noted. Grey yarn, No. 40, in good inquiry, and business to some extent had transpired at firmer prices; No. 30s. scarce, no sales reported, lower numbers dull of sale. White Shirtings of medium reeds still in inquiry, the lower qualities more difficult to place at full rates; finer goods also in rather less request. Imitation Irish linens in some inquiry. Cambrics more active; considerable supplies had come forward, and several sales of fine goods made under last rates; No. 24s. placed at about previous prices. In Dyed Goods there had been a moderate business doing. In Woollens, Camlets had been sold at slightly firmer rates. Bombazettes were in limited inquiry. A sale of Scarlet Long Ells is noted. Metals had been more active. Bar Iron had been placed to some extent at low rates; Nail Rod was rather firmer, a moderate business having transpired. Pig Lead advanced in value, and much wanted. Yellow Metal firmer; there had been a speculative demand, and the stock was in few hands. Gunpowder difficult to place. Coals unchanged; Cardiff in demand, and transactions reported at about last rates; a cargo of Scotch coals sold at $7⅛ per ton cash; West Hartley without inquiry.

## STRAITS, CHINA AND JAPAN EXPORTS.

### TEA.

YOKOHAMA.—The Tea market since the departure of the last mail had been inactive, and settlements were very small, not exceeding 500 piculs, which had been made at last quotations. No reduction can be noted in prices, although dealers had shown a little more willingness to sell, wishing to realise their stocks before the new year. Stocks were very light, and supplies were coming forward scantily. The Alcyone, for New York, had sailed with 645,183 lbs. The Brilliant and John Norman were the only vessels loading, the Solent having been taken off the berth. Current quotations:—Common, $19 to 23 per picul; good common, $24 to 25; medium, $26 to 28; good medium, $29 to 32; fine, $34 to 37; finest, $38 to 39; choice, $40 to 42.

HIOGO AND OSAKA.—A considerable amount of business had been done, and settlements were about 3,200 piculs, the greater portion of which were made at previous rates; but in some instances purchases had been effected at Rios 2 to 4 over last quotations. There was little on offer, and the market closed strong with an upward tendency. Stocks were estimated at about 2,000 piculs.

SHANGHAI.—Black: There had been but a very limited business during the fortnight, only one parcel of three small chops having found a buyer. Prices remained unchanged, and natives continued to hold with extreme firmness; Settlements for the fortnight, 486 chests; Reshipments on owners' account, nil; stock, 16 chops, or 4,302 chests. Green: In this description also there had been very few transactions, nor was any active demand looked for until holders accepted a considerable decline. The fortnight's settlements consisted of 4,221 half-chests medium to fine Teenkai and Moyune, at Tls. 34.5.0 to 39.5.0; 793 half-chests Fychow, at Tls. 27.0.0 to 29.5.0; 1,086 boxes Pingsuey, at Tls. 36.0.0; and 1,151 half-chests Shanghai and Kiukiang-packed, at Tls. 25 to 31, showing no change in quotations; settlements for the fortnight, 6,436 half-chests; re-shipments on owners' account, nil; stock, 97 chops, or 53,227 half-chests.

KIUKIANG.—One chop, of 236 chests Congou, had been settled, but nothing had been done in Green Teas. A few chops of Blacks and about 4,200 packages Greens had come to hand, and been forwarded to Shanghai on native account.

FOOCHOW.—The mail steamer not having arrived at Hong Kong, advices are only to the 8th of February (four days later); the only settlements had been 409 chests Congou, and 450 boxes Scented Tea. There

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had not been any further arrivals from the country, and the stock of Congou was reduced to 1,600 chests. The Metaris and Lady Belmore had sailed for Sydney, but their cargoes had not been circulated. The Chanticleer and Henry Grenfell were loading slowly for London.

AMOY.—About 6,000 packages Oolong had been settled, reducing the stock on offer to about 26,000 half-chests. Rates were slightly higher, and the market closed very firm. The John C. Munro, John Worster, Ferdinand, and Auguste Frederich were loading for New York, and another vessel was shortly expected from Hong Kong to load for the same port.

CANTON.—No transactions had taken place.

## SILK.

YOKOHAMA.—Arrivals had been very small; and the quality of stocks was very inferior, little or no fine Silk being on offer. This, combined with the effects of bad news from the home markets, had reduced business to a minimum, and settlements did not exceed 200 bales. Prices had ruled irregularly; some parcels seemed dearer, others cheaper, but seeing the small number of transactions and the generally inferior quality, it was difficult to make much change in quotations. It may be noticed that 150 bales had been sent back to Osaka, and the interior for home consumption. The current quotations (laid down in London at exchange 4s. 5½d.) were as follows:—Hanks—Mybash, Sinchu, &c., extra, none; best, 37s. to 38s. 10d.; medium, 32s. 9d. to 35s. 10d.; inferior, 27s. 6d. to 32s.; Oshu, extra, nominal, 37s. to 37s. 8d.; best, 33s. 10d. to 35s. 10d.; medium, 28s. 2d. to 32s.; inferior, 24s. 5d. to 26s. 8d.; Coshu, medium, 28s. 2d. to 30s. 5d.; inferior, 24s. 5d. to 27s. 6d.; Sodai, medium, 26s. 4d. to 28s. 2d.; Etchesen, medium, 28s. 3d. to 26s. 4d.; inferior, 19s. 9d. to 22s. 7d.; Mashta, inferior, 20s. 8d. to 23s. 8d.; Hatchogee Tussah, nominal, 23s. 8d. to 26s. 4d.

HIOGO AND OSAKA.—The business at both these ports had been extremely limited.

SHANGHAI.—The following is from Messrs. Skeggs and Co.'s Circular, dated 16th February:—Business has been entirely suspended during the fortnight, owing to the combined influence of the China new year holidays, and a report that private telegrams have been received quoting chop thirds 27s. 6d., so that there are actually no settlements, although we place them at 150 bales, which represent about 100 bales shipped at the close of last mail on native account, 17 bales by the steamship Diomed, and a few left over for the present steamer. Quotations are left unchanged, but we may expect to see some reduction for ordinary silks on the renewal of business.

## STRAITS PRODUCE.

SINGAPORE.—There had been some excitement, owing to telegrams of fluctuations on the home market. Black Pepper was bought to some extent early in the fortnight, but since the arrival of the French mail nothing had been done, as dealers were asking a considerable advance and shippers were not eager to buy until more certain advices were received of the prospects of the home market. A large business was done in White Pepper at $10 to 10.20, but the telegrams by the French mail, quoting 9½d. per lb., caused a considerable advance; a parcel had been bought at $11.60. Gambier had been quiet and the rate steady at $2.80; it was coming in slowly, about five hundred tons had been contracted for. Tin commanded higher rates, owing to the advices of a further advance in the China markets; there were few buyers. Pearl Sago remained nearly the same as last quoted. Sago Flour unchanged, market rather weaker, but the last telegrams had caused rates to close firmer, a fair amount of business having transpired. Coffee had been taken up at an advance on last quotations; supplies of Bontyne were small. Cloves scarce, and in some demand. Cubebs firmer, and supplies small. Hides rather easier. Horns in some demand, and maintained high rates. Gutta Purcha of good quality was readily taken up at full prices. India-rubber scarce and in good request. Camphor had been sold at higher rates. Rattans in good demand, and prices unchanged.

## EXPORT OF TEA AND SILK, SEASON 1868-69.

### TO GREAT BRITAIN.

| Date. | From Kanagawa & Nagasaki. | From Shanghai and Hankow | From Foochow. | From Amoy. | From Canton, Macao, &c. | Total lbs. | SILK. Total Bales & Cses |
|---|---|---|---|---|---|---|---|
| From June 1 to Jan. 31, 1869 | 731407 | 67827845 | 52529781 | ... | 13678132 | 134767165 | 64172 |
| Corresponding period last season | 840524 | 53438456 | 44154599 | ... | 12741429 | 111175008 | 46662 |

*Shipments Since;*

| | | | | | |
|---|---|---|---|---|---|
| Jan. 12 | per Travancore (ml. str.) | From Shanghai, &c. | ... | — | 1,078* |
| — 18 | ... Peterborough | ... Foochow | ... | 690,046* | |
| — 19 | ... James Shephard | ... Do. | ... | 1,112,477* | |
| — 26 | ... Rangoon (ml. str.) | ... Shanghai, &c. | ... | — | 1,336* |
| — — | ... Dundonald | ... Do. | ... | 497,556* | |
| — 28 | ... Tigre (Fr. ml. str.) | ... Do., &c. | ... | ... | 273* |
| — 30 | ... Corsair | ... Do. | ... | 574,916* | |
| Feb. 3 | ... Omba | ... Canton | ... | 1,071,176 | |
| — 6 | ... Fairleader | ... Do. | ... | 590,558 | |
| — 9 | ... Orissa (ml. str.) | ... Shanghai, &c. | ... | — | 1,192 |
| — — | ... Diomed (str.) | ... Do. | ... | 334,226 | 17 |
| — 18 | ... Sophie | ... Canton | ... | 414,801 | |
| — 23 | ... China (ml. str.) | ... Shanghai, &c. | ... | — | 290 |

* Included in above total.

### TO UNITED STATES.

| | | | | | | | Pcls. |
|---|---|---|---|---|---|---|---|
| From June 1 to Jan. 31, 1869 | ... | ... | ... | ... | ... | 30643560 | |
| Corresponding period last season | ... | ... | ... | ... | ... | 28464378 | 1125 |

*Shipments Since;*

| | | | | | |
|---|---|---|---|---|---|
| Jan. 18 | per Caractacus | From Yokohama | ... | 691,632* | |
| — 21 | ... Costa Rica (str.) | ... Shanghai | ... | 7,406* | |
| — 22 | ... Cingala | ... Do. | ... | 972,695* | |
| — 25 | ... American Lloyds | ... Do. | ... | 575,497* | |
| — 28 | ... Magnet | ... Canton | ... | 56,000* | |
| Feb. 1 | ... Alcyone | ... Yokohama | ... | 645,183 | |
| — 4 | ... Annie | ... Shanghai, | ... | 739,783 | |
| — 6 | ... Queen's Own | ... Do. | ... | 344,215 | |
| — — | ... Carnarvonshire | ... Do. | ... | 445,355 | |

* Included in above total.

### TO THE CONTINENT.

| | | | | | | | Bales. |
|---|---|---|---|---|---|---|---|
| From June 1 to Jan. 31, 1869 | ... | ... | ... | ... | ... | 3713717 | — |
| Corresponding period last season | ... | ... | ... | ... | ... | 1425456 | — |

*Shipments Since;*

| | | | |
|---|---|---|---|
| Feb. 1 | per Costa Rica | From Foochow | ... 382,422 |

### TO AUSTRALIA.

| | |
|---|---|
| From June 1 to Jan. 31, 1869 ... ... ... ... | ... 15,873,189 lbs. |
| Corresponding period last year ... ... ... ... | ... 11,226,855 |

*Shipments Since;*

| | | | | |
|---|---|---|---|---|
| Feb. | 6 | per Zephir | From Hong Kong | ... 58,400 |
| — | 8 | ... Lyttleton | ... Do. | ... 16,080 |
| — | 23 | ... Aurora | ... Do. | ... 29,800 |

## EXCHANGES, &c.

*[For dates, see first page.]*

### ON LONDON.

| At | Bank Bills. | Credits. | Documentary. |
|---|---|---|---|
| Yokohama, 6 m. s. ... | 4s. 5d. | 4s. 5⅛d. | 4s. 5¼d. |
| Hiogo & Osaka ,, ,, ... | — | 4s. 5d. | 4s. 5d. |
| Shanghai ,, ,, ... | 5s. 11d. | 5s. 11⅛d. | 6s. 0d. |
| Canton ,, ,, | 4s. 5⅛d. | 4s. 6⅛d. | 4s. 6⅛d. |
| Hong Kong ,, ,, | | | |
| Macao ,, ,, | | | |
| Singapore ,, ,, ... | 4s. 6d. | 4s. 6⅛d. | 4s. 7d. |
| Manila ,, ,, ... | 4s. 4d. | 4s. 4⅛d. | 4s. 4⅛d |

### MISCELLANEOUS.

| — | At Shanghai. | At Hong Kong. |
|---|---|---|
| Bills on India ... ... ... | 299½ to 301 | 223 to 223½ |
| ,, Hong Kong ... ... | 26 to 26¼ dis. | — |
| Bar silver ... ... ... | 111·5·0 | 9 prem. |
| Mexican dollars ... ... ... | 75·0·0 | ½ prem. |

Bous, at Yokohama, 340 to 344 per 100 dols.

### SHARES.

Hong Kong and Shanghai Bank, New, 11; Old, 27 per cent. premium.
Hong Kong Gas Company, 42 dols. per share.
Hong Kong and Whampoa Dock, New, 15; Old, 6 per cent. discount.
Union Dock Company, 27 per cent. discount.
China Traders' Insurance, 500 dols. premium.
Hotel shares, 50 per cent. discount.
Hong Kong and Macao Steamboat Company, par.

# Shipping Intelligence.

## ARRIVALS.

At YOKOHAMA.—From Liverpool, Jan. 30, Mattie Banks; Feb. 3, La Serana; from Cardiff, 30, Pegasus; Feb. 5, Vesta; from Baltimore, Jan. 28, J. Godfrey.

At SHANGHAI.—None.

At HONG KONG and CANTON.—From London, Feb. 10, Belted Will from Cardiff, 20, Bezuleel.

At MANILA.—None.

At SINGAPORE.—From London, Feb. 25, Sea Snake; from Liverpool, 16, Carl and Aguste; 18, Achilles (str.); from Newcastle, 22, Brodrene; 28, Hochelaga; from Glasgow, 22, Carrick Castle; from Bordeaux, 17, Comete; 28, St. Sauveur; from Rotterdam, 17, Nereus.

## DEPARTURES.

From YOKOHAMA.—For New York, Jan. 30, Alcoyne.

From SHANGHAI.—For New York, Feb. 8, Queens Own; for Halifax, 6, Carnarvonshire.

From HONG KONG and CANTON.—For London, Feb. 17, Sophie; for Cork, 21, Sarah Nicholson; for Havana, 7, Tamaris.

From MANILA.—For London, Feb. 13, Aurora; for New York, 9, Nina

From SINGAPORE.—For London, Feb. 23, Corypheus, Merse; 28, Diomed (steamer); for Liverpool, 26, Kate Carnie; for New York, 18, Arracan; 28, St. Paul.

## VESSELS LOADING.

At YOKOHAMA.—For London, Chrysolite; for New York, John Norman, Brilliant.

At SHANGHAI.—For London, Assyrian; for New York, Monkchester, Annie Bragington.

At FOOCHOW.—For London, Chanticleer, Henry Grenfell.

At AMOY.—For New York, J. C. Munro, Ferdinand, Auguste Frederick, J. R. Worcester.

At HONG KONG and CANTON.—None.

At MANILA.—For London, A. Lloreat, Sarah Scott; for Liverpool, Estrella, Olano; for Cadiz, Concepcion, Reina de los Angelos; for New York, Nellie Chapin, Harriot Erving, Agra, Golden Fleece; for Boston, Mullah.

At SINGAPORE.—For London, Carrick Castle, Lammermuir; for Liverpool, Alpha; for New York Ortelius, Syedpolen.

## FREIGHTS AND CHARTERS.

At YOKOHAMA.—To London, per sailing vessel, £3 10s.; to New York, £2 15s. to £3; per steamer, $45.

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AT SHANGHAI.—In coast charters there is very little doing, and for home the rate may be considered nominal, the only vessel on the berth being full at £2 per ton; to New York the rate is £3 per ton of 40 feet.

At HONG KONG and CANTON.—Coasting freights remain dull, and excepting a few charters to the North, hardly any other business has been done. Home charters, however, which are freely offering, are difficult to execute, owing to the scarcity of tonnage available for that quarter, and rates remain comparatively high. The chief demand has been for vessels to load at Bangkok, and three charters at from £3 7s. 6d. to £3 15s. per ton have been effected.

MANILA.—The following is from the Circular of Messrs. Tillsen, Hermann, and Co.:—We have a fair demand for tonnage, and the following vessels have been taken up since our last:—The Estrella, for Liverpool, with 700 tons sugar at £3 10s., and hemp at £4; the Olano, for same port, with 500 tons sugar at £3 15s., the vessel seeking any light freight. For London, the Sarah Scott, chartered in Hong Kong, is getting here £3 10s. for sugar, £4 5s. for coffee, £4 10s. for hemp, and measurement. For New York, the Agra, $12.50 gold for 350 tons sugar, $12 for hemp. The Golden Fleece and Harriot Erving load for same port, and the Mutlah for Boston, on private terms.

At SINGAPORE.—To London or Liverpool the rate is £3 dead weight, and £3 5s. light freight.

## VESSELS PASSED STRAITS OF SUNDA.

| Date. | Ship. | From | To. |
|---|---|---|---|
| Feb. 1 | Star of India | Foochow | London |
| „ 8 | Ann Adamson | Bangkok | Falmouth |
| „ — | Nadesda | Macao | Havana |
| „ — | Goa | Nantes | Saigon |
| „ 6 | Kanagawa | Newport | Singapore |
| „ 8 | Glendoveer | Hong Kong | New York |
| „ — | James Shepherd | Foochow | London |
| „ — | Beemah | Foochow | London |
| „ 9 | Peterborough | Foochow | London |
| „ 10 | Bengal | Shanghai | New York |
| „ — | Neva Rusa | Macao | Havana |
| „ — | Loyola | Manila | Liverpool |
| „ 10 | Borealis | Bangkok | Falmouth |
| „ 11 | Mirzapore | Saigon | Bourbon |
| „ 12 | Ottercaps | Sunderland | Singapore |
| „ — | Caractacus | Yokohama | New York |
| „ — | Nyverheid | Batavia | Rotterdam |
| „ 14 | Insulaire | Cardiff | Singapore |
| „ — | Presto | Amsterdam | Samarang |
| „ 16 | East Lothian | London | Batavia |
| „ — | Queen of India | Cardiff | Singapore |
| „ — | Naiden | Saigon | Falmouth |
| „ — | Esperance | Swansea | Singapore |
| „ 17 | Taunton | Bangkok | Falmouth |

## COMMERCIAL POSTSCRIPT.

The amount of bullion by the P. and O. Company's steamer Poonah, from Southampton on the 3rd inst., was in gold, to Galle, £515; to Madras, £6,500; to Bombay, £13,500; in silver, to Calcutta, £30,000; to Shanghai, £15,515; to Hong Kong, £24,792; to Bombay, £30,000. Total in gold, £20,515; in silver, £100,307.

### SHIPPING.

ARRIVALS NOT IN THE TABLES.—April 2, at Falmouth, from Rangoon, Sydenham; from Bassein, Jane Rowland, River Dee; at Cork, from Maulmain, Cardross; from Manila, Serafin; 4, at Falmouth, from Yloilo, Cymbeline; from Bassein, Pride of the Thames.

DEPARTURES.—April 2, from Cardiff, for Shanghai, Europa.

SPOKEN.—Marie (barque), Rotterdam to Batavia, Nov. 27, 18 N., 24 W.

CASUALTIES.—The Continental, Erving, from Cardiff to Yokohama, which was taken into Gibraltar, after being on shore in the Bay, March 15, has been again under survey, and recommended to discharge the remainder of her cargo.

The Auffredy, Guillore, from Saigon to Rotterdam, which lost her anchors, March 20, in Belle Isle Roadstead, put into St. Nazaire, March 28, with damage to rigging, and to replace anchors.

Advices from St. Helena, dated February 20, state that the Caroline Bourhis, from Saigon, which put in there January 28, leaky, was again surveyed, February 25, and ordered to discharge the remainder of her cargo, the leak not having been found; a large quantity of the cargo was damaged, and a portion sold, February 22.

## LATEST TELEGRAMS.

RECEIVED VIA GALLE, MARCH 24.

### CHINA.

SHANGHAI, March 3.—Grey shirtings, 6½ catties, 8¼ lbs., 2.18tls. Cotton: Shanghai, 16¾ tls. Silk: prices lower. Settlements since departure of last mail, 850. Export to date (China and Japan) from commencement of season, 60,800 bales. Exchange on London—Bank bills, six months, 5s. 11¾d. Freights, £3.

HONG KONG, March 8.—Grey shirtings, 6½ catties, 8¼ lbs., $2 80c.; water-twist, 16-24, $125. Cotton: Bengal, fair medium, $17. Tea, nothing doing. Total export (China and Japan), 138,000,000 lbs. Exchange on London: Bank bills, six months, 4s. 5½d.

# Obituary.

## DOUGLAS LAPRAIK, ESQ.

We regret to record the death of Douglas Lapraik, Esq., late of Hong Hong, and one of the oldest and best known residents in the colony. After an uninterrupted sojourn of twenty-eight years in Hong Kong, Mr. Lapraik returned to this country in the year 1866, being then apparently in good health. Although retired from active business pursuits, he by no means lost his interest in the colony, but while the state of his health permitted, was one of the most active members of the Hong Kong Association of London. In the course of last year, however, signs of an insidious internal disorder manifested themselves; the case was some time since pronounced a hopeless one by the highest medical authorities. Life was prolonged to the utmost, by the incessant care taken to mitigate his sufferings, which were very acute, in every possible manner; but he ultimately sunk from the exhausting effects of his illness, on the 24th instant, at his residence, "The Oaks," Acton. The event, although not unexpected, has excited a feeling of deep sorrow among a large circle of friends here, and will be received with general regret in Hong Kong and elsewhere. This announcement will have been anticipated in China by telegraph.

The funeral took place on the 31st ultimo, at Highgate Cemetery, and was attended by a very large number of the friends of the deceased gentleman. Among others were several prominent residents in Hong Kong, including Messrs. R. Jardine, Whittall, Sutherland, Heaton, &c. Altogether there were from 100 to 150 persons present—a large attendance for a private funeral.

## CAPTAIN RODERICK DEW.

This officer, so well known in China, died suddenly while in command of H.M.S. *Northumberland*, one of the ironclad squadron now at Lisbon. The *Army and Navy Gazette* says:—"Her Majesty the Queen has lost a valuable servant, and the service of a popular man, in Captain Roderick Dew, R.N., C.B., who, at the comparatively early age of forty-six, died a day or two since at Lisbon. When we last week announced the fact that he was unable to proceed to sea in his ship we had very faint hopes of his recovery, as we were perfectly assured that nothing but sickness almost unto death would have kept so zealous an officer as he was from the discharge of his duty. We have before us a letter from one who knew him for the space of a quarter of a century, and who is able almost better than any other man in the Navy to pass an opinion and an eulogium on the merits of the deceased. The writer says, 'Poor Roderick Dew is dead, to my great grief; he was one of the very finest fellows who ever trod a quarter deck.' This is *multum in parvo*, and willingly do we bear our testimony to all that can be said in praise of one who was a thorough seaman, a smart officer, and a true friend. It is to be hoped that the Admiralty will convey to Vice-Admiral Sir Thomas Symonds an expression of sincere regret with which their lordships have received the intelligence of the loss which the country has sustained by the removal from this life of one whose career had been marked with brilliancy, and which promised so well for the future. The feeling expression of 'Poor Roderick Dew!' will find a re-echo in many a breast."

## BIRTHS, MARRIAGES, AND DEATHS.

### BIRTHS.

BRAYBROOKE—On the 11th Feb., at the Old Palace, Kandy, Ceylon, the wife of P. W. Braybrooke, Esq., of a son.

DICKINSON—On the 23rd March, at Hampstead, the wife of Henry Dickinson, of a son.

PATERSON—On the 17th March, at Beech-grove, Sydenham-hill, the wife of William Paterson, Esq., of a son.

SCOTT—On the 23rd Feb., at Singapore, the wife of Wm. Ramsay Scott, Esq., prematurely, of a daughter, stillborn.

### MARRIAGES.

FOSTER—LOVE.—On the 13th Feb., at St. John's Cathedral, Hong Kong, by the Rev. Canon Beach, William Hammond Foster, jun., of Boston, U.S., to Lelia, eldest daughter of the late Harlow S. Love, of San Francisco.

HANNAY—WILLIAMSON.—On the 16th March, at Doon Park, near Castledouglas, Kircudbrightshire, by the Rev. George Greig, W. Cathcart Hannay, Esq., of Manila, to Julia Christian Williamson, daughter of the late Rev. D. S. Williamson. No cards.

HOARE—ROBINSON.—On the 30th Jan., at Colombo, Ceylon, Arthur Calvert, third son of J. J. P. Hoare, Esq., of Bittern, Hants, to Charlotte Rosina, fifth daughter of the late J. J. Robinson, Esq., of Banff, N.B.

MACINTYRE—HAY.—On the 18th March, at St. Mark's Church, Notting-hill, by the Rev. W. L. Collett, vicar of St. Stephens, Donald MacIntyre, Esq., of Highbury-crescent, to Maria, widow of the late W. J. Hay, Esq., Ceylon, and second daughter of George Canham, Esq., Shepherd's-bush, late of Purneah, Bengal. No cards.

MORRIS—LOCKHEAD.—On the 9th Feb., at St. John's Cathedral, Hong Kong, by the Lord Bishop of Victoria, assisted by the Rev. Canon Beach, the Rev. David Bayne Morris, pastor of Union Church, to Indiana, daughter of John N. Lockhead, Esq., M.D.

### DEATHS.

KOEK—On the 1st March, at Tanglin, Jessie Emilie, wife of Edwin Koek, Esq.

LAPRAIK—On the 24th March, at his residence, The Oaks, Acton, Douglas Lapraik, Esq., late of Hong Kong.

MARQUES—On the 16th Feb, at Macao, Francisco Joao Marques, Esq., ex-Portuguese Consul of Ningpo.

DO ROZARIO—On the 18th Feb, at Hong Kong, Felix M. Do Rozario, aged 61 years.

BREAKFAST.—EPPS'S COCOA.—GRATEFUL AND COMFORTING.—The very agreeable character of this preparation has rendered it a general favourite. The *Civil Service Gazette* remarks:—"The singular success which Mr. Epps attained by his homœopathic preparation of Cocoa has never been surpassed by any experimentalist. By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected Cocoa, Mr. Epps has provided our breakfast tables with a delicately-flavoured beverage which may save us many heavy doctors' bills." Made simply with boiling water or milk. Sold by the trade only in ¼ lb., ½ lb., and 1 lb. tin-lined packets, labelled—JAMES EPPS & Co., Homœopathic Chemists, London.

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# The London & China Telegraph.

*LONDON, MONDAY, APRIL 5, 1869.*

## COAL IN THE FAR EAST.

IT has long been a matter of wonder to the uninitiated that such immense shipments of English coal should be necessary to the Straits and China, when plentiful supplies of this fuel were known to exist in Labuan, Formosa, and Japan. Of course, the series of disasters that attended the working of the Labuan mines, under the unlucky company now winding up, prevented any substantial benefit being derived from those extensive coal-fields, and Japanese exclusiveness for the first few years precluded the aid of foreign engineering and machinery to work the valuable mines in the vicinity of Nagasaki; so that Japan coal, although plentiful enough, was but poor stuff, being all from the surface. So that for the general purposes of steam navigation in those Eastern waters neither Labuan nor Japan coal was of much value, and the demand had to be supplied almost entirely from Great Britain and Sydney. This state of things, however, does not seem likely to last much longer, and in view of the possible exhaustion of our English coal-fields in the course of a few generations (a possibility, by the way, which a year or two ago was looked on with serious anxiety, which has of late in some measure subsided), it is a good thing to know that the largely increasing requirements of our Eastern possessions will soon be supplied from sources more easily accessible. From Labuan we hear excellent accounts both of increased rapidity of production and improved quality of the coal, which bids fair in a short time to be quite equal to that obtained from Australia, and superior to the Formosa or other China coal; of course we cannot say much at present as to the produce of the Chai-tang mines, although an improved method of working, and proper means of transit to the coast, may eventually show those mines to be even more valuable than they are represented. In Japan, too, laudable efforts are being made to produce a better quality of coal, and (in one case, at least,) with every prospect of complete success. The Takasima mines, near Nagasaki, are situated on an island, the property of the Prince of HIZEN, and have been worked in a superficial sort of way for the last ten years, producing, even under these unfavourable circumstances, some 15,000 or 20,000 tons annually, of a quality considered the best in the country, and pronounced by engineers in H.M.'s Navy, after careful trials, to be in most respects equal to the best Newcastle coal. The primitive system of working adopted by the natives causes the galleries to be frequently flooded with water, and gave rise to other difficulties of so serious a nature as to result in the temporary abandonment of the mines. The PRINCE however has lately leased the island to an English firm (Messrs. GLOVER and Co.) for a long term of years, and a shaft is now being sunk under the superintendence of an English engineer upon the most approved modern principles; powerful pumping machinery is also being erected, and the best coal in the island—the deepest beds, which were quite beyond the reach of the natives—will shortly be brought into the Nagasaki market. We understand that this new shaft had reached a dept of ninety feet some two months ago, and the "coal measures" had then been reached, so that by this time the "black diamonds" are probably coming to the surface in large quantities. The cost of it, as supplied to vessels at Nagasaki, will probably be about 5 dols. per ton, and the trade will doubtless soon be a large one, and give a fresh impetus to the prosperity of Nagasaki.

## THE STRAITS SETTLEMENTS.

NOT many months since we likened the dwellers in the Straits to the frogs in the fable, who, being discontented with King LOG, got King STORK in his place, and found that they had, after all, hardly improved their position. Since then, every homeward mail has brought a "growl," more or less deep, against Governor ORD, who, if half that is said of him be true, must be a bird of prey before whom the fabled stork would sink into insignificance. There has hardly been a single act of Sir HARRY ORD'S, since his assumption of the reins of Government, that has been received with satisfaction by the Colonists; and if we pass in review a few only of the principal grounds of complaint against him—putting aside some of his measures as of merely doubtful wisdom, and many others as trivial—it must be owned that there is ample cause for the discontent they have aroused. The threat to deprive Singapore of its character as a free port—to destroy its trade, in fact—was never put into execution, for its folly was quickly recognised, and the intention as readily repudiated; not, we suspect, without some sacrifice of that precious commodity which proverbial lore places at the bottom of a well. But by a long list of apparently trifling measures, all bearing upon the trade and shipping of the port, Governor ORD soon managed to do serious harm. The Passenger Act, the introduction of compulsory pilotage, the tax on native ceremonies, and other oppressive measures, hampered the freedom of foreign and native commerce, and these were but a prelude to the gross outrage on justice comprised in the new dogma regarding the status of the colonial judges. Then came prodigal expenditure of the Colonial funds—its resources being already on the wane—on a palatial residence for the Governor, and a steam fleet of absurdly exaggerated proportions, apparently only useful for the Governor and his satellites for yachting purposes. We observe that at the celebration of the fiftieth anniversary of the Settlement the Governor positively stated that the revenue was increasing, and would be amply sufficient to meet the expenditure; whereat the colonists marvelled, but appeared satisfied—at least so the *Straits Times* says. We are not inclined, however, to put much faith in this assertion; and, even supposing it should prove true, that does not justify the reckless prodigality of the Government. The whole question of Colonial Governments is one that needs a thorough and searching examination. Not only in Singapore, but in every Crown colony similarly administered, the Governor is a despot, the Legislative Council his puppets, and the entire system a disgraceful mockery.

## TELEGRAPHS IN THE EAST.

IN our issue of the 22nd ultimo we took occasion to suggest to the Foreign communities of China and the Straits Settlements the feasibility of a scheme for connecting themselves by a line of telegraph with India, which we considered might be accomplished by a company formed in China to lay a cable—on Mr. VARLEY'S inexpensive plan—from Galle. Ten days later we received advices from Singapore to the effect that the project brought forward by Mr. W. H. READ a couple of years ago for connecting Moulmein by a land line with the Straits Settlements, Bangkok, Saigon, and Sumatra is by no means dead, though it has apparently been sleeping in the interval. It seems that the "Eastern Asia Telegraph "Company, Limited," has obtained some valuable concessions from the neighbouring Powers, whose territories would have to be traversed, and that their plans have been formally submitted to, and approved by, the English and Indian Governments. The only thing now wanted is the capital, and the *Straits Times* informs us that this difficulty will be obviated by an arrangement with the Telegraph Construction and Maintenance Company of a somewhat similar nature to that entered into by the British Indian Submarine Company, namely, that payment for the construction of the line shall be taken in shares. The first action to be undertaken will of course be that along the Malay Peninsula, but that once accomplished, extensions to China and Japan will be easy. The project of the Eastern Asia Telegraph Company has our earnest wishes for its speedy accomplishment and future success; but we still adhere to the opinion that a light submarine cable from Galle to Penang and Singapore, with subsequent extensions to China and Japan, would be found both practicable and profitable, without diminishing in any appreciable degree

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the value of the proposed land lines to connect Bangkok, Saigon, and the Straits with the Indian system. In the *Penang Gazette* we read that Colonel FYTCHE proposes that a system of submarine cables be laid by the Indian Government to connect Saugor, the Cocos, Taory, Bangkok and the Straits Settlements; a very complete and satisfactory plan, no doubt, upon paper. But we have little faith in anything undertaken by the Indian Government. It is to independent capital and the enterprise of our merchants in the Far East that we look for a satisfactory extension of the Telegraphic system; and they will surely find it as remunerative as they have already found banking and insurance.

## COCHIN CHINA.

THE French authorities in Saigon have determined to carry out a certain number of improvements of public utility. The communal receipts are estimated to amount this year to £22,160, and in eighteen months they will, we are told, be augmented by £8,320. The authorities have voted the application of a portion of the funds to the following purposes:—The construction of a market in iron, covered with tiles, at the cost of £120; the laying of the most important streets in granite and Hong Kong sand; the purchase of a set of decorations for public fêtes; the establishment of a morgue; the construction of sewers and foot pavements; the search for good drinking water, and the establishment of wells, reservoirs, and public fountains. Finally, the Municipal Commissioner proposes to ask the Council for new credits for the formation of a large place in form of a cross, on that part of a Grand Canal which is now being filled up, and on the Gallivard Canal. According to the arrangements made all these works may be commenced immediately, or nearly so, and will, say the Paris journalists, present one of the rarest instances of such considerable improvements executed out of the ordinary revenues of a town without an appeal to the public for funds, or the creation of taxes or other exceptional resources. We congratulate the good folks of Saigon upon the lighting, cleansing, and beautifying of their town, and especially on the possession of a set of triumphal arches, flags, and illumination lamps for Imperial fêtes, the more particularly that, apparently, they are to have them free of expense. We wish some of our Governors were as economical—"other matters," however, to paraphrase the old quotation, "*not* being equal."

# Foreign Intelligence.

—o—

## NORTH GERMANY.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, March 27.

The opening of the Federal Parliament at Berlin followed so closely on the prorogation of the Prussian Chambers as to cause much inconvenience to many gentlemen who are members of both, and were thus precluded from returning to their homes, even for a flying visit. The chief debate that has hitherto taken place was on the motion made by Herr Lasker, to secure freedom of speech, and prevent members from being prosecuted for their utterances in Parliament. He made a similar motion in the House of Representatives of the Prussian Parliament and carried it; but as the Bill was subsequently lost by the opposition offered to it by the Upper House, he was now induced to bring it forward as a general measure, not only for the Federal Parliament, but for all the Legislative bodies of the States composing the North German Confederation. His motion was to the following effect:—"No member of any Legislative body belonging to the States of the North German Union can ever be made responsible or be prosecuted before a judicial tribunal, or otherwise, for his vote, or any expressions he may make use of in the conscientious discharge of his Parliamentary duties." The motion was seconded by Count Bethusy-Huc, who said that the abuse of free speaking was bad enough; but being dragged before a court of justice and punished for it was still worse. Herr von Mallinckrodt was of opinion that the question could not be mooted or discussed in that House, as it was a domestic subject between the Government and Parliament of Prussia, and the Federal Parliament was not to be considered as a Court of Appeal for all the separate States of the North German Confederation. Count Bismark took a similar view of the question, and expressed himself in opposition to the measure. He made a long speech, but did not state his views very clearly, so that it is difficult to discover what his real sentiments were, many considering him in favour of the motion, and others as opposing it. As Chancellor of the Confederation, and Head of the Bundesrath or Federal Council, the Count has no seat or vote in the House, though entitled to speak and take part in the debates, so that the division gives no clue to his opinions. It being considered a knotty and important subject, the President ordered a nominative division, when each member answers to his name and gives his vote. On this occasion the motion was agreed to and passed by an overwhelming majority of 140 to 51 votes, which elicited great cheering from the Liberal side of the House. The third and last reading of the Bill took place on the 18th inst., when Count Bismark was prevented by illness from being present, and the debate was not of long duration, the principal arguments having been exhausted on both sides at the second reading. The division showed another triumphant majority in favour of Lasker's motion, which is thus definitively carried, and the subject set at rest.

Referring to my remarks in my last letter on the subject of encouraging the German sailors to resist piratical attacks, I have to add that the Senate of Bremen instituted a searching investigation of the case of the *Lesmona*, and ascertained that only five of the original hands that sailed in her from Bremen were on board at the time of the attack, and they all were willing to fight, but were overruled by the rest, who had been picked up in different ports, and formed a motley assemblage of nationalities. Two of the five have since returned to Bremen, and received the assistance they had a right to claim from the Sailors' Union, whilst a third who is still abroad has had money sent him to enable him to come home.

From St. Petersburg we learn that the young Japanese who had been sent to Russia for their education have been recalled by their Government as since the death of the Shiogoon their remaining abroad is considered as useless expense. Only one of them is still in Russia, who has acquired great fluency in speaking and writing the language. As he now pays his own expenses he intends to remain at St. Petersburg for some time longer to complete his education.

The fur trade in Russia has now assumed great dimensions, as might be expected since there is no country in Europe where peltry is more requisite or in such general use, everybody from the Emperor down to the rudest peasant being clothed in fur for the greater part of the year. The stock of the ladies absorbs a large capital that is locked up and requires constant attention and looking after. Last year were imported from Siberia and Russian America no less than 10,027,000 skins of various sorts of the value of 4,652,500 roubles. Among those were 109,000 sables, 350,000 ermines, six millions of squirrels, 150,000 bisams, 6,100 black foxes, 54,000 white ditto, 45,000 red ditto, 15,000 lynx, 1,700 bear, 6,000 wolf, 4,000 otter, 1,200 sea otters, 30,000 beaver, 130 seals, and two million hares.

### COMMERCIAL.

The tea market is rather weaker and prices are a trifle in favour of buyers, who however come forward pretty freely. Of the two cargoes lately arrived from China direct 110 chests of Congou, 365 do. Souchong, and 61 do. Pecco were sold by the importers. Other parcels taken include 1,000 chests Congou of different qualities, 150 do. Pecco, 240 do. Caper, and 300 do. Gunpowder. The market at present contains a very good assortment of Souchong. Cassia lignea continues in lively demand at 13½ to 13¾ sch. bco. Pepper is again higher, Singapore sells readily at 4¾ to 4 13-16, white fetches 8½; of Penang there is none in the market, and the stocks of all descriptions are much reduced. For cleaned rice there is more inquiry, but rough is quite neglected. The high prices demanded for spelter have tended to check business, and the only transaction to report is one of 500 centners, special marks, at 14 marks 9 sch. bco. in loco. The nominal quotation for ordinary marks is 14.4 to 14.5, for loco and spring delivery.

### SHIPPING.

SAILED.—Adelheid, to Nicolayefsk, Rebecca to Shanghai.

The Hamburg three-masted schooner Hainan, of 330 tons, lately returned from China, is advertised to be sold by auction next week.

## HOLLAND.

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(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, March 27.

The members of the Second Chamber of the States General have left the Hague for the Easter recess. In the last sittings the Ministry was several times interpellated upon current questions, the principal questioners being Messrs. Sypesteyn and Insinger. The first named asked for some particulars about the actual state of our colonies on the West Coast of Africa. The Minister answered that he could not say much, because he had submitted a proposition for the approval of the King, but he nevertheless stated that the situation was so bad that strong measures would be necessary. Mr. Insinger interpellated the Cabinet to obtain some particulars respecting the rumoured railway question between Holland and France. Mr. Foek said that he had refused to ratify the contract concluded between the Dutch and French railway companies, and that he would probably, at a future opportunity, bring the question before the House. It is rumoured here that all these railway questions must tend to the establishment of a commercial league between France, Belgium, Holland, and some other States.

On the 18th inst. a meeting was held of the shareholders of the Rotterdam Bank. The principal question discussed was, whether the three new directors should be appointed before or after the settlement of the new statutes. The debate was very lengthened, and now and then very animated, and it was finally resolved that the appointment could not be delayed, because the present managers were to be discharged at the close of the present month. The result of the voting was that Mr. Muller was appointed by 619 against 182 votes, Mr. Canters by 525 against 231, and Mr. v. d. Kors by 625 against 126 votes. These appointments do not at all prejudice resolutions about the reorganisation of the bank, which may be carried afterwards, the three gentlemen having declared that they would submit themselves to all resolutions voted at the general meeting. The discussion upon the alterations of the statutes then ensued, and ten shareholders were elected to join the commissaries and the new managers in the task of revising the draft of the new statutes. This commission will lay its report before the shareholders at a future meeting. By one of the shareholders it was positively asserted—and his opinion was not contradicted—that neither

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the commissaries nor the meeting had any right to impose further calls on the shares before the second and third series are placed.

The *Staats Courant* publishes a Royal decree by which the passage-money for functionaries of the State returning from or going to India is decreased. It is generally thought that this Royal decree will make a very bad impression in India, and that it will augment the opposition in our colonies against the present Minister of the Colonial Department. The passage-money was formerly so liberal that a considerable balance remained in the hands of the passenger, whilst it is now reduced to a sum only sufficient for a passage by a first-class vessel. The *Arnhemsche Courant* defends this decree, but at the same time thinks it necessary that the pay of Indian functionaries should be increased, and that they should be subject to the same rule as is applied to civil and military functionaries in British India.

H.M. has discharged honourably and on his own demand the major-general of the East India army, Mr. J. A. Waleson.

H.M. the King returned some days ago from his seat *het Loo* to the Hague. It is asserted that the Royal family will visit Amsterdam soon after Easter.

It seems probable that Mr. N. Olivier will be elected M.P. at Zuid Horn, to fill the vacant seat of Mr. Reinders.

### COMMERCIAL INTELLIGENCE.

COFFEE.—The result of the Trading Company's auction was very satisfactory, an advance of 2c. on the valuation being paid. Good ordinary greenish Java is now worth 38½c. The market closes very firm, with a lively demand. The private transactions include 6,133 b. Java, ex Bato, Australie, Vyfvrienden, Anth. van Hoboken, Jason; 1,363 b. Padang, ex Julie and Peking; 3,495 b. Java, ex Mary Goddard; 925 b., ex Chili; 974 b. do., ex Friesland; 500 b. Java, ex Bato; 600 b., ex Waterloo en Tweelingen.

SUGAR (RAW).—The result of the Trading Company's auction held on the 16th, and at which 70,055 mats were offered, was not so satisfactory as was expected. The whole quantity, however, was sold at 1½f. above the November prices for brown and yellow sorts, and at ¾f. for the white sorts. Since the auction there has been a steady demand, and the following parcels have changed hands:—558 mats Passaroeang, ex Noord Brabant; 480 mats do., ex Krimpen a/d Lek; 380 mats Samarang, ex do. The prices paid did not transpire. The stock in bond was, on the 15th, 40,422,545 kilo.

RICE.—The market is dull; 2,036 b. table, ex Emilie, and 1,480 b. Macassar, ex Vrachtzoeker, have been sold.

SPICES.—There is a good demand for fine qualities, but holders decline to operate without an advance, so that only 18 casks mace have been sold.

TEA.—The market is inactive, in anticipation of the forthcoming auction of the cargo ex Albis, from Foochow, which will be held on the 7th of April.

RATTANS.—The Trading Company will sell in auction on the 9th April 61,500 bundles.

INDIGO.—The market remains in a very favourable condition, 67 chests sold at very firm prices.

SAPANWOOD.—Twenty tons have changed hands at somewhat higher terms.

TIN.—The transactions have been of no importance, but nevertheless there is a further advance, Banca being quoted 81f. and to deliver out of the forthcoming auction 82f. Billiton is worth 80f., and floating 80½f.

FINANCIAL.—The market for stocks and shares closed rather strongly, and the tone of the quotations is firm. The easiness of the money market, the expectation that the supplies of capital will be full for some short period, and the favourable prospects of politics stimulate purchases. The demand for money is not active, and the Bank rate of discount remains unaltered. Dutch Two-and-a-Half per Cent., 56; Three per Cent., 64½; Four per Cent., 87½; Trading Company, 128¾ to 129½; Rotterdam Bank, 82 to 82½.

### SHIPPING INTELLIGENCE.

ARRIVALS.—March 17, at Brouwershaven, from Sourabaya, Johanna; 20, at Brouwershaven, from Padang, Maria Sarah; from Rangoon, John Watt; at Texel, from Banjoewangie, Albion; 21, at Brouwershaven, from Sourabaya, County of Argyll.

DEPARTURES.—March 17, from Texel, for Batavia, Galilei; 20, from Texel, for Hong Kong, Iduna; 21, from Brouwershaven, for Batavia, Jorgen Lorentzen; Kortenaer; Helena; for Singapore, Henriette Elisabeth Susanne; from Texel, for Samarang, Friso.

PASSENGERS INWARD.—From Java, per Maria Sarah, Mr. E. M. Coele and family.

## UNITED STATES.

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### NEW YORK MARKETS.

TEA.

The total receipts of tea from China and Japan in the United States from the 1st January to the 11th March, 1869, were as follows;—Greens, 4,284,485 lbs.; Japans, 2,542,474 lbs.; Souchongs, 691,514 lbs.; Oolongs, 1,671,332 lbs.; other sorts, 204,500 lbs.; total, 9,394,305 lbs. The stock on the 1st January was 9,577,014 lbs.; which, added to the above total, gives a result of 18,971,319 lbs. Subtracting from this total the exports from 1st January to the 11th March, 446,555 lbs., and the withdrawals for home consumption during that period 9,606,425 lbs., there remains a total of 8,918,339 lbs., representing the stock on the last-named date.

The following is from Messrs. Beebe Brothers' Circular, dated 12th ult.:—We have to note a moderate business only, in green tea, since the 26th ult., at prices showing 2 to 3 cents decline on medium and low grades. Fine to finest kinds are more wanted by the trade, and for these quotations are better maintained. Sales reported from first hands since our last, 6,250 half-chests. 13,500 half-chests Japan have found buyers during the fortnight, at unchanged prices, chiefly from the cargoes ex Yokohama and Grenadier. For these, however, as well as for nearly all classes of tea, the market closes inactive, with a tendency to lower quotations. Oolongs are very little inquired for, and sales are limited to 2,600 half-chests new crop, ex Nellie Hastings and Havelock. Old crop goods are neglected, and a further concession in prices would be necessary to effect sales to any extent at the moment. No further supplies have reached us from the produce markets since our last.

Current quotations (in gold, duty paid):—Congou and Souchong Dusty and common, 43c. to 49; good cargo, 52c. to 55; superior, 57c. to 60; fine, 63c. to 65; extra fine to finest, 70c. to 90. Foochow Oolongs: Fair cargo, 50c. to 52; good, 54c. to 57; superior, 58c. to 63; fine, 65c. to 75; extra fine and finest, 85c. to 110. Amoy Oolongs: Fair cargo, 47c. to 50; good, 51c. to 54; superior, 55c. to 58; fine, 60c. to 65; extra fine and finest, 70c. to 80. Japans: Common, 55c. to 58; medium, 60c. to 62; good medium, 64c. to 65; fine, 67c. to 69; finest, 72c. to 75. Greens (Moyune, Twankay, and Fychow), Gunpowder, 82c. to 130; Imperial, 67c. to 108; Young Hyson, 55c. to 110; Hyson, 62c. to 102; Hyson Skin, 50c. to 65.

SILK.

The following is Messrs. Haywood and Co.'s Report:—We are glad to record at last a decided improvement in the tone of our market. It is not very great, for the manufacturers are for the most part fairly stocked with previous purchases; and business itself, although contracts for and sales of manufactured goods have been largely made, has not been very remunerative. But there is an improvement, and coming as it does with the news of a better feeling and more activity in the London market, we trust it may be the commencement of a better and steadier business than we have had during the past few months. Prices are steady, and as there is a firmer feeling on the part of the importer to hold for higher prices, there is little disposition shown to force sales.

Tsatlee and Taysaam of the usual reel have been more inquired for of late, but the demand is still considerably less than at this time last year. The finer and better descriptions, such as the standard "Classical" Nos. 2½ and 3, have been selling at high prices, but in small quantities. Re-reeled Tsatlee and Haineen have fallen off very considerably. The manufacturers are complaining not only that for the most part an inferior class of silk is re-reeled, but that it is weighted with foreign substance, which shows in some instances a heavy loss. Previous experience is somewhat against this class of silk; and, though we may always expect to see some demand when the difference in price is not disproportionate, we shall also expect to see the standard usual reel again in favour. Japans have been a little more inquired for, and fine Koshu and Mybash have been selling freely, but the market is fairly stocked and the demand at present is light. Canton Re-reeled have remained quiet during the past month, and sales have been made at low prices. During the past few days there has been a decidedly firmer feeling on account of the purchase of several outside lines, and prices are firm at quotations.

| | Packages. | Value. |
|---|---|---|
| The imports during the past month are | 886 | $373,944 |
| Against same month last year | 350 | 162,109 |
| Making the total imports from 1st January | 1,608 | 1,040,892 |
| Against same time last year | 995 | 556,060 |

### THE MERCHANT SERVICE.

(To the Editor of the *London and China Telegraph.*)

DEAR SIR,—I have read with great interest an article in your issue of November 18th, 1868, headed "Disasters at Sea."

So fully agreeing with the contents thereof, and knowing the sad tale these statistics teach us, I ask you to lend your aid to lessen this loss of valuable life and property, by drawing people's attention to the same, and to the "Merchant Shipping Bill," which, from press of business during the two last sessions, is still in an uncompleted state.

On the 20th February, 1867, a number of influential gentlemen met at No. 1, Adam-street, and formed themselves into a committee for improving the condition of merchant seamen, and asked all conversant with the subject to aid them by their experience and advice. A vast amount of valuable information was thus obtained, and that considered worthy was then published in the form of a pamphlet named "Report of the Committee of the Society for Improving Merchant Seamen;" Messrs. Mitchell and Sons, Charing Cross. The labours of the committee having ended, a deputation waited upon the Duke of Richmond, on the 30th March, 1867—Admiral Ryder, the chairman, drawing attention to the general purport of the report. His Grace stated that his predecessor had prepared the outline of an amendment to the Act, which embraced very many of the points touched upon in the report, and he hoped to introduce the Bill in the Lords shortly; he was also much impressed with the great national importance of the whole subject.

His Grace shortly afterwards carried a small Bill in the Lords, treating of lime juice, and stowage of stores in the forecastle—stating it was only from want of time that he had hurried this measure, to ensure the Bill becoming law. Mr. O'Beirne then appealed for a total revision of all former Acts. Mr. Cave, in reply, stated that it was the intention of the last Government to go thoroughly into the matter; upon this Mr. O'Beirne withdrew his motion. In 1868, from press of business, the Bill was ordered to stand over. This is the present position of affairs.

I also forward my opinions upon the matter, derived from a practical knowledge of the subject, they having been deemed worthy of notice by the press, the committee mentioned, and others to whom the subject is familiar. The letters contained in the report, from most experienced men, are well worthy of perusal. They nearly all advocate the appointment of inspectors above suspicion, in all ports of magnitude, to inspect the forecastles, crews, and general furniture, and also the depth to which a vessel is laden—they having power to detain, if necessary.

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This to me seems the simplest plan of dealing with much of the evil, without expense to the State, as a small inspection tax would pay the salaries of those employed, and their railway fare, where one man has to act for three or four ports.

Factories, mines, &c., are inspected, then why should not shipping be also?—Apologising for intruding upon your time, I am, dear Sir, your obedient servant,

W. P. B. MANSER.

Peninsular and Oriental Steam Navigation Company,
Shanghai, Jan. 30, 1869.

# Monetary and Commercial.

The directors of the Chartered Bank of India, Australia, and China have decided to recommend to the shareholders at the general meeting, on the 21st April, a dividend for the half-year ended 31st December last at the rate of 6 per cent, per annum, free of income-tax.

The Agra Bank (Limited) and the committee of shareholders of the Agra and Masterman's Bank (Limited) have respectively issued their reports to be presented on the 14th of April. The former announces the payment of dividends completing the preferential dividends arranged by the articles of association to be paid out of profits for two years, and states that £3,136 remains to be appropriated in augmentation of the assets of the Agra and Masterman's Bank. The report of the committee of shareholders of the latter shows that the assets have not realised so much as was expected but still congratulates the shareholders that by the arrangements with the resuscitated Agra Bank they were enabled to meet their liabilities without the pressure of heavy calls.

The amount of bullion by the P. and O. Company's steamer *Tanjore*, from Southampton on the 20th inst., was, in gold, to Galle, £77; to Bombay, £14,550; to Madras, £288; to Calcutta, £120; in silver, to Bombay, £27,500; to Singapore, £5,700; to Hong Kong, £24,896; total in gold, £15,035; in silver, £58,096.

The Directors of the Oriental Bank intend to propose, at the meeting on the 22nd inst., a dividend of 6 per cent. for the half-year ended the 31st of December.

The failure has been announced of Messrs. William Dickinson and Sons, cotton manufacturers and loom makers at Blackburn, with liabilities estimated at about £70,000.

## BOARD OF TRADE RETURNS.

The Board of Trade Returns of imports and exports for the month of February have been issued. The following shows the declared value of the exports of British and Irish produce and manufactures for February in the last three years:—February, 1867, £14,446,072, February, 1868, £14,340,979, February, 1869, £13,485,026. This comparison exhibits a falling off of about one million, as compared with February, 1867 and 1868, so that the hopeful inferences suggested by previous Board of Trade issues are in a measure dissipated. The principal decline is in cotton yarn, cotton piece goods, linen yarn, woollen yarn, and haberdashery, while most kinds of iron show an increase. For the first two months of the last three years the exports are stated as under:—Two months, 1867, £27,232,914, two months, 1868, £26,593,667, two months, 1869, £27,106,140.

As regards imports, the chief feature was the extraordinary increase in wool, of which the month's imports, chiefly from Australia, are stated at 28,955,427lbs., against 8,234,925lbs. in Feb., 1868, and 12,095,898 lbs., in Feb., 1867. The present returns give the "computed real value" of the principal articles imported in January, which was as under:—Jan., 1867, £10,069,755, Jan., 1868, £9,489,492, Jan., 1869, £11,493,405. This comparison shows that we are importing and consuming foreign produce upon an increased scale; and this, if continued, is likely to be attended with an unfavourable effect upon the money market.

We annex a summary of those figures which relate to our Import and Export trade with China and other countries in the Far East:—

### IMPORTS.

TEA.

| | 1867. | 1868. | 1869. |
|---|---|---|---|
| Quantity for the month ended 28th February... lbs. | 11,115,635 | 12,395,259 | 13,640,805 |
| Quantity for the two months ended 28th February lbs. | 27,129,665 | 28,780,627 | 33,633,614 |
| Value for the month ended 31st January ... ... | £1,292,571 | £1,246,783 | £1,466,656 |

RAW SILK.

| From | | For the Month ended 28th February. 1867. | 1868. | 1869. |
|---|---|---|---|---|
| China... ... ... | lbs. | — ... | — ... | 27,917 |
| British India... ... | ,, | — ... | — ... | — |
| Egypt* ... ... | ,, | 305,430 ... | 395,759 ... | 349,554 |
| Other Countries ... | ,, | 303,416 ... | 215,906 ... | 72,639 |
| Total ... ... ... | ,, | 608,846 ... | 611,665 ... | 450,110 |
| | | For the Two Months ended 28th February. | | |
| China... ... ... | lbs. | — ... | — ... | 33,077 |
| British India... ... | ,, | — ... | — ... | — |
| Egypt* ... ... | ,, | 825,648 ... | 868,130 ... | 738,243 |
| Other Countries ... | ,, | 560,524 ... | 330,328 ... | 112,709 |
| Total ... ... ... | ,, | 1,386,172 ... | 1,198,458 ... | 884,029 |

| | Value for the Month ended 31st January. | | |
|---|---|---|---|
| China ... ... ... | — ... | — ... | £6,192 |
| British India... ... ... | — ... | — ... | — |
| Egypt* ... ... ... | £682,783 ... | £495,990 ... | 466,427 |
| Other Countries ... ... | 355,848 ... | 140,465 ... | 68,511 |
| Total ... ... ... ... | 1,038,631 ... | 636,455 ... | 541,130 |

*In transit from India, China, and Japan.

COFFEE.

| From | | For the Month ended 28th February. 1867. | 1868. | 1869. |
|---|---|---|---|---|
| Ceylon ... ... | lbs. | 3,429,471 ... | 3,584,201 ... | 2,351,634 |
| Other British Possessions | ,, | 795,241 ... | 1,078,885 ... | 1,554,962 |
| Total from all parts ... | ,, | 5,849,277 ... | 6,077,537 ... | 7,105,990 |
| | | For the Two Months ended 28th February. | | |
| Ceylon ... ... | lbs. | 4,637,013 ... | 6,940,235 ... | 3,694,341 |
| Other British Possessions | ,, | 1,215,212 ... | 2,127,027 ... | 2,262,427 |
| Total from all parts | ,, | 8,061,776 ... | 12,381,745 ... | 10,855,828 |

RAW SUGAR.

| From | | For the Month ended 28th February. 1867. | 1868. | 1869. |
|---|---|---|---|---|
| Java & Philippine Islnds. cwts. | | 1 ... | 73,202 ... | 47,508 |
| Total from all parts | ,, | 782,838 ... | 607,194 ... | 607,539 |
| | | For the Two Months ended 28th February. | | |
| Java and Philippine Islnds. cwts. | | 112 ... | 148,009 ... | 62,060 |
| Total from all parts | ,, | 1,216,120 ... | 1,210,275 ... | 1,093,910 |

HEMP.

| From | | For the Month ended 28th February. 1867. | 1868. | 1869. |
|---|---|---|---|---|
| Philippine Islands ... | cwts. | — ... | 25,811 ... | 2,162 |
| Total from all parts ... | ,, | 14,915 ... | 55,353 ... | 41,404 |
| | | For the Two Months ended 28th February. | | |
| Philippine Islands ... | cwts. | — ... | 30,742 ... | 8,146 |
| Total from all parts ... | ,, | 24,786 ... | 63,593 ... | 59,979 |

RAW COTTON.

| From | | For the Month ended 28th February. 1867. | 1868. | 1869. |
|---|---|---|---|---|
| China ... ... ... | cwts. | 2,041 ... | — ... | — |
| British India ... | ,, | 88,730 ... | 69,182 ... | 110,445 |
| Egypt... ... ... | ,, | 154,407 ... | 115,560 ... | 145,606 |
| United States ... | ,, | 441,165 ... | 680,405 ... | 480,153 |
| Total from all parts ... | ,, | 784,347 ... | 921,147 ... | 854,163 |
| | | For the Two Months ended 28th February. | | |
| China ... ... ... | cwts. | 2,041 ... | — ... | — |
| British India ... ... | ,, | 96,509 ... | 102,539 ... | 201,548 |
| Egypt ... ... | ,, | 225,134 ... | 130,546 ... | 194,827 |
| United States ... | ,, | 486,415 ... | 792,336 ... | 673,269 |
| Total from all parts ... | ,, | 931,379 ... | 1,114,321 ... | 1,220,164 |

CLEARANCES FOR HOME CONSUMPTION.

| | | For the Month ended 28th February. 1867. | 1868. | 1869. |
|---|---|---|---|---|
| Tea from all parts ... | lbs. | 8,481,306 ... | 9,054,857 ... | 8,205,855 |
| Coffee from Ceylon ... | ,, | 1,584,037 ... | 1,745,617 ... | 1,013,336 |
| Do. from all parts... | ,, | 2,509,186 ... | 2,700,077 ... | 1,856,448 |
| Raw Sugar from Java & the Philippines ... | cwts. | 39,774 ... | 57,928 ... | 65,831 |
| Raw Sugar from all parts | ,, | 926,023 ... | 953,276 ... | 911,459 |
| | | For the Two Months ended 28th February. | | |
| Tea from all parts ... | lbs. | 18,306,859 ... | 17,819,278 ... | 17,670,512 |
| Coffee from Ceylon ... | ,, | 3,844,724 ... | 3,754,114 ... | 2,567,933 |
| Do from all parts... | ,, | 6,016,696 ... | 5,989,201 ... | 4,682,150 |
| Raw Sugar from Java & the Philippines ... | cwts. | 82,062 ... | 105,265 ... | 103,732 |
| Raw Sugar from all parts | ,, | 1,878,668 ... | 1,643,092 ... | 1,690,989 |

The following were the quantities of the undermentioned articles remaining in the bonded warehouses of the United Kingdom on the 28th Feb., 1869, compared with the two previous years:—

| | 1867. | 1868. | 1869. |
|---|---|---|---|
| Coffee... ... ... lbs. | 26,596,312 ... | 38,710,391 ... | 42,250,372 |
| Tea ... ... ... ,, | 105,565,709 ... | 92,112,860 ... | 106,752,267 |
| Unrefined Sugar ... cwts. | 2,577,134 ... | 1,803,673 ... | 2,134,622 |

The following is an account of the value of the Imports into the United Kingdom from the undermentioned countries for the three months and twelve months ended 31st December, 1868, compared with the value for the corresponding periods of the years 1866 and 1867:—

| | For the Three Months ended 31st December. 1866. | 1867. | 1868. |
|---|---|---|---|
| China (exclusive of H. Kong) | £4,270,351 ... | £3,827,564 ... | £5,053,719 |
| Hong Kong ... ... ... | 148,905 ... | 22,646 ... | 138,005 |
| Japan ... ... ... | 87,174 ... | 51,525 ... | 75,932 |
| Singap. & Straits Settlements | 724,891 ... | 557,778 ... | 835,245 |
| Ceylon ... ... ... | 1,050,471 ... | 697,051 ... | 864,121 |
| Philippine Islands ... ... | 691,220 ... | 192,272 ... | 628,982 |
| Java ... ... ... ... | 5 ... | 511 ... | 32,395 |
| Cochin China, &c. ... ... | — ... | 25,474 ... | 26,045 |
| Borneo ... ... ... | 16,849 ... | 8 ... | 81,522 |
| Siam ... ... ... | — ... | — ... | 56,000 |
| | For the Twelve Months ended 31st December. 1866. | 1867. | 1868. |
| China (exclusive of H. Kong) | £10,846,388 ... | £9,840,403 | £11,481,565 |
| Hong Kong ... ... ... | 282,273 ... | 183,373 ... | 235,804 |
| Japan... ... ... ... | 273,745 ... | 317,799 ... | 181,222 |
| Singap. & Straits Settlements | 1,609,863 ... | 1,434,529 ... | 2,050,164 |
| Ceylon ... ... ... | 3,256,250 ... | 3,224,512 ... | 3,671,483 |
| Philippine Islands ... ... | 1,196,557 ... | 760,214 ... | 1,824,795 |
| Java ... ... ... ... | 8,152 ... | 13,773 ... | 75,290 |
| Cochin China, &c. ... ... | — ... | 25,474 ... | 59,439 |
| Borneo ... ... ... | 26,857 ... | 27,978 ... | 69,200 |
| Siam ... ... ... ... | 14,490 ... | — ... | 127,980 |

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## EXPORTS.

### COTTON YARN.

| To | | For the Month ended 28th February. 1867. | 1868. | 1869. |
|---|---|---|---|---|
| China and Hong Kong | lbs. | — | 670,660 | 86,960 |
| Japan | ,, | 177,020 | 202,800 | 895,810 |
| Singapore | ,, | 252,500 | 79,200 | 87,500 |
| Ceylon | ,, | 5,000 | 12,500 | — |
| Total to all parts | ,, | 10,781,573 | 12,289,501 | 12,070,458 |
| | | For the Two Months ended 28th February. | | |
| China and Hong Kong | lbs. | 896,402 | 1,262,096 | 177,360 |
| Japan | ,, | 468,800 | 620,200 | 640,232 |
| Singapore | ,, | 536,700 | 400,200 | 155,715 |
| Ceylon | ,, | 5,000 | 42,500 | 8,700 |
| Total to all parts | ,, | 20,937,110 | 33,983,704 | 26,151,804 |

### COTTON MANUFACTURES.

| To | | For the Month ended 28th February. 1867. | 1868. | 1869. |
|---|---|---|---|---|
| China and Hong Kong | yds. | 6,510,805 | 23,501,087 | 28.903,050 |
| Japan | ,, | 1,906,750 | 857,751 | 1,635,890 |
| Philippine Islands | ,, | 2,492,556 | 3,721,800 | 919,000 |
| Java | ,, | 7,444,340 | 4,249,410 | 787,800 |
| Singapore | ,, | 6,583,600 | 5,744,011 | 4,331,770 |
| Ceylon | ,, | 2,958,788 | 1,356.213 | 1,315,530 |
| Total to all parts | ,, | 220,557,805 | 265,553,152 | 214,028,914 |
| | | For the Two Months ended 28th February. | | |
| China and Hong Kong | yds. | 14,319,183 | 52,446,369 | 47,067,013 |
| Japan | ,, | 3,826,533 | 3,873,056 | 3,164,752 |
| Philippine Islands | ,, | 7,864,365 | 6,195,920 | 4,064,700 |
| Java | ,, | 8,201,240 | 4,399,512 | 2,737,900 |
| Singapore | ,, | 10,680,131 | 15,824,818 | 7,580,214 |
| Ceylon | ,, | 4,769,013 | 2,950,190 | 2,507,221 |
| Total to all parts | ,, | 411,880,318 | 483,219,181 | 447,160,036 |

### WORSTED STUFFS.

| To | | For the Month ended 28th February. 1867. | 1868. | 1869. |
|---|---|---|---|---|
| China and Hong Kong | yds. | 3,251,605 | 1,665,711 | 1,983,522 |
| Japan | ,, | 216,446 | 117,837 | 365,890 |
| Total to all parts | ,, | 19,405,410 | 18,661,235 | 21,563,185 |
| | | For the Two Months ended 28th February. | | |
| China and Hong Kong | yds. | 5,312,860 | 2,838,299 | 3,532,015 |
| Japan | ,, | 934,788 | 363,877 | 623 297 |
| Total to all parts | ,, | 88,995,713 | 84,724,839 | 41,992,878 |

### WOOLLEN AND WORSTED CLOTHS.

| To | | For the Month ended 28th February. 1867. | 1868. | 1869. |
|---|---|---|---|---|
| China and Hong Kong | yds. | 124,185 | 124,997 | 212,027 |
| Total to all parts | ,, | 3,060,141 | 2,086,832 | 2,052,803 |
| | | For the Two Months ended 28th February. | | |
| China and Hong Kong | yds. | 208,917 | 275,089 | 361,535 |
| Total to all parts | ,, | 5,322,502 | 4,226,020 | 4,036,692 |

### LEAD.

| To | | For the Month ended 28th February. 1867. | 1868. | 1869. |
|---|---|---|---|---|
| China and Hong Kong | tons | 11 | 656 | 854 |
| Total to all parts | ,, | 1,161 | 2,574 | 3,153 |
| | | For the Two Months ended 28th February. | | |
| China and Hong Kong | tons | 82 | 941 | 1,905 |
| Total to all parts | ,, | 2,143 | 4,913 | 6,518 |

The value of the Exports from the United Kingdom to the several ports and countries of the Far East for the month ended 31st January, 1869, compared with the corresponding periods of the two preceding years, is returned as follows:—

| To | For the Month ended 31st January. 1867. | 1868. | 1869. |
|---|---|---|---|
| China (exclusive of H. Kong) | £280,843 | £494,624 | £484,868 |
| Hong Kong | 140,890 | 192,145 | 180,396 |
| Japan | 116,854 | 90,348 | 103,574 |
| Singap. & Straits Settlements | 144,058 | 225,524 | 95,032 |
| Ceylon | 47,061 | 46,025 | 42,747 |
| Philippine Islands | 164,599 | 63,836 | 81,323 |
| Java | 107,864 | 17,562 | 46,617 |
| Sumatra | — | — | — |
| Siam | — | — | — |
| Cochin China, &c. | — | — | — |

## BANK AND MISCELLANEOUS SHARES.

| Shares. | Joint Stock Banks. | Paid. | Prices April 3. |
|---|---|---|---|
| £10 | Agra Bank, A shares | All | 12 to 13 |
| 10 | Do. B do. | — | 3 to 4 |
| 25 | Bank of Egypt | All | 36 to 38 |
| 20 | Chartered Bank Ind., Aust., and China | All | 20½ to 21½ |
| 25 | Chartered Merc. of India and China | All | 29½ to 30½ |
| 20 | City Bank | 10 | 12 to 12½ |
| 28½ | Hong Kong and Shanghai Bank, new | 5£ | 1£ to 2£ pm. |
| 50 | London and County | 20 | 51 to 53 |
| 50 | London Joint Stock | 15 | 32½ to 33½ |
| 100 | London and Westminster | 20 | 64 to 65 |
| 25 | Oriental Bank Corporation | All | 43 to 44 |
| 50 | Union of London | 15 | 36 to 37 |
| | **MISCELLANEOUS.** | | |
| — | Ceylon Deb., 6 per cent., Nov. 1878 | 100 | 110 to 112 |
| — | Do. Do. 1872 | 100 | 104 to 106 |
| | Do. Do. 1882-3 | 100 | 112 to 114 |
| 20 | Ceylon Company | 10 | 3£ to 3½ dis. |
| 20 | Do. A shares | 5 | 2£ to 2½ dis. |
| 10 | Credit Foncier and Mobilier of England | All | 2£ to 2£ |
| 20 | Egyptian Com. and Trading Company | 6 | — to — dis. |
| 10 | General Credit and Discount Company | 7½ | 1½ to 1£ dis. |
| 10 | North Assam Tea (Limited) | 5½ | 7 to 5 dis. |
| 10 | Do. do. B shares | All | 9 to 8 dis. |
| 20 | International Finance Society | 5 | 1£ to 1£ dis. |
| 50 | P. and O. Steam Company | All | 49½ to 50½ |
| 50 | Do. Do. 1867 | 10 | 1½ to ½ dis. |
| 10 | Upper Assam Tea | All | 1£ to 2£ |
| 100 | West India Steam Company | 60 | 40 to 42 |

# Shipping Intelligence.

## ARRIVALS.

| Date. | Ship. | Captain. | From. | At |
|---|---|---|---|---|
| Feb.28 | Saba | Bob | Manila | San Francisco |
| Mar 16 | Kosmopoliet | De Groot | Batavia, for Rotrdm. | Plymouth |
| — 16 | Cairnie Hill | Mack | Rangoon | Falmouth |
| — 16 | Excelsior | Lakey | Macao | Do. |
| — 17 | Theodore Knoop | — | Rangoon | Do. |
| — 16 | Havfruen | Sorensen | Manila, for Copnhgn. | Off do. |
| — | St. Cloud | — | Maulmain | Queenstown |
| — 18 | Palm Tree | Capper | Manila | London |
| — 17 | Duisburg | — | Bassein | Falmouth |
| — 17 | Alexander | Dempster | Foochow | Do. |
| — 18 | Tyburnia | Stephens | Shanghai | Deal |
| — 18 | Hindostan | Mennie | Maulmain, for Abrdn. | Off Falmouth |
| — 18 | Empire of Peace | Brown | Akyab | Liverpool |
| — 19 | City of Quebec | Peebles | Foochow | Deal |
| — 19 | Ironside | Vaux | Do. | London |
| — 19 | Percy Douglas | Hamon | Colombo | Do. |
| — 18 | Ta Lee | Thompson | Hong Kong | Falmouth |
| — 19 | Randers | Valentine | Do. | Plymouth |
| — 17 | Johanna | Verduin | Sourabaya | Brouwershaven |
| — 16 | Kinderdyk | Verdoes | Batavia | Zierikzee |
| — 18 | Auffredy | Guillore | Saigon | Belle Isle |
| — 19 | Aurelie | Ertaud | Singapore | Bordeaux |
| — 22 | Ocean Rover | Hammond | Colombo | London |
| — 21 | Antrim | White | Manila | Deal |
| — 21 | Otter | Croscombe | Sarawak | Do. |
| — 21 | Royal Standard | Whineray | Ceylon | Do. |
| — 20 | County of Argyle | Bain | Sourabaya, for Rtrdm. | Off the Start |
| — 20 | Maria Sarah | V. d. Eyk | Padang, for Rotrdm. | Off Dungeness |
| — 22 | Crouch Brothers | Squarey | Colombo | Spithead |
| — 22 | John Masterman | Atkin | Batavia | Motherbank |
| — 22 | Isaac da Costa | Klein | Do., for Rotterdam | Plymouth |
| — 18 | Europe | Lupcke | Do. do. | Off Scilly |
| — 20 | Albion | Zachariasen | Banjoewangie | Texel |
| — 19 | Mirella | Runciman | Akyab | Havre |
| — 6 | Jeannie | Bourne | Batavia | San Francisco |
| — 12 | Charger | Lester | Shanghai | New York |
| — 23 | Annie Sharp | Evans | Colombo | Falmouth |
| — 12 | Princess of Wales | Shields | Hong Kong | New York |
| — 13 | George Peabody | Churchill | Maulmain | Gibraltar |
| — 3 | Confucius | Stenzel | Macao and Mariel | Havana |
| — 24 | Agatha Johanna | — | Canton | Ryde |
| — 24 | Agathe Johanne | Biehl | Macao, for Hamburg. | Motherbank |
| — | Cambridge | Murdoch | Rangoon | Crookhaven |
| — 13 | Wm. Wilson | Welburn | Manila | New York |
| — 13 | Wm. Turner | Redmonds | Sanghai | Do. |
| — 12 | Competitor | Matthews | Manila | Boston |
| — 13 | George Green | Kirby | Singapore | Do. |
| — 24 | Viola | Ross | Maulmain | Greenock |
| — 27 | John Masterman | Atkins | Batavia | London |
| — 27 | John Lidgett | Polson | Hong Kong, &c. | Do. |
| — | Sophia Koningender, Nederlanden | Klein | Sourabaya, for Amsd. | Off the Wight |
| — 24 | Ragna | Taxt | Java, for Amsterdam | Portland Roads |
| — 22 | Ardencraig | Long | Rangoon, for Liverpl. | Scilly |
| — 25 | Adriana Petronella | Brenk | Batavia, for Rotrdm. | Do. |
| — 25 | River Dee | — | Bassein | Off do. |
| — 28 | Caldera | Jordain | Colombo | London |
| — 27 | Savoir Faire | Harwood | Hong Kong | Falmouth |
| Feb. 6 | Pacific | Hammersan | Do. | Valparaiso |
| Mar 14 | Golden State | Delano | Shanghai | New York |
| — 29 | Burlington | Huntley | Galle, &c. | London |
| — 28 | Abnegacion | Collado | Manila | Do |
| — 24 | Varuna | Buchan | Singapore | Cuxhaven |
| — 25 | Garibaldi | — | Batavia | Off Scilly |
| — 28 | Auffredy | Guillore | Saigon, for Rotterdm | St. Nazaire |
| — 17 | Masonic | Lampher | Shanghai | New York |
| — 17 | Bosworth | Nichols | Samarng. | Do |
| — | Golden Horn | — | Hong Kong | San Francisco |
| — 31 | Elizabeth Nicholson | — | Foochow | New York |
| — 27 | Excelsior | Edgar | Macao | Cuxhaven |
| Feb.23 | Marie | Klenke | Hong Kong | San Francisco |
| Apl. 2 | Savoir Faire | — | China | Downs |

## DEPARTURES.

| Date. | Ship. | Captain. | For. | From |
|---|---|---|---|---|
| Feb.27 | Southern Cross | Hughes | Manila | San Francisco |
| Mar. 1 | Samuel Russell | Luca | Shanghai | New York |
| — 2 | Mystic Bell | Burnham | Yokohama | Do. |
| — 2 | Lanercost | Eaton | Shanghai | Do. |
| — 17 | Edwin Fox | Black | Madras, &c., &c. | London |
| — 17 | Eleanor | Fountain | Padang | Do. |
| — | Herman de Ruyter | Bols | Samarang | Amsterdam |
| — 17 | Imatra | — | Yokohama | Penarth Dock |
| — 18 | Raleigh | McCarthy | Shanghai | Cardiff |
| — 14 | Ringdove | Lloyd | Singapore | Liverpool |
| — 20 | Tamerlane | Craig | Shanghai | London |
| — 20 | Empress of India | Turner | Cardiff & Singapore. | Do. |
| — 19 | Utina | Rowles | Singapore | Cardiff |
| — 16 | Argonaut | — | Shanghai | Sunderland |
| — 23 | Pelham | Gardner | Penang | London |
| — 20 | Southern Belle | Benson | Yokohama | Liverpool |
| — 20 | M. C. Nelson | Nelson | Shanghai | Do. |
| — 20 | Johannes | Kramer | Singapore | Do. |
| — 21 | Marseilles | — | Shanghai | Shields |
| — 5 | China (str.) | — | H. Kong & Yokohama | San Francisco |
| — 6 | Haze | Forsyth | Manila | Do. |
| — 9 | Nautilus (str.) | Hodges | Shanghai | New York |
| — 9 | Walrus (str.) | Watson | Do. | Do. |
| — 24 | Drusus | Hansford | Batavia | London |
| — | Kortenaar | — | Do. | Rotterdam |
| — | Helena | — | Do. | Do. |
| — 25 | Jacques de Molay | Bond | Tientsin and Chefoo | London |
| — 23 | Everhard | Minnemann | Shanghai | Cardiff |
| — 23 | Wien Hohenfelde | Schultze | Batavia | Do. |
| — 24 | Diamond | Rose | Shanghai | Do. |
| — 22 | Asteria | Rundlett | Manila | Liverpool |
| — 23 | Pitfour | — | Shanghai | Shields |
| — 25 | Australia | Ertman | Yokohama | Plymouth* |
| — 27 | Miranda (str.) | Steele | Singap. & Shanghai | London |
| — 26 | Baltimore | Meyer | Shanghai | Cardiff |
| — 24 | England's Glory | Moon | Do. | Sunderland |
| — 25 | Bothwell Castle | Fraser | Singapore | Clyde |
| — 29 | Chetah | Reid | Hong Kong | London |

* After repairing.

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## DEPARTURES—*Continued.*

| Date. | Ship, | Captain. | For. | From. |
|---|---|---|---|---|
| — 29 | Dorothy | Williams | Trimcomalee & Galle | Do. |
| — 27 | Auburn | James | Yokohama | Cardiff |
| Feb. 22 | Fearless | Ballard | Singapore | San Francisco |
| Mar 13 | Sonora | Hutchinson | Hong Kong | Do. |
| — 13 | Voyager | — | Batavia | Do. |
| — 30 | Ensign | Duncan | Cardiff and Chefoo | London |
| — 27 | Isabella | Poynter | Philippines | Liverpool |
| — 25 | A. H. Wille | Hankey | Singapore | Penarth Dock |
| — 25 | Flora | Minto | Do. | Do. |
| — 26 | Shalimar | Stapledon | Yokohama | Do. |
| — 30 | County of Forfar | Lamont | Batavia & Sourabaya | Glasgow |
| — 31 | British Empire | Rowe | Hong Kong | London |
| — 30 | Solid | Schmidt | Singapore | Cardiff |
| — 24 | Catalina | Ansuategue | Manila | Penarth |
| — 29 | Cary and Jane | Ohlsen | Saigon | Do. Dock |
| — 30 | Aimo | Enberg | Singapore | Swansea |
| — 30 | Mount Vernon | Blaxter | Yokohama | Liverpool |
| — 28 | Ruffine | Le Buche | Shanghai | Ostend* |
| — | Maria | Sluik | Padang | Amsterdam |
| Apr. 1 | Rifleman | Leavy | Yokohama | London |
| — 1 | Hamilla Mitchell | Branscombe | Shanghai | Do. |
| Mar 30 | Atma | — | Do. | Shields |
| Apr. 2 | Angela | Onate | Manila | London |
| — 2 | Corea | Carr | Shanghai | Do. |
| — 2 | Affghan | Fisher | Cardiff & Singapore. | Do. |
| Mar 31 | Thusnelda | Hennecken | Singapore | Newport |
| Apr. 1 | Adelina | Dimmett | Shanghai | Cardiff |
| — 1 | Walcherin | Borden | Batavia | Do. |
| Mar 31 | Wm. Poelman | — | Do. | Shields |
| — 13 | Horatio | Palmer | Shanghai | New York |
| — 13 | Tabor | Otis | Yokohama | Baltimore |

* After repairing.

( *ee Commercial Postscript and Correspondents' Letters.*)

## LOADING.

At LONDON.—For Nagasaki and Hiogo: Esperanza. For Hiogo and Yokohama: Parmenio, Westbury. For Yokohama: Georges, Havelock. For Tientsin and Chefoo: Belle. For Amoy and Foochow: Eastern Star. For Shanghai: Albuera, Pegasus, Hindostan, Tyburnia, John Lidgett, Ornate, Antrim. For Hong Kong: Invincible, Isabella Ridley, Neville, Champion, Countess Russell. For Singapore: Luzon, Christian Rankin, Sree Singapura. For Penang: Peri. For Batavia and Sourabaya: Sperwer. For Colombo: Asphodel, Ocean Rover, Skimmer of the Waves, Passover.

At LIVERPOOL.—For Nagasaki and Hiogo, Frederica. For Yokohama: Syringa. For Shanghai: Gladiateur. For Hong Kong: Veronica, Eugenio. For Singapore: Jane Blythe. For Batavia: Bali. For Manila: Joaquina Victoria, Victoria, Doriga. For Mauritius, Penang, Singapore, Hong Kong, and Shanghai: Ajax (str.).

At GLASGOW.—For Hong Kong: Chili. For Yloilo: Isurium. For Manila: Maria de C. For Singapore: Doune Castle, Eliza Thornton. For Penang: Mary Falconer, John Paul. For Batavia and Sourabaya: County of Stirling.

At NEW YORK.—For Shanghai: Resolute, Yokohama. For Hong Kong: Benefactress, Game Cock.

## SPOKEN.

DOESBORGH, Batavia to Amsterdam, Jan. 14, 22 S., 82 E.
GARIBALDI, Batavia to Rotterdam, February 3, 4 N., 22 W.
LAURA and ADELE, Amsterdam to Batavia, Feb. 13, 41 N., 11 W.
GREEVE BERG (Russian ship), Batavia to Falmouth, Jan. 4, 36 S., 27 E.
ANDROMACHE (Dutch barque), Padang to Rotterdam, Jan. 20, 13 S., 10 W.
SOPHIA KONINGEN DER NEDERLANDEN, Sourabaya to Rotterdam, Feb. 4, 7 N., 14 W.
INNISFALLEN, Shields to Galle, Jan. 22, 29 S., 23 W.
GOLDEN STATE, Shanghai to New York, Feb. 1, 28 S., 9 E.
SINDBAD, Bali to Amsterdam, Jan. 21, 34 S., 24 E.
ANITA, from Foochow, Jan 28, 33 S., 20 E.
GLEANER, Bangkok to Bordeaux, Jan. 8, 27 S., 55 E.
RIVER EDEN, Manila to London, Jan. 26, 32 S., 14 E.
CLYTIE, Manila to London, Dec. 18, 14 S., 102 E.
ADMIRAL DE RUYTER, Bali to Amsterdam, Dec. 4, 9 S., 114 E.
MARIE (barque), Rotterdam to Batavia, Nov. 27, 19 N., 25 W.
DEERFOOT, London to Yokohama, Feb. 9, 3 N., 23 W.
SCHARNHORST, Bremen to Batavia, Feb. 11, 5 N., 26 W.
BANIAN, Shanghai to New York, Dec. 12, in Straits of Sunda.
JEANNIE EASTMAN, Batavia to Amsterdam, Dec. 29, 23 S., 76 E.
NUMANCIA (American ship), Shanghai to New York.
COMPETITOR, Manila to London, Jan. 21, 27 S., 8 E.
FOXGLOVE (barq.), Sunderland to Singapore, Nov. 25, 24 S., 27 W.
MATTIE BANKS, Liverpool to Japan, 134 days out.
LAURA ICHMANS, H'burg. to H. Kong, 105 days out, in Dampier Straits.
TELVA (barq.), Clyde to Penang, Nov. 8, 17 N., 26 W.
HALDEN (ship), Liverpool to Galle, Dec. 12, 37 S., 9 E.
CATHERINE (Dutch barq.), Swansea to Batavia, Jan. 9, 38 S., 77 E.
TITANIA, London to Shanghai, Dec. 3, 20 S., 31 W.
QUEEN OF INDIA, Cardiff to Singapore, Dec. 11, 9 S., 32 W.
GODFREY, Baltimore to Yokohama, 130 days out.
HO SHA MARA (str.), under canvass, Abrdn. to Ngski., in Ombay Passage.
WESTER (?), Cardiff to Japan, 119 days out, in the Ombay Passage.
GUINEVERE, London to Hong Kong, Nov. 14, 37 N., 19 W.
TURNER, Shanghai to New York, Feb. 9, 1 N., 27 W.
A SHIP, Singapore to Boston, 90 days out, Feb. 20, lat. 23, lon. 64.
BATAVIA (Prus. barq.), from Hong Kong, Jan. 26.
SHALLETT, Shanghai to Boston, Feb. 22, 23 N., 63 W.
CARMARTHENSHIRE (ship), London to Hong Kong, steering S.W., March 14, 48 N., 11 W.
ZEEBLORM, Java to Amsterdam, Jan. 27, lat. 20, lon. 2.
SUN LEE (?) (British ship). Hong Kong to London, Jan. 25, 35 S., 28 E.
3rd d. p. 8,253 (Brit. ship), Clmbo. to Lndn., 21 days out, Jan. 6., 21 S., 68 E.
NAUTILUS, New York to Shanghai, March 12, 35 N., 74 W.
CHOICE, Shields to Singapore, March 2, 39 N., 14 W.
SHANNON, Cardiff to Galle, March 18, 47 N., 7 W.
KANAGAWA, for Singapore, by the Surat at Calcutta.
WILLIAM MELHUISH, London to S'ghai., bound s., Mar. 10, 45 N., 10 W.
YANG TSZE (ship), London to Shanghai, Dec. 31, 44 S., 28 E.
ELEANOR, London to Tientsin and Chefoo, Feb. 22, 9 N., 28 W.
JOHN BANKS, London to Japan, Nov. 3.
MARIE CHRISTINE, Amsterdam to Batavia, Jan. 21, 25 S., 31 W.
LINCLUDEN, Hamburg to Bangkok, Jan. 30, 18 S., 32 W.
CORNELIA (Dutch ship), Newcastle to Batavia, Nov. 29, 32 S., 17 W.
OCEAN CHIEF, Foochow to London, Jan. 26, 35 S., 25 E.
JOHANNA (Brem. ship), Batavia to Falmouth, Feb. 14, 18 S., 3 W.
JOHN PENDLETON (ship), Manila to Boston, Feb. 28, lat. 31, lon. 68.
EMPRESS, London to Japan, Feb. 8, 36 N., 17 W.
STAR, London (?) to Singapore, Feb. 9, 35 N., 17 W.
VANDAL, Amsterdam to Japan, Jan. 21, 30 S., 24 W.
ANTAGONIST, Colombo to London, Jan. 17, 23 S., 85 E.
SINDBAD, Sourabaya to Amsterdam, Jan. 31, 34 S., 17 E.
SAN FERNANDO, Yloilo to Falmouth, Feb. 1, 35 S., 22 E.
DAGERAAD, Batavia to Amsterdam, 52 days out, Feb. 5.
PERU, Manila to Falmouth, Jan. 27, 28 S., 54 E.
HUIDECOPER, Banjoewangie to Rotterdam, Jan. 31, 29 S., 44 E
CHOLULA, Colombo to London, Jan. 15, 26 S., 65 E.
RIFLE, Nagasaki to London, Feb. 5, 33 S., 26 E.
INVINCIBLE, Manila to Falmouth, Feb. 5, 35 S., 19 E.
CLYTIE, Manila to Liverpool, Feb. 6, 35 S., 18 E.
CLAVERHOUSE, Bangkok to Falmouth, Jan. 5, 9 S., 105 E.
JALAWAR, Manila to Queenstown, Jan. 30, 27 S., 62 E.
PRESIDENT HARBITZ, Bangkok to Falmouth, 32 S., 33 E.
HOPE (ship), Bangkok to Falmouth, Dec. 27, 6 S., 105 E.
FREDERICK OF ST. JOHN'S, Manila to New York, Jan. 1, 8 S., 100 E.
SALLY (ship), Ceylon to London, Feb. 22, 16 S., 7 E.
LORD OF THE ISLES, Manila to Queenstown, Dec. 21, off Java Head.
MARIA AND ELISABETH, Java to Rotterdam, Feb. 21, 17 S., 4 W.
TIMOR, Bangkok to Falmouth, Jan. 25, 31 S., 37 E.
SADAK (?) (ship), Sourabaya to Amsterdam, Feb. 13, 18 S., 3 E.

## FREIGHTS AND CHARTERS.

Berth freights to the Eastern ports are somewhat firmer, at the undermentioned quotations; coal freights from the Northern outports still rule low.

Current rates of freight for vessels on the berth:—To Yokohama: 40s. weight or meast. To Nagasaki: 45s. weight, 50s. meast. To Hiogo: 60s. weight or meast. To Tientsin: 60s. meast. To Chefoo: 60s. weight or meast. To Newchwang: 55s. meast. To Shanghai: 40s. weight, 30s. meast. To Hong Kong: 40s. weight, 30s. meast. To Manila: 40s. weight, 70s. meast. To Batavia: 25s. weight, 30s. meast. To Singapore: 25s. weight or meast. To Penang: 40s. weight or meast. To Ceylon: 20s. to 25s. weight, 20s. meast. At New York to China; $12 to $15 per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—For Yokohama: £40. For Shanghai: £42. For Hong Kong: £32. For Singapore: £25. For Galle: £23. From Newport, Cardiff, or Swansea per ton.—For Yokohama: £2 7s. For Hong Kong: £1 15s. For Singapore: £1 5s. For Galle: £1 5s.

The Admiralty have invited tenders for the conveyance of 525 tons stores to Hong Kong.

## CASUALTIES.

The Royal Standard, Whineray, from Ceylon, which arrived in the Downs March 21, was supplied with an anchor and 105 fathoms of chain, in lieu of others lost.

The Isaac da Costa, Klein, from Batavia for Rotterdam, which arrived at Plymouth March 22, had lost part of bulwarks and stanchions.

Advices from Lisbon, dated March 17, state that the North America, Mitchell, from Batavia to Rotterdam, which was beached at Belem, full of water, March 13, was discharging her cargo, and hopes were entertained of her being got off.

The Continental, Erving, from Cardiff to Yokohama, which arrived at Gibraltar leaky, and was stranded in the Bay March 15, has been got off by tugs; part of her cargo is being discharged.

The Sir Harry Parkes, Chapman, which sailed from London, March 16, for Shanghai, slipped from anchor and 90 fathoms chain on the 20th, in Margate Roads.

Advices from St. Helena, dated Feb. 10, state that the Caroline, Bourhis, from Saigon, put in there, Jan. 28, leaky, and after survey had been ordered to partly discharge.

Advices from Nantes, dated March 21, state that the Auffredy, of that port, Guillore, from Saigon to Rotterdam, lost her anchors in Belle Isle roadstead. March 20, and had to put to sea.

The Princess of Wales, Shields, from Hong Kong, which arrived at New York March 12, reported that during a N.W. gale on March 7 in lat. 38 long. 69, she shipped a sea which stove bulwarks and mainrail.

The Golden State, Delano, from Shanghai, arrived at New York March 14, with loss of bulwarks, having been in collision.

Advices from Lisbon, dated March 28, state that the North American, Mitchell, from Batavia to Rotterdam, which was beached at Belem March 13, had discharged and floated.

The Trinidad, de Larrinaga, from Zebu, which arrived at St. Helena Feb. 24, reported that on Feb. 10, in 34 S., 23 E., she experienced very heavy weather, during which she lost maintopmast, &c.

The Exonian, Whitburn, from Philippine Islands, for England, put into Table Bay, Feb. 4, for repairs, having experienced very heavy weather, during which she lost several spars, sails, &c.

The Annie Sharp, from Colombo to London, with a general cago, went ashore March 29, under Shakespeare's Cliff, Dover, and became full of water; tugs were sent alongside, but she could not be got off; the cargo would be discharged at low water.

## MISCELLANEOUS.

At ST. HELENA.—Feb. 13, Aurora, Garcia, from Macao, and sailed for Havana; 14, West Derby, Wilkinson, from Yloilo, and sailed 15 for Liverpool 15, Aldeboran, Mayboom, from Sourabaya, and sailed 16 for Am-

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sterdam; Carmencita, Acordagoichea, from Zebu, and sailed 16 for Liverpool; Queen of the Age, Clyma, from Yokohama, and sailed for New York; 16, Havilah, Robertson, from Yokohama, and sailed for New York; Queen of the North, Green, from Colombo, and sailed 17 for London; Admiral de Ruyter, Witting, from Banjoewangie, and sailed 17 for Amsterdam; 17, Atalanta, Ballingall, from Bangkok, and sailed for Falmouth; Victory, Quance, from Bangkok, and sailed for Belle Isle; Zemindar, Currie, from Shanghai, and sailed for London; 20, Jenny, Ryselin, from Bangkok, and sailed for Falmouth; 21, Lucie, Didie, from Macao, and sailed for Havana; Cornwallis, Vaile, from Bangkok; 22, Annie Gray, Moore, from Bangkok, and both sailed for Falmouth; Petchelee, Owen, from Singapore, and sailed for Liverpool; 28, Doesborgh, Spaanderman, from Batavia, and sailed 24 for Amsterdam; 24, Maria Morton, Morello, from Macao, and sailed 25 for Havana; Trinidad, de Larrinaga, from Zebu; 25, Alexandra, Labey, from Yokohama, and sailed for New York.

Off ST. HELENA.—Feb. 15, Formosa (N. Ger. barq.), from Amoy, for New York; Pactolus (Fr. barq.), from Macao, for Havana; 18, Jannetje (Dutch barque), from Bali for Rotterdam; 19, Sunnyside (brig), from Colombo for New York; 20, Kinfauns Castle, from Singapore for Liverpool.

At TABLE BAY.—Feb. 4, Exonian, Whitburn, from Philippine Islands for England; 7, West Indian, Picot, from Liverpool, and sailed, 15, for Singapore; 11, Elisabeth, Olson, from Singapore; 16, Johannes Lodewyk, Gil, from Batavia, and sailed for Falmouth; 11, Maid of Orleans, Houston, sailed for Batavia.

Off CAPE POINT.—Feb. 2, H. V. N. F. (Dut. barq.), from Yedo for New York; Kroonprinsen, from Bangkok for Falmouth.

At MAURITIUS.—Agamemnon (s.s.), from Liverpool for Singapore, China, &c.; Diomed (s.s.), from China, Singapore, &c., for London.

## LAUNCHES.

On the 27th ult. there was launched from the stocks of Messrs. Clover and Royle, Liverpool, an iron ship named the Mysore, built for Messrs. Eyre, Evans, and Co., and intended for the East India trade. She is 240 feet long between perpendiculars, and 260 feet over all; 39 feet 9 inches beam, and 24 feet deep. Her register tonnage is 1,599, and builders' measurement 1,800. She is fitted up with all the most approved modern improvements. On deck she has a steam winch and a patent windlass, which will do away with a great deal of manual wear and tear, and tend to facilitate the working of the vessel.

On the 29th ult. there was launched from the yard of Messrs. Robert Ritson and Co., Maryport, a vessel named (pro tem.) the Elizabeth Ostle. She is the only vessel that has been built there for the last four years. She is nearly 800 tons register, and was built for the East India trade, but is not yet sold.

A barque was launched from Mr. Hocking's building-yard, Stonehouse, on the 29th ult. She is 1,000 tons burthen and 750 tons old measurement, and is classed 14 A 1 at Lloyd's, was named the Zephyrus, and is to be commanded by Edward Radden. She is intended for trade between India, China, and Australia. Her cabins are well arranged for carrying passengers.


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| Shanghai .. | Tyburnia ... | A1 14 yr. | E.I.D. | With des. |
| Kanagawa (Yokhma.) | Georges ..... | A1 14 yr. | W.I.D. | With des. |
| Hiogo and Yokohama | Parmenio ... | A1 19 yr. | W.I.D. | With des. |
| Amoy and Foochow . | Eastern Star | A1 10 yr. | W.I.D. | With des. |

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

CHINA and JAPAN. — The following splendid first-class SHIPS will be despatched as under:—

| Port. | Ship. | Class. | Dock. | Last Shipping Day. |
|---|---|---|---|---|
| Shanghai ... | Ocean Chief | A1 14 yr. | E.I.D. | With des. |
| Hong Kong | Champion ... | A1 11 yr. | W.I.D. | With des. |
| Yokohama (Kanagawa) | Havelock ... | A1 13 yr. | W.I.D. | With des. |
| Nagasaki & Hiogo ..... | Esperanza ... | A1 10 yr. | E.I.D. | With des. |

For Freight or Passage apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

## BOMBAY, CALCUTTA, MADRAS, HONG KONG, AND SHANGHAE.

GELLATLY, HANKEY, SEWELL and CO. will despatch the following high-classed SHIPS from the East India Docks, as under:—

| Port. | Ship. | Class. | Tons. | To Sail. |
|---|---|---|---|---|
| Bombay..... | Balkamah ... | AA1 | 1378 | April 5 |
| Bombay..... | Thomas Bell | AA1 | 838 | April 20 |
| Calcutta..... | Brit. Statesman..... | AA1 | 1262 | April 20 |
| Do. ..... | Calcutta..... | A1 20 yrs. | 1039 | May 5 |
| Madras ..... | Lobelia ..... | A1 13 yrs. | 823 | April 15 |
| Do. ..... | John Masterman ... | A1 13 yrs. | 602 | To follow |
| Hong Kong.. | Zenobia..... | A1 15 yrs. | 1145 | With des. |
| Shanghae ... | Albuera..... | A1 15 yrs. | 770 | April 5 |
| Do. ..... | Ornate ..... | A1 10 yrs. | 739 | Apr. 25 |

For Freight or Passage apply to GELLATLY, HANKEY, SEWELL, and Co., No. 8, York-street, Manchester; or 27, Leadenhall-street, E.C.

JOHN C. CAMPBELL will despatch the following splendid first class VESSELS:—

| Destinatn. | Ships. | Class. | Tns. | Dock. | Date of Sailing. |
|---|---|---|---|---|---|
| Colombo .. | Passover ... | A1 10 yr | 456 | W.I.D. | Withdes |
| Ditto ..... | Ocean Rover..... | A1 16 yr. | — | W.I.D. | Do. |
| Bombay ... | B. Lawn ... | A1 11 yr. | 551 | E.I.D. | Do. |
| Cochin, Calicut, Cannanore, & Mangalore ... | Antipodes . | A1 9 yr.. | — | — | Do. |

No. 22, Great St. Helen's, E.C.

## CHINA & JAPAN.—NORRIS and JOYNER will despatch the undermentioned first-class Clipper Ships as under:—

| Ports. | Ships. | Class. | Docks | Last Shipping Day. |
|---|---|---|---|---|
| Shanghai ... | John Lidgett | A1 17 yrs | E.I.D. | April 24 (unless previously full). |
| Tientsin and Chefoo ... | Belle ..... | A1 10 yrs. | W.I.D | With des. |
| Hiogo and Yokohama... | Westbury ... | A1 10 yrs. | E.I.D. | With des. |

For Freight or Passage apply to NORRIS and JOYNER, 60, Cornhill, E.C.

To follow the "War Cloud." Will meet with the usual quick despatch.

DIRECT FOR COLOMBO, the beautiful clipper ship, PASSOVER, A1 10 years, 456 tons register; MATTHEW PEARSON, Commander; West India Docks. This splendid vessel, built in 1868, is considered one of the fastest afloat, and offers a most desirable opportunity to shippers of fine goods.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

To follow the Passover. Will meet with the usual quick despatch.

DIRECT for COLOMBO, the beautiful clipper ship OCEAN ROVER, A1 16 years, 548 tons register; WILLIAM HAMMOND, Commander; West India Docks. This splendid high-classed vessel, built in 1867, is considered one of the fastest afloat, and offers a most desirable opportunity to shippers of fine goods.

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Malabar Coast. First season ship. Will meet with the usual quick despatch.

DIRECT for COCHIN, CALICUT, CANNANORE, and MANGALORE, the beautiful clipper ship ANTIPODES, A1 9 years. 420 tons register; J. DUNN, Commander; West India Docks. This splendid vessel offers a most desirable opportunity to shippers of fine goods.

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Mate's receipts must be left before bills of lading can be signed.

L. H. and B. will not be responsible for demurrage on craft sent alongside without their instructions.

With Immediate Despatch.

DIRECT FOR BOMBAY, the well-known clipper BOLDEN LAWN, A1, eleven years; W. HOPPER, Commander; 551 tons register. East India Docks. This splendid vessel (newly coppered), having a large portion of her cargo engaged, offers a first-rate opportunity to shippers of fine goods.

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BOMBAY DIRECT, the magnificent iron clipper ship BALKAMAH, AA1, 1,378 tons register, J. POOLE, Commander; loading in the East India Docks. This beautiful vessel, built in 1866, presents a most desirable opportunity to shippers requiring despatch.

For Freight or Passage apply to GELLATLY, HANKEY, SEWELL, and Co., 8, York-street, Manchester; or 27, Leadenhall-street, E.C.

Regular line of Packet Ship. With despatch.

FOR HONG KONG, the well-known favourite clipper, INVINCIBLE, A1 13 years, 657 tons register; CHARLES BEECHING, Commander; West India Docks. Has excellent accommodation for passengers.

For Freight or Passage apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

To sail on the 10th April

FOR SHANGHAI, the splendid Aberdeen Clipper PEGASUS, A1, thirteen years, 525 tons register; ALEXANDER MACKEY Commander; East India Docks. This well-known ship is celebrated for her rapid passages.

For Freight or Passage, apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

With quick despatch.

FOR HONG KONG, the regular trader ISABELLA RIDLEY, A1 10 years, 517 tons register; JOHN WATSON, Commander; lying in the East India Docks. This vessel, well known for her rapid passages and sound delivery of cargo, offers a favourable opportunity to shippers of fine goods.

For Freight or Passage, apply to MARTIN, MOORE, and JORDISON, 147, Leadenhall-street, E.C.

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# The London and China Telegraph.

## JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON THE ARRIVAL OF THE FORTNIGHTLY ENGLISH, AND MONTHLY FRENCH MAILS FROM CHINA, JAPAN, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A SUMMARY OF NEWS FOR THE OUTWARD MAILS.

VOL. XI.—No. 310.] LONDON, MONDAY, APRIL 19, 1869. [Price 9d., with Sup., 1s. 3d.—Sub. 30s. per ann. postage, included. Sup. 12s. extra.


## Latest Advices.

| Ports. | From London. | Arrived out. | HOMEWARD. Received this day. |
|---|---|---|---|
| JAPAN — Yokohama | Dec. 18 | Feb. 12 | Feb. 24 |
| Yedo | — | — | Feb. 22 |
| Osaka and Hiogo | — | — | Feb. 18 |
| Hakodadi | | | |
| Nagasaki | — | — | Feb. 26 |
| CHINA — Peking | | | |
| Tien-tsin | | | |
| Chefoo | | | |
| New-chwang | | | |
| Hankow | — | — | Feb. 26 |
| Kiu-kiang | — | — | Feb. 27 |
| Chin-kiang | | | |
| Shanghai | Jan. 1 | Feb. 19 | Mar. 3 |
| Ningpo | — | — | Mar. 1 |
| Foochow | — | — | Mar. 3 |
| Formosa—Tamsuy | | | |
| Amoy | — | — | Mar. 5 |
| Swatow | — | — | Mar. 6 |
| Hong Kong | Jan. 22 | Mar. 5 | Mar. 9 |
| Canton | — | — | Mar. 8 |
| Macao | — | — | Mar. 8 |
| PHILIPPINES — Manilla | Jan. 1 | Feb. 17 | Mar. 4 |
| COCHIN-CHINA — Saigon | — | — | Mar. 6 |
| SIAM — Bangkok | — | — | Mar. 9 |
| BORNEO—Labuan | | | |
| Sarawak | — | — | Mar. 3 |
| JAVA — Batavia | — | — | Mar. 10 |
| MALACCA STRAITS — Singapore | Jan. 29 | Mar. 4 | Mar. 16 |
| Penang | Jan. 29 | Mar. 2 | Mar. 18 |

### THE MAILS, &c.

The next homeward mail is that bringing Hong Kong dates to the 23rd March, due here on the 3rd May; and the French mail, with a week's later news, will be due on the 9th. Should the French service keep good time on the homeward route no inconvenience will in future arise from the simultaneous arrivals of two mails, as hitherto. Telegrams from Hong Kong, *viâ* Galle, are to the 23rd March; from Shanghai, *viâ* Kiachta, to the same date; and from Japan the latest news is by Pacific mail *viâ* San Francisco, extending to March 4 (a week later than that by the present P. and O. mail).

## List of Passengers.

### PASSENGERS INWARD.

By this mail to Marseilles, per P. and O. str. *Syria*, arrived April 17.—From Yokohama: Lady Parkes, three children and servant, Mr. Walsh. From Hong Kong: Mr. M'Iddleton, Mr. A. Purkis, Colonel J. Grant, Hon. C. Porston, Count D. Enares, Mr. Dunn. From Singapore: Mr. and Mrs. Davidson, Mr. A. Gray From Galle: Mr. Elliott, Mr. Sim, Mr. Stewart, Mr. Grimnell, Mr. Sherane, Mr. Buchanan.

To Southampton, per P. and O. str. *Bangalore*, expected to arrive April 23.—From Shanghai: Captain McKellar. From Hong Kong: Captain Donough, Hon. Mr. and Mrs. Bale, Mr. Holmes, Mr. Purkis, Lieut. Kerr, R.N., Mr. Seton. From Singapore: Mrs Curtis and child, Mr. Watson and servant. From Penang: Mr. and Mrs. Evans, Master Ord, and one second-class passenger. From Galle: Mr. Turnbull, Mrs. Hounis and two children, Mrs. Brown and child, and one second-class passenger.

By last mail to Southampton, per P. and O. steamer Delta, arrived April 9.—From Hong Kong: Lieut. J. O. Blake, Rev. Mr. and Mrs. Moule, four children and servant, Mr. S. Young, Mr Leith, and five second-class passengers From Penang: Mrs. Hodson, three children, and two servants, Misses Moreton, Mrs. Johnson, three children, and servant. From Galle: Mr. and Mrs. Wilkinson, Mr. Rositer, Mr. Gray.

By last Bombay mail to Marseilles, per P. and O. steamer Nyanza, arrived April 10.—From Galle: Mr. and Mrs Worthington.

To Gibraltar.—From Singapore: Mr. and Mrs. Williams and child.

### PASSENGERS OUTWARD.

Per P. and O. steamer *Syria*, from Marseilles, April 25.—To Shanghai: Mr. E. Chambers, Mr. W. Brand, Mr Rainbow. To Singapore: Mr. Thomas Down. To Ceylon: Mr. D. S. Gilkison, Mr. G. C. Thomson, Mr. Carlyon.

Per P. and O. steamer from Suez, May 2.—To Yokohama: Mr. Thomas Thomas. To Hong Kong: Dr. J. H. Focke.

Per P. and O. steamer from Southampton, May 1.—To Hong Kong: Mr. A. Falconer.

Per P. and O. steamer from Marseilles, May 9.—To Hong Kong: Mr. and Mrs. H. D. Williams. To Singapore: Mr. and Mrs. J. Campbell, Miss Hamilton, Mrs. Lessler and two children. To Ceylon: Mr. and Mrs. G. Vane and child, Miss Vane. Miss Lee.

Per P. and O. steamer from Suez, May 16.—To Ceylon: Mr. W. H. Anderson.

Per P. and O. steamer from Southampton, May 15.—To Ceylon: Sir Hercules Robinson, Lady Robinson, two children, and two Misses Robinson.

Per steamer *Ajax*, from Liverpool, April 11.—To Hong Kong: Messrs. Mark Lambert, Benjamin R. King, William M. Taylor, John Phillips, E. J. Murphy, J. T. S. Flynn, James Keah, G. T. Ludlow, J. Lock, G. W. Robins, F. S. Turner, J. Ellis.

## Summary of News from the Far East.

### JAPAN.

#### YOKOHAMA.

Our advices from Yokohama by the present mail are to the 24th February. The latest dates received from home were by the English mail of Dec. 18th. We take the following summary of news from the *Japan Times* :—

On the night of the 12th February a storm swept over Yokohama which exceeded in violence anything of the sort that has been felt in the Settlement for a long time. The wind, which was from the southward, had been increasing steadily during the afternoon and evening, until between the hours of 10 and 11 P.M., when it blew a perfect hurricane, which continued with unabated fury till daybreak next morning. Several vessels in the harbour dragged their anchors, but we believe without causing any damage either to themselves or others. On shore the effects of the storm were severely felt, tiles and shingles, bricks and mortar, hurtling through the air in all directions. Several houses in the native town were blown down. In the 10th's Barracks a good deal of shingling was blown off the roofs, and many of the unfinished villas on the Bluff suffered considerably. Part of the roofing of the Theatre of the Corps Dramatique was blown completely away, and the building sustained other damage; in fact, in theatrical *parlance*, the storm nearly "brought down the house" altogether. In the morning, the wind shifted round to the northward and eastward, and though another blow was expected from that direction, happily we escaped it. As the wind during the night was off shore, but little sea got up in the harbour, which accounts for the shipping escaping damage. The port is very much crowded, and had there been any sea on, certainly much mischief would have been done.

We have to record with deep regret, as the principal event of the fortnight, the total loss of the P.M.S.S. Company's steamer *Hermann*, which struck on a reef off Kawatzu Point, about seventy-five miles from Yokohama, at 9 P.M. on the 13th inst. She was on her way to Saugor Straits, which divide Yedo from the mainland. The Imperial troops have begun to move northwards, and the *Hermann* had on board 350 soldiers, together with a crew of eighty men. Of the latter fifty-eight remain alive; of the former, it is impossible to say how many, Captain Newell saying that he cannot estimate the loss of life. But from his account of the wreck it would seem that between 250 and 300 had perished. No inquiry has as yet been held into the circumstances—or, at least, no result of any inquiry has as yet been made public; comment from us would, therefore, be out of place. It is needless to say that a considerable excitement has been created here by the accident, and a thorough investigation is universally demanded. The behaviour of the Japanese soldiers, as described by Captain Newell, is worthy of the highest admiration; their calm courage and steady discipline in the face of death entitle them to a place in history beside our own heroes of the *Birkenhead*. There was "no stampede, no disorder," says the captain; "from the first they were quiet and cool, retaining wonderfully their presence of mind, and calmly awaiting the commands of their leader." After consultation with Captain Newell, this officer ordered them to keep in their cabins, which they did until the water rose, as the ship settled down, and drove them again on deck. Then, when permission was given to those who chose to take the risk, to try to swim on shore, they threw off their clothes, girded round their naked bodies their swords—"the living souls of *Samurai*, and boldly made the attempt, in too many cases, unfortunately, unsuccessfully—for the sea ran high, and though lifebelts, of which there was most properly great store on board, preserved them from drowning, most were killed or horribly mutilated by being dashed upon the rocks which fringe the coast.

The *Shaftesbury* has come down from Hakodadi since we last wrote, but has brought us no news of much importance. Enomotto's resources ebbing fast, he has commenced levying contri-

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butions upon the country people, which does not at all add to his popularity in Hakodadi. Mr. Butzow, late Russian Consul there, has come down *en route* to Peking, where he is to take the post of *Charge d' Affaires*.

From Osaka and Hiogo our latest dates are to the 18th inst., with nothing of particular moment. Mr. Russell Robertson, who has made himself very popular at Hiogo as Vice-Consul, comes up here to take the place of Dr. Willis, late Vice-Consul for the Yokohama and Yedo district, the latter being temporarily detached from the Consular service to take charge of a Japanese hospital in Yedo.

His Majesty the Mikado arrived at Kioto on February 3rd, and was married on the 9th.

We have had here an unusually quiet fortnight. On Sunday last a coloured sailor, boatswain of the *Thales*, was mortally stabbed, in or near the Yoshiwarra, by another seaman, who has not yet been arrested; he died the next morning. The Japanese new year holidays have of course nearly stopped business, which can hardly be said to have recommenced. Banks have made holiday and Yedo has been full of visitors. We have had an unusually mild winter, and the trees have bloomed very early this year.

Among the passengers homeward bound by the present mail is Lady Parkes. Yokohama society loses in this lady one who has for some time admirably sustained the difficult part of its leader, and dispensed the hospitality of Her Majesty's representative with grace and dignity; and Lady Parkes has done more than this—she has ascended Fusiyama. Mr. Ernest M. Satow, of the British Legation, also goes home by this opportunity, on leave. At this period his absence will be seriously felt; his knowledge of the country and its politics, its people, and its language, is extensive and accurate. It is not too much to say that no other Foreigner now living has seen so much of Japan, or has so intimate and critical a knowledge of its dialects and literature as Mr. Satow.

## OSAKA AND HIOGO.

The *Japan Herald* gives the following items of news from these places, from whence the latest dates extended to Feb. 18th :—

We learn from our Hiogo files that the *Sunrise* was sold to the Mikado's Government for 55,000 dollars, and that she will be used as a sort of tender for the new lighthouse service.

A new phase in the purchase and transfer of steamers may be remarked in this instance; whereas usually, when a steamer is taken over by her Japanese purchaser, every anxiety is displayed for getting rid of her European crew, we find that the new owners of the *Sunrise* have made arrangements for some of the principal officers still to remain in charge. We look upon the commencement of the system of employing experienced Foreigners in their steam vessels as a step in the right direction, and we are confident that the Japanese themselves will soon notice the economy and extra protection of their property they secure by such a course.

We have learned since per *Mars* that the American steamer *Kankakee* was sold to the Japanese for 70,000 dollars. This will be a great acquisition to the Milkado's fleet.

Owing to the Japanese New Year, little or no business is doing, and the few foreigners here are necessarily obliged to close their offices and become unwilling spectators of the general festivities. The Princes Satsuma and Yonezawa, accompanied by a considerable number of followers, left here a few days back for their territories, in hired steamers.

The mint that was reported by you some time back as being almost ready for work, is not nearly finished; in fact, I think by the way things are going on in this department it will be another year before the "dibs" will commence pouring out.

## LATER NEWS *VIA* SAN FRANCISCO.

By the arrival of the Pacific steamer *Great Republic* at San Francisco on the 28th ult., advices from Yokohama are brought down to the 4th March—eight days later than the news by to-day's mail. The following is the summary of news published by the American papers :—

The Mikado arrived at Kioto on Feb. 3, and was married there on the 9th. A difficulty subsequently occurred at Kioto between the followers of Satsuma and Chaisiu. It is reported that several streets were set on fire, and the flames reached the palace of the Mikado, who fled to Osaka.

The report of the assassination of the Governor of Osaka proves untrue. It orignated in the fact that an official of high rank had been murdered there.

The Japanese Admiral Ennomatto, a supporter of the Shiogoon, has taken possession of the entire island of Yedo. He celebrated the event by firing a salute of a hundred and one guns from the fleet and batteries ashore. He notified all the consuls of the formation of a provisional government and of the appointment of the necessary permanent officers in the principal departments. His forces are rapidly increasing, and it will be no easy matter for the Mikado to subdue him and retake the island. Admiral Eunomatta is strongly fortifying his position near Volcano Bay, intending fight unless the Mikado complies with the demands of the exiled clans, that they be allowed to retain the island of Yedo, and that the late Shiogoon be sent to them as their ruler.

The ram *Stonewall* left, Yokohama on March 3 for Jeddo. She will be transferred to the Japanese Government on her arrival at that port.

## THE YANGTSZE.

—o—

### HANKOW.

(FROM OUR SPECIAL CORRESPONDENT.)

The Foreign houses at Hankow occupy a site set apart at the lower end of the Chinese City, and present a very imposing appearance from the Yangtze, which is here about a mile wide. The "Bund" is about the finest in China, and slopes down to the river, with a well made stone embankment. Jetties for landing cargo, &c., are placed at convenient distances. The Bund is about half-a-mile in length, and over 100 feet wide on the flat level. It cost the large sum of 100,000 taels, say over £30,000 sterling, and owing to the action of the tide, is a constant expense of about £500 per annum. But even this hardly keeps it together, and it is feared that a large expenditure will soon be required for rebuilding in many places. The houses are mostly fine-looking, but owing to the treacherous nature of the mud soil, and the piles on which they are built rotting, they have all more or less settled, and require various supports. Their value is enormously depreciated, and houses which four years since changed hands at 20,000 and 30,000 taels will not fetch now 5,000. Many firms who established here on the opening have closed, and those who remain, consisting of nineteen British and seven other nationalities (including three banks), have only one representative as a rule. There are several lots not built on, for which fabulous prices have been fixed, which would not at present fetch 100 taels. Many of these lots and several houses belong to the estate of the Commercial Bank, and are certainly unique specimens of what were called the "good times." However, Hankow will serve as a good warning for the future in opening up ports, and will thus serve its day and generation. The City wall encloses the foreign concession, as well as native city at the back, and is a splendid piece of work.

The Hankow Club cost about 20,000 taels, raised in shares of 500 taels, which are now worth about 150. The interior contains three billiard rooms, reading rooms, private rooms, and bowling alley, and is a very creditable institution so long as Sunday is respected. It is opposed to Anglo-Saxon notions to have such places opened on Sunday.

That we are to enjoy peace and quiet in China for many years together seems impossible, for while we are attacked by villagers at Swatow and Foochow, there is an uneasy feeling at Hankow and Wuchang (opposite to Hankow). A circular was sent out by the British Consulate, at the request of the Taoutai, warning Foreigners to keep in the concession during the passage of the "Braves" down the Han river. Another evidence of insecurity and aversion to the Foreigner is exhibited in a proclamation issued at Wuchang, to the effect that ground and houses were not to be sold to Foreigners.

This arises from the fact of our right of settlement at places in the interior not having been yet established. These cases confirm the general opinion as to the necessity of having the country opened, and our right of residence admitted in the revision of the Treaty now under discussion. We have scratched at the crust of China long enough, and our intercourse must take a different feature to what it has done in simply opening ports with expensive Consulates and mercantile establishments. Foreigners have grown up in the past twenty-five years to a greater fitness for travel in the interior, and the number who now acquire the language is considerable. Under a proper system of passes from the Consuls, to be granted only to persons of good reputation, we do not anticipate any trouble in carrying out the regulations, presuming that the Chinese Government would act in good faith, and not give a tacit acquiescence to acts of aggression on Foreigners so travelling.

We repeat, and it cannot be too strongly kept in view, that an intercourse with the Chinese such as ours entitles us to greater privileges. We have, in quelling the rebellion, done them an incalculable service, and it is much to be regretted that our Minister did not obtain from the Government some concessions before the dispersion of the rebels.

Li, who distinguished himself so much at Futai in the rebellion, and against whose cruelty Colonel Gordon made such strong remonstrance, is now on his way to be installed as Viceroy at Hankow. He is accompanied with an imposing fleet of steamers, including the *Confucius*, *Pluto*, *Tien chi*, and *Sycee*. A new style for a Chinese to travel ! !

Cotton continues to come from Shanghai by steamers, at the rate of 30,000 bales per month, each about 160 ibs. The French exploring party from Cochin China and Cambodia, which lately passed through Hankow, stated that war was still going on with the Mahomedans, and cotton from India across country into China had been stopped; hence the demand for Shanghai cotton, as in the country round Hankow the crop had been damaged by floods. It is uncertain how long this may last, but meantime it yields enormous freights to the steamers on the Yangtze, and of course affects their profits very considerably. The conveyance of brick tea from Hankow also forms a large item in the freights. This article is transhipped at Shanghai for Tientsin, and thence overland for consumption in Mongolia and Siberia, the annual quantity being about 60,000 piculs.

Coal on the Yangtze is now being developed very fast. The various steamers take on board at Hankow about 1,500 tons per month, at a cost of about five taels per ton. The distance of the mines from Hankow is about 500 miles up the river. Rough

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wooden boats are constructed for its conveyance down, which are broken up on arrival. With European appliances coal could be produced in any quantity and of a better quality. At present there is a considerable proportion of dust.

The mission body at Hankow consists of the London Mission Society, Revs. Griffith John, Bryant, Bryson, and Dr. Shearer, M.D. Wesleyan Mission, Revs. Scarbourgh Hill, Napier, Dr. Smith, M.D. The American Mission, Bishop Williams, Mr. Holing. These missions have chapels in various localities, and are apparently making satisfactory progress in converts. Although missionary zeal may sometimes lead to indiscreet acts, there is no doubt that the merchants in China, and indeed the Government and all classes interested in the development of the country, are much indebted to their perseverance in exploring. A short time since the Rev. Griffith John and Mr. Wylie made an expedition in the provinces of Hunan and Szchuen, which was largely availed of by the merchants in drawing up their views as to the opening up of new ports.

The new church at Hankow will shortly be opened by the Rev. Mr. McClatchie, the chaplain. The building is extremely pretty and unpretentious. The community being small, the seats are £12 each per annum ! !

The Cemetery is an enclosed space outside the walls, in which repose some two dozen Foreigners who died chiefly in 1863, including Mr. Gingell, the first Consul. Unfortunately the graves are desecrated by the Chinese, who steal the iron rails. &c. The Consul should see to this. It is very painful to the friends of the deceased.

The Wesleyan Mission has just sustained a check in the shape of a notification from Sir Rutherford Alcock, stating that he could not uphold their claim to a piece of land purchased and paid for by the Mission at Wuchang. The following document was recently issued by the inhabitants of Wuchang. Our readers will understand that the peculiarly threatening style of the language is simply the Chinese custom, and that, as a rule, such emanations are not to be taken literally :—

Notice is hereby given, that the two districts called "Chien So Yin," "How So Yin," have determined, in meeting assembled, that all holders of house property in this district be prohibited renting to Foreigners, and also that they be not allowed to sell to the same; and lest any ignorant people, for the sake of gain, illegally combine to rent or buy on their behalf, and afterwards hand over to the said Foreigners, it is resolved that on the discovery of such vicious conduct, violating as it does the unanimous vote of the community, the aforesaid house or houses so rented or sold shall be confiscated, and turned over to a native benevolent institution for the public good, and that the agent in such transaction shall be banished the district; and that the seller, the agent, and the middle-men shall be fined an amount of money equal to that received for the sale of such property; all which money shall be devoted to public purposes.

In this resolution we all, fathers and sons (literally the mulberry and the sandal-wood trees), are unanimously agreed; and for this special object, that no one may have cause for after repentance, have issued this announcement.

Respect this.—Signed by every member of this district in meeting assembled.

At a meeting held lately of the land renters of Hankow, Messrs. Ramsay, Joseph, and Jerdein were elected members of the Municipal Council, and Mr. Mackellar secretary. The receipts for 1868 amounted to 4,868 taels, of which half is house and land tax and half on goods landed and shipped. The expenditure being 4,716 taels, of which 2,208 were for repairs to bund (a never-ending source of expense), and 2,508 taels for police, fire-engine, and sundries. The land tax is thirty taels on front lots, and ten to fifteen on back, and the house tax thirty-seven on front houses and twenty-two to thirty on back. The tax on goods is about two cents per package. These taxes apply to the limits of the concession only, the wording of these leases including the obligation of contributing to the municipal expenses. There are several houses outside the concession—Messrs. Russell and Co., Drysdale, Ringer, and Co., Evans and Rainbow, Turner and Co., the Customs, &c.; these firms, however, have tomainta in the landing-place to their own frontage. The great rise and fall in the river, in some instances equal to fifty feet, is a constant source of anxiety and expense. The river at present is some twenty feet higher than usual.

The Russian gunboat *Sabull*, Captain Oussoff, is now on a visit to Hankow. This vessel belongs to the Amoor river fleet, and returns next May. There are very few Russian vessels moving in China or Japan.

The merchants at Hankow have to complain of the tea purchases not being up to muster, and a representation has been made through the Consul to the Taoutai on the subject, similar to the one at Foochow. The Tauotai has promised to issue a notification warning the teamen that such practices are highly improper.

## KIUKIANG AND THE POYANG LAKE.

The opening of ports on the Poyang Lake, which lies but a few miles from Kiukiang, is of great importance for the future of Kiukiang. It is proposed, or rather suggested, by the merchants that Yaou-chow, Woochiu, and Shang Hung would be sufficient for the present. Teas are now often six weeks on their way, owing to the peculiar navigation. It is rumoured that Mr. Consul Swinhoe has been requested by Sir Rutherford Alcock to examine the lake and make his report as to the fitness of these places. It is not proposed to "open" them in the old style of expensive Consulates and mercantile houses; such mistakes have received a severe check in the case of Hankow and Kiukiang, where a large expenditure was made, and these palatial premises are now to a large extent abandoned. The number of mercantile houses in Kiukiang is reduced to five, and the entire community numbers thirty-five, of whom nineteen are connected with the Consulates and Customs. It seems an enormous and disproportionate staff for the Customs, but the truth is that the loading and unloading of the steamers is the principal business here, and the Customs staff is not too much to keep pace with it. Many of the places proposed to be opened on the lake are to be simply subsidiary to Kiukiang, and all vessels trading on the lake would have to call at Kiukiang for clearance. This would make it an *entrepot*, and probably save it from being entirely abandoned by merchants. The Poyang Lake and its tributaries, as is well known, is adjacent to the great tea producing districts. The memorial from Kiukiang of July, 1867, alluded to in the Shanghai Chamber of Commerce Memorial, which went home last mail, fully describes this, and would be useful at this time if published in the *London and China Telegraph*, as it was omitted in the Parliamentary papers of February 1868. The memorials of Chefoo and Hankow were also omitted.

In a special memorial by Messrs. R. Francis and Co., of Kiukiang, dated January last, they say :—

We would urge the appointment of a British official of suitable rank as intendant of trade at Nanking, the residence of the Viceroy, who controls this province and Keangnan; mercantile matters could then be referred from Kiukiang, and also from Shanghai and Chinkiang, to Nanking, instead of to Peking, late experience having shown the desirability of this change.

We would suggest that the transit duties be handed over to the local officials, and not to the Peking Government; in fact, some portion of the export duties might be treated in the same way, as at present the local authorities have little or no interest in Foreign trade; they therefore collect the local duties, which the transit duties were intended to replace, as if no special Foreign duties existed.

While on this subject we may mention that some misunderstanding exists as to these transit duties, it being considered by some that if the goods are not the actual property of British subjects during the transit they should not be protected; we take it that the transit duties were intended for the benefit of British trade generally, and that all British imports and exports are entitled to that benefit.

Mr. Pirkis, the late chaplain of Kiukiang, who has been the subject of much talk, proceeds to England by the *Diomed* steamer. Mr. Atkinson, who was connected with the Church Missionary Society, has taken the post of chaplain, subject to the approval of the Home Government and their willingness to supplement the salary given by the community in the usual way. Mr. Josiah Cox, of the Wesleyan Mission, has also left in the *Diomed*, after many years' service on the Yangtsze and other places, very much respected by natives and Foreigners. Two American missionaries, Mr. Hart and Mr. Tod, have lately settled at Kiukiang.

Considerable changes are looked for in the Foreign Inspectorate of Customs. The Chinese are beginning to see that it could be administered at a smaller cost, and cutting down is the order of the day. One step is that the married *employés* have notice that quarters will not be provided for them in future. The present salary of a first assistant is £800 per annum and quarters, but to cut out the latter is of course a serious difference. Another step is to order a medical examination of all persons below first assistants as to their general health and physique. The complaints as to promotion are also very loud; men who have been used as Acting Commissioners from place to place find themselves displaced by men who are much their juniors. No doubt Mr. Hart has a very difficult task to perform at Peking to reconcile the contending interests of all nationalities, but he should at least see justice done to those who have served the institution with fidelity for many years. The study of Chinese and a yearly examination is now one of the requisite qualities insisted on.

One of the interesting features lately has been the receipt at Kiukiang of a very superior coal from Lo Ping, near Yaonchow, on the Poyang Lake. This coal is very like Scotch coal, and seems superior to any native coal that I have heard of.

The Taoutai at Kiukiang is about to be relieved. During his term he has shown himself very inimical to Foreigners, and the community are glad that his term is out. It was with this Taoutai that the serious differences took place with Mr. Kleinwüchter, the then Commissioner of Customs, who was in consequence transferred to Swatow.

Mr. Lord, who has been acting as Commissioner at Hankow, has been transferred to Canton as first assistant only. He is entitled to leave of absence, and intends proceeding to England.

The coal mines in this vicinity consist of one at Lang Tang and one at Pa-whei. The former one is about twenty miles distant (near the river). A few pits have been worked, and the coal favourably reported on, but the Chinese Government have stopped the working. These mines and other minerals in the locality require to be developed by Foreign appliances. They consist of iron, plumbago, and antimony.

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## CHINA.

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### SHANGHAI.

(FROM OUR OWN CORRESPONDENT.)

SHANGHAI, March 2, 1869.

The P. and O. steamer *Malacca* arrived here on the 19th Feb., with the English mail of 1st Jan., and telegrams to the 24th Jan. These latter are at present our latest advices.

Admiral Sir Harry Keppel arrived on the 21st ult. in the *Salamis*. The *Rodney* is outside the mouth of the river, where it is understood she will remain while the Admiral visits Hankow and the other Yangtsze ports.

The contract for completing the new British consular gaol has been given to a native builder, who has engaged under a heavy penalty to complete the work by December, 1870. The present gaol has long, both on account of its small size and unhealthy situation, been unfit for its purpose, and its replacement by a more suitable edifice is a work much more important than the building of new Consulates, which has hitherto occupied the attention of the Government engineers.

It is stated that another public garden is to be opened in Shanghai. The foreshore on the Hongque side from a point opposite the American Church to the Astor House is to be bunded and filled in; the promoters of the scheme being Mr. Seward, the American Consul-General, and Messrs. Cunningham and Reid, who are the principal landowners ni the vicinity. Such are the plans as announced, but it remains to be seen whether the result will equal the expectations raised.

On the 26th ult. two foreigners, named George Ross and William Smith, were found suffocated on board a lorcha lying opposite the French Concession. A Chinaman had shared the same fate. No particulars as to the accident could be obtained, but it seemed probable that a stove fed by coal and charcoal, which was found overturned in the cabin, must have caused it. An inquest was held the same day before Judge Goodwin, when a verdict of accidental death was returned.

On the 17th ultimo a meeting of the treaty Consuls, the Harbour Master, and the Chairman of the Chamber of Commerce was held, to discuss bye-laws for the port. The only important items settled were that the number of pilots should be limited to sixty, that the present scale of charges should be retained, and that Tls. 10 per diem should be charged for detention at Wusung over forty-eight hours.

The No. 1 Fire-engine Company, which has lately been strengthened by the accession of the Custom-house officers, held a meeting of its members on the 17th February. Nothing was done save the election of officers, the adoption of a uniform and the drawing up of laws and regulations being left to a Committee. The following gentlemen form the executive for this year:—Mr. Bininger, foreman; Mr. Canham, first assistant; Mr. M. L. Smith, second assistant; Mr. Watson, captain of leading hose; Mr. McCarthy, first assistant; Mr. Lawless, second assistant; Mr. Learger, third assistant; Mr. Newberry, fourth assistant; Mr. J. Howes, captain of the suction; Mr. De la Cour, first assistant; Mr. Saunders, second assistant; Mr. Killeen, third assistant; Mr. E. J. Smith, fourth assistant; Mr. Vogelar, secretary.

The members of the Shanghai Club have held their annual meeting, at which the following gentlemen were elected as the committe for the current year:—Messrs. R. B. Baker, J. Ashton, F. D. Hitch, J. I. Miller, and R. Miller. It was announced that, under the present economical management, the club paid its way. The profit for the year 1868 was 2,303.98 dols.; but it is hoped that with increased attraction and careful supervision the year 1869 will exhibit a large increase in receipts, while the relative expenses will be diminished.

The German theatrical amateurs, in connection with the Club Concordia, gave their fourth representation for the season on the evening of the 27th ult. The house was crowded, and the performance most excellent. The courtesy and liberality of the German club in throwing these entertainments open to the public, the invitation required being little more than a form, contrasts strangely with the less disinterested plan adopted by the English amateurs, who charge three dollars for admission to their performances.

I gave you some mails ago an account of the commotion excited amongst the resident British subjects of Chinese descent by the publication of a notification, wherein Sir Rutherford Alcock ordered all such persons to wear European costume under pain of being denied the protection of the English flag. This sumptuary ordinance was bitterly criticised by the local press, and the persons most affected by it addressed a very respectful memorial to the Minister, protesting against the injustice of interfering with their dress. The following reply has just been received:—

British Consulate, Shanghai, 15th February, 1869.

Gentlemen,—I am directed by H. E. Sir Rutherford Alcock, K.C.B., H.B.M. Minister Plenipotentiary, &c., &c., &c., to acquaint you that he has received the memorial, together with a letter to the address of H.M.'s Principal Secretary of State for Foreign Affairs, which you placed in my hands for transmission to Peking, and I am to inform you that as you have addressed yourselves with a copy of your memorial directed to the Foreign-office, his Excellency deems it inexpedient to enter into the matter so referred to the higher authority.—I am, Gentlemen, Your obedient servant, W. H. MEDHURST, Consul.

To Lo-Yuen-Yew and others, British Subjects.
of Chinese descent.

The P. and O. steamer *Malacca*, which leaves at daylight tomorrow morning, takes 571 bales China and 95 bales Japan silk.

From Chefoo we heard ominous rumours of an intended assassination of all the Foreigners, at the Chinese new year. As it was thought that some disturbance might take place, the gunboat *Insolent* was moved into the bay, and patrols traversed the settlement each night during the festivities. Of course, nothing came of it, but it is said that interested parties are diligently circulating rumours amongst the villagers in the neighbourhood of Chefoo to the effect that the authorities have determined upon exterminating foreigners within a very short time. Curiously enough, the discomfiture of Tseng Kuofan has assumed the character of a victory during the transit of the news from Nanking to Chefoo. According to the report current the Yangchow affair was a Chinese triumph, the ships of war were beaten off with loss, and out of pity Tseng gave his foreign prisoners food and dismissed them. Very many miners have been arrested by marines sent up from the *Insolent*, and will be deported. Up to the commencement of the Chinese holidays trade was brisk, grey shirtings 8¼ lbs. having been freely dealt with at Tls. 2.16. The following is an abstract of Messrs. Holmes, Wadman, and Co.'s Circular of Jan. 22nd. It is interesting as affording a comparative view of the trade for the years 1867 and 1868:—

"The import of grey shirtings during 1868 was 542,018 pieces, as against 165,005 pieces in 1867, and 140,477 pieces in 1866. The excess in T-cloths was even more extraordinary, say 219,804 pieces in 1868, against 58,130 pieces in 1867, and 19,896 pieces in 1866. The quantity of drills imported in 1868 was 25,234 pieces, against 17,254 pieces in 1867, and 8,170 pieces in 1866. As regards exports the statistics are also somewhat curious. Of beancakes 630,206 piculs were exported in 1868, against 390,804 piculs in 1867, and 749,506 piculs in 1866. Peas were shipped in 1868 to the extent of 318,201 piculs, against 418,016 piculs in 1867, and 550,108 piculs in 1866. The export of cotton has fallen from 34,302 piculs in 1866, to 1,018 piculs in 1868; while shipments of straw hats have risen from 16,078 pieces in 1866, to 391,306 pieces in 1868."

The only news from Peking is to the effect that Mr. Ross Brown coincides with the Chinese Government in discouraging mining operations; but this certainly requires confirmation, especially when it is considered that Mr. Brown's reputation has been won, not as a diplomatist, but as a scientific miner.

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The *North China Herald* says:—"We are glad to hear from Peking that Sir R. Alcock has received a despatch from Lord Stanley, approving Mr. Medhurst's action in the Yangchow affair, up to the time of his first withdrawal. This, of course, comprises approval also of the conditions insisted on. It remains to be seen what view the new Ministry will take of the subsequent measures adopted in pursuance of this policy, and to enforce these conditions."

The following is from the same paper:—"We hear that the Municipal Council have it in serious contemplation to order a steam roller from home, for the benefit of our streets. We pass over the prospect to brokers' traps; but the Council surely forget that they are dealing with Chinese soil, that steam interferes with Fengshuey, that a steam roller would lessen the employment of Chinese hand-labour—in a word, that they must consult Mr. Burlinghame before any such gross outrage on Chinese stereotyped custom can be permitted. Of course, the Chinese Government is most anxious for progress, panting, in fact, to introduce perpetual motion, if it could only be discovered. But it would like to put it off idefinitely; and a steam roller would be a terribly bad example. It might enlighten Chinamen on the subject of steam."

The *Evening Express* says:—"We are glad to learn that a subscription is in circulation to raise a fund sufficient to remove the remains of the late General Burgevine from their present resting place in the Pootung Cemetery to the Shanghai New Cemetery, and to erect a stone over them. One hundred taels has already been promised for this purpose, for which Tls. 170 in all will be required. We doubt not the balance will be speedily forthcoming."

The *Recorder* says:—

"We have to record the departure within the last week of three of the oldest steamer captains trading from this port. Captain Drage, late of the *Yuen-tsze-fei*, left by the last mail, on behalf of the North China Company, to bring out a steamer for the Northern trade. The vessel is now being built under the superintendence of Captain Blow, who, our readers will remember, was a long time in China, and employed latterly by Messrs. Trautman and Co. as their steamer manager. Captain MacQueen, who for the last eight years has been in command of steamers trading on the Yangtsze, left by the *Costa Rica* for England. He lately commanded the S. S. N. Company's steamer *Hirado*, but it appears that the opposition company require another steamer for the Yangtsze trade, and he has been selected to proceed home to get one built. This seems to be very unfair to Captains Howlett and Hutchison, who have both been in the U.S.N. Company since its formation, and, we should think, are as well able to superintend the building of a steamer for this trade as the gentleman who has superseded them. Their new steamer is, we understand, to be built on the same prin-

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ciple as the *Hirado*, but of iron; the boilers will no doubt, instead of being placed on the guards, be in the hold of the vessel, which the passage from England would, we think, necessitate. By the French mail, Captain Gibbon, formerly in command of the S.S. *Antelope*, and latterly of the *Dragon*, has also, we hear, been deputed by a private firm to superintend the building of a steamer similar to the *Dragon*, for the Tientsin trade, which may be expected to arrive early next year. He will be succeeded in command of the *Dragon* by Mr. Harvey, chief officer of the *Nanzing*.

The same paper is credibly informed that the S. S. N. Company have determined on having a large iron river steamer for the Yangtsze built at Glasgow, and that Captain Dearborn, sometime of the S.S. *Yangtse*, has been entrusted with the supervision. This is most satisfactory after the reiterated assurances we have heard that if the English could build sea going vessels it was reserved for their Transatlantic cousins to rule the internal waters.

## FOOCHOW.

(FROM OUR SPECIAL CORRESPONDENT.)

Great difficulty is still experienced in acquiring land for building foreign houses near the water side. The tendency is now very strong to keep the mercantile houses together near the river, Messrs. Jardine, Matheson, and Co., forming the eastern boundary or lower side. Messrs. John Silverlock and Co., Holliday, Wise, and Co., Siemssen and Co., Gilman and Co., and Mr. Galton are building in this group, and in time no doubt but that the firms now located on the island connected by the bridge and those on the other side of the river will move down. The house and godowns of Messrs. Hedge and Co. form the latest improvement on the water side. It has been a standing and important inconvenience to the community here that a site has not been granted as a concession for Foreign residences—the necessity for each firm acquiring land and building without any plan or connection prevents those sanitary measures for draining, &c., only to be acquired by united action. The houses being now stuck about, the only approach is through the Chinese streets, which are about the most filthy and disgusting in China. Many of the houses either back or front on these streets, and in the summer time it is intolerable. The Foreigners cannot undertake to be scavengers for the Chinese, and any such suggestion to them is simply laughed at, for they seem in no way affected by the filth—use being to them second nature.

The gunboat *Lever* has left for Shanghai, leaving the *Dwarf* for this station. The American gunboat *Unadilla* is also here.

The difficulty in reference to the building of a house near Sharp Peak, at the entrance of the river, has completely subsided, and Mr. Wolfe, the missionary, will now get his house built at the cost of the Chinese, as compensation for the outrage. The Viceroy admitted our right to acquire the land and build there. It was out of this disturbance that the threat grew, by placards to expel all Foreigners, but the interest now felt in the Foreigners' dollars is too general to admit of such a catastrophe, and the residents were not in the least alarmed at the demonstration, although doubtless their friends in England would be anxious.

The clippers *Leander* and *Undine* have cleared for Shanghai with cargoes of wood on Chinese account. These trips are intended to pass the time away until the tea season comes round in May. The *Gabalva* has cleared for Boston with 453,700 lbs. tea, and the *Surprise*, which put back, will sail again shortly for New York with about 1,000,000 lbs. The *Henry Grenfell* sailed for London on the 27th February with 498,533 lbs., and the *Thomas Edwards*, for Sydney, with 184,500 lbs. This, it is expected, will complete the season's export, the figures standing as per export table in another column.

The teamen, it is expected, will use more caution in preparing the next season's congou, in consequence of the protest lately made by the merchants to the authorities. It is also expected that the teas will not be down so early as last season.

## FORMOSA.

Mr. H. F. Holt, who has for some time officiated at Tam-suy, has been transferred to the Ningpo Consulate as Interpreter. It was Mr. Holt who so ably vindicated the rights of British subjects in the recent "difficulty" arising out of the maltreatment of Messrs. Bird and Kerr by the Chinese, and it is gratifying to hear that he has received a handsome testimonial from the gentlemen whose cause he brought to a successful issue. The testimonal, which was accompanied by a suitable address, is a silver vase, modelled on the design of the famous China Challenge Cup that is annually shot for at Wimbledon, but of course on a much smaller scale; it bears the incription:—"To Henry F. W. Holt, from C. D. Kerr and S. E. Bird, in memory of the 12th October, 1868. Tam-suy, Formosa." This is almost the only instance in which a British Consular officer has received such a testimonal of appreciation of his exertions.

With regard to the salutary effect produced by the retaliatory measures so promptly adopted in Formosa, a correspondent of the Hong Kong *Daily Press* writes:—"The fruits of these recent proceedings we are now enjoying. Boeh merchants and missionaries are allowed to proceed with their work in peace. The latter have been allowed to return to Taiwan-foo, a treaty port, whence they were driven by Ting Taoutai four years ago. A foreigner now meets with ordinary respect, instead of the old shouts of obscene ridicule. The authorities are duly respectful to all communications from H.M.'s Consulate, and there is every reason to believe that this state of things may exist for a considerable time. I believe that your readers will be glad to learn what has been accomplished through the determination of our authorities to enforce a proper fulfilment of treaty obligations."

## HONG KONG.

The present mail brings advices from this port to the 9th March. The outward mails of January 15th and 2nd were received on the 26th February and 5th March respectively. The following leading items of colonial news are from the *China Mail*:—

The Postmaster-General's Report for 1868 has been published, and is eminently satisfactory. A most interesting report by the Inspector of Government Schools appears in the same gazette. The charges brought by Bishop Alford against the educational system pursued are very effectively met.

The decision of his Lordship the Chief Justice on the demurrer in the case of Regina *v.* Saint has not yet been given.

A wordy conflict has taken place between the Hong Kong and Whampoa and Union Dock Companies. The latter is thought to have the best of it.

Petitions for bounty for capture of piratical junks by H.M.'s gunboat *Haughty* have been granted. The Attorney-General agreed that future petitions should be made much fuller.

If any reliance is to be placed on statements made in Ceylon papers brought on by the *Achilles* there is shortly to be a change in some of the colonial governorships, in which we of Hong Kong will feel directly interested. Sir Henry Barkly, Governor of Mauritius, is to be transferred to the Cape; Sir Hercules Robinson will succeed him; Sir Richard MacDonnell will be promoted to Ceylon, and Mr. Pope Hennessey will ascend a step or two in the service of the Crown by removal from Labuan to Hong Kong. The programme is a likely one enough. If it should prove to be correct, Sir Richard MacDonnell's successor may congratulate himself on the inheritance that has been provided for him by the—well, we will call it the—energy of his predecessor. There will be a balance to credit in the treasury; there will be a nice substantial residence at the top of the Peak, beautifully sheltered from the violence of typhoons, but open to the genial monsoon that comes breathing its cooling influence on the torrid atmosphere of summer; there will be a commodious and well-built Government steam yacht, in which the delights of a little cruise may often be alternated with the luxuries of a land residence, together with a "launch" for police purposes, and which may upon occasion serve as tender to the yacht. It is only fair to the present incumbent of the office to say that his measures for suppressing piracy have proved effectual, so that the next presentation will be free of what was once a serious incumbrance. And all this has been done by what less than three years ago was a bankrupt colony, the Government of which had to use the money of suitors at law to support itself. If Mr. Pope Hennessey cares to learn the secret of this success, he may easily do so; but Sir Richard MacDonnell will tell him that really it is an incidental and undesigned result of his policy in a certain respect, and that, therefore, he is positively not entitled to the credit thereof. The gambling revenue came in his way, and he found it; but as for looking for it; oh, dear, no. And of course Mr. Pope Hennessey, who has the reputation of being a shrewd man, will accept Sir Richard's explanation.

A draft despatch from the Chamber of Commerce to H.M. Consul at Canton upon the opening of new ports is, fortunately, to be submitted to a public meeting on the 11th instant, before it is adopted as an expression of their collective opinion. From the custom which has hitherto obtained, we were somewhat afraid that nothing more would be heard of the matter until a sheet of foolscap had been irretrievably spoilt, and the reply had been received and recorded. We are, however, glad to have the opportunity of making some remarks upon the subject, fully assured that, if the committee are in earnest they will gladly welcome comment and discussion. Let us briefly examine the contents of the document before us:—

It commences by acknowledging the communication calling for the opinion of the Chamber, and then expresses the satisfaction felt by its members "that a subject of such importance as the *opening up of the country of China* was likely soon to be brought under discussion." There is surely some misapprehension on the part of those who drafted the despatch in this allusion to the question the Chamber has been requested to discuss. Its opinion was asked as to whether any, and if any what, new centres of trade should be thrown open to Foreigners on the Chinese seaboard. According to the popular, and in our opinion correct, view of the matter, the "opening up of the country of China" and the establishment of new "Treaty ports" are propositions diametrically opposed the one to the other. It is, therefore, to be hoped that, in the discussion about to take place, care will be taken to make such corrections in this paragraph as will obviate the misunderstanding which must arise if it remains unaltered; for the Chamber do not, we presume, intend to imply that they regard the opening of a few ports and the opening up of the empire as synonymous phrases.

Upon the question of subsidiary ports the despatch is vague and unsatisfactory. The Chamber considers that their establishment,

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as recommended by the Amoy memorialists, "would be of considerable benefit to foreign trade;" but it enters into no details and brings forward no arguments in support of its opinions. As regards the Yangtze ports, the Chamber merely "ventures to give a general expression of its opinion as to the desirability of such measures being adopted"—a course sufficiently safe and easy, but scarcely worthy of being recorded as the only written expression of opinion upon so important a subject, emanating from a body which claims, rightly or wrongly, to be the leading commercial association of the Far East. Yet more singular is the alarming contradiction between the paragraphs in which the subsidiary and Yangtsze ports are alluded to, and that which follows them. In the one case, the Chamber (as quoted above) not only acknowledges the desirability of such a measure, but "cannot urge too strongly" the matter upon the attention of the British Minister; in the other, but a few lines further on, it is of opinion that "the inlets now afforded by the ports at present open to trade are quite sufficient." It is possible, though scarcely probable, that those of our readers whose political opinions have been developed in the favourable atmosphere of Hong Kong commercial life will be able to comprehend what the Chamber (or rather the despatch) is, vulgarly speaking, "driving at." For ourselves, we confess to considerable difficulty. We can only parallel the line of argument adopted by the celebrated sentence in an Irish biography—"This remarkable man left no children behind him but his brother, who was killed at the same time." It may be that the opinion of the Chamber has only been asked out of civility, just as close-fisted schoolmasters ask their boarders if they will take any more pudding—the answer being immaterial. The opinion of the Hong Kong General Chamber of Commerce is, quite possibly, "of no consequence, thank you." But self-stultification need not form part of the programme; and we trust that the ensuing discussion will render the application of such a term to the course pursued by the Chamber unnecessary.

In conclusion, we must express our extreme surprise that, whatever the opinion of the Committe as regards the river and coast ports, Hainan is passed over in total silence. No question as regards transit dues, transport, railways, or the navigation of inland waters by steamers, need form an obstacle to its being included in the list of either open or subsidiary ports. It is needless to advert to the interesting details which have lately been made public, but we would remind the Chamber that, while the opening of Hainan may not possess great importance for some of the many leading firms of the colony, there yet remains a large number anxious and able to cultivate the commercial relations with an island so rich in metallurgical productions. The reticence of the Chamber is the more remarkable, as a proposition to survey and report upon the commercial capabilities of the island but very recently emanated from the Chamber itself!

There are some points in the despatch which might call for commendation; but our avowed object is to deal with its apparent defects, as a contribution to the efforts of those with whom will lie the final adoption of the answer to be sent to H.M.'s Consul.

The approaching departure of Mr. Ball for England has naturally given rise to some little speculation as to who will be his successor as Judge of the Summary Jurisdiction Court. There is no lack either of aspirants for the post nor of duly qualified men to take it, though it is possible that the former class exceeds the latter in number. The ordinance under which the Summary Court is constituted empowers the Governor, "in case of the death, temporary illness, or absence of the judge," to appoint "any fit and proper person temporarily to discharge the duties of the said office," and it is a matter of much importance that the qualification here described be strictly insisted on. The judge himself must be "a barrister-at-law in England or Ireland, or an advocate in Scotland of not less than five years' standing," so his *locum tenens* should, if possible, fulfil the same conditions. There is, of course, no definition of what may constitute "fitness" in the eye of the Governor, but we have no reason to suppose that he would select an unqualified person, while at least four qualified men could be found in the colony to whom the offer could be made.

## STRAITS SETTLEMENTS.

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### SINGAPORE.

The present mail brings advices from Singapore to the 16th March. The outward mail of January 29th was received on the 4th March. The following summary of the fortnight's news is abbreviated from the *Straits Times* of March 16th.

A very painful sensation was created early in the fortnight throughout the community by a fatal accident, which caused the almost instantaneous death of a brave soldier and a gallant gentleman—Lieutenant-Colonel John Curtis, of H.M.'s 8th Regiment M.N.I. Colonel Curtis was thrown on his head from his horse on the morning of the 4th instant, while taking his usual ride in company with a brother officer, Major Hailes, and died insensible in half-an-hour where he fell. He was buried next morning with military honours, the corpse being escorted to the grave by his own regiment, and detachments of the Royal Artillery, other troops on the station, and the Volunteers.

The North German war steamer *Medusa*, Capt. Struben, arrived in harbour from Batavia on the 4th instant, and is still here.

H. M.'s war steamer *Rinaldo*, Commander Lord Charles Scott, arrived from Hong Kong yesterday morning.

The right wing of H. M.'s 73rd Regiment left for Ceylon on the morning of the 8th inst., in the chartered steamer *California*. The departure of the wing is much regretted by the community, but perhaps this regret has a good deal of selfishness about it. There is the loss of a good band on every Tuesday in the Botanical Gardens, and there is also the loss of superior amateur theatrical entertainments. *Slamat jalan* say all.

There have been two meetings of Council during the fortnight, viz., on the 6th and 10th inst., and at both the chief interest centres on several attacks by the un-official members on the Governmental phalanx.

At the meeting on the 6th Captain Shaw took the oaths and his seat, and Mr. E. Isemonger, chief clerk, Auditor-General's Department, also took the oaths and his seat, as Acting Colonial Treasurer. Progress was made with the Treasonable Offences Amendment and Merchant Shipping Fees Bills. The honourable W. H. Read moved a resolution, which was agreed to, that a detailed account should be made public of the Travelling Allowance item which officials so coolly, and, we might almost add, shamelessly, appropriated for their own benefit, a short time ago, out of the public treasury.

At the meeting on the 10th instant the Travelling Allowance item was again brought up for discussion, and Mr. Read's resolution, on account of some informality, was re-proposed and agreed to. Progress was also made with the Merchant Shipping Fees and Malacca Land Bills. But the most interesting subject before the Council was one initiated by the unofficials, constituting attack No. 2 on the enemy. It began with a complaint of the extreme meagreness of the Minutes of the Council.

The motion made by Dr. Little was followed by one of Mr. Read's, proposing to place at the disposal of the Executive the sum of one thousand dollars to pay a short-hand reporter, which unique motion, so far as we can make out, was agreed to *nem. con.*

The use of the Commercial Code of Signals instead of Marryat's has been rigidly enforced on our flagstaffs since the 1st inst., much to the bemusement of the residents and the rage of skippers whose signalling *a la* Marryat is persistently ignored.

The news of the fortnight from the neighbouring countries is not of consequence. Sickness prevails still to a lementable extent over Java, although the ravages of the malarious fever have diminished somewhat. We have dates from Labuan to the 25th ult., and the little colony continues to prosper under Mr. Hennessy. Everything is quiet in Sarawak under Mr. Crookshank, who rules the principality during the absence of the Rajah in England.

Two topics have been subjects of discussion during the fortnight—Government house and a railway to New Harbour. The first is being rapidly completed, and looms in imposing dimensions over the whole island, reminding one of the towering castles of fairyland which Doré can so graphically depict. Its cost, however, will do full justice to its size, and the question now is whether the ultimate amount will be 200,000 or 250,000 dollars.

It appears that the project of a railway to New Harbour is likely to be carried into execution without any great delay. We welcome this proof of the rise of a spirit of legitimate local enterprise, and we have no doubt this project will be as financially successful as it is eminently desirable.

The fortnight has been one of great heat and weary drought Hardly a drop of rain has fallen. The drought, if continued much longer, will have a most material effect on many articles of produce—pepper and gambier for instance.

The *Ellora* arrived from China yesterday at ten o'clock and leaves to-day at two P.M. The P. and O. steamers seem now to have got into a groove of praiseworthy regularity.

The launch of the Government steam launch, named the *Mata Mata*, took place at the shipbuilding yard of Messrs. Buyers and Robb, of this port, before H.E. the Governor and suite and a number of Government officials. The ceremony of naming the vessel was performed by Lady Ord. Immediately upon a signal being given, a bottle of champagne was let fall across the bows of the vessel, and the shores having been knocked away, she glided gracefully into the water, amid the applause of the assembled spectators. The vessel then made two or three trips backwards and forwards, which appeared to give general satisfaction.

It is stated in the *China Mail* that his Excellency Sir RICHARD MACDONNELL, at present Governor of Hong Kong, will shortly be transferred to Ceylon, and that Mr. POPE HENNESSEY, now at Labuan, will succeed to the Hong Kong post. It is not, we believe, conclusive, but at any rate Sir RICHARD MACDONNELL has obtained leave of absence, and will probably leave Hong Kong by an early mail.

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# Commercial Report.

## STRAITS, CHINA AND JAPAN IMPORTS.

YOKOHAMA.—Owing to the native New Year holidays business during the greater part of the interval had been entirely suspended in all markets. It had hardly been fairly resumed, but something had been done, and at slightly improved rates. Yarn had been most in request, but some inquiry had been made for Grey Shirtings. Woollens remained neglected. Cotton and Rice had slightly improved, in price as well as demand. The current quotations were as follows:—Cotton Yarn: Nos. 16-24, per picul, $45.25 to 46.50; 28–32, $47 to 48.25. Grey Shirtings, 7 lbs., per piece, $2.45 to 2.55.; 8-4 lbs., $2.77 to 2.83; White Shirtings, $2.80 to 3.60. T-Cloths, 6 lbs., $1.70 to 1.80.; 7 lbs., $2 to 2 20; Camlets, per piece, $15 to 16; Blankets, per lb., $0.50 to 0.55; Iron, nail rod, per picul, $3.40 to 3.70; Lead, $7.50 to 8.0; Tin; $17 to 18.

SHANGHAI.—Cottons: Since the receipt of London telegrams reporting the Liverpool and Manchester markets higher, there had been a large speculative business transacted. Foreigners had been the chief operators, natives having previously bought to some extent any parcels offered them at cheap rates. A considerable portion of the stock of Plain Cottons was held by foreigners, who were generally holding for still higher prices. Advices from the North and River Ports were favourable. Grey Shirtings had changed hands at various prices, ranging from Tls. 2.0.6 to 2.2.0 for 8¼ lbs.; Tls. 1.8.2 to 1.9.5 for 7 lbs.; and Tls. 2.7.5 to 3.0.5 for 9 10-12 lbs. Heavy Shirtings had been in good demand. At the close there was less excitement, and quotations may be considered if anything slightly lower. T-Cloths had been very largely dealt in, and quotations show an advance, although they were somewhat irregular. White Shirtings were firmly held, and but few had been sold. Drills, American and English, had been rather easier of sale. Fancy Cottons: There was rather more doing in these goods, but very little improvement was noticeable in prices. Heavy clearances of most descriptions of Cotton Manufactures were being made for the Northern Ports. Woollens and Worsteds: A very limited business had taken place in these goods, and prices showed but little alteration. Metals: For both Bar Iron and Nail Rods there had been a good inquiry at advancing rates. Good assortments of the former had realised Tls. 2.60 and of the latter Tls. 2.45 per picul. Stocks of Nail Rod Iron were heavy, but the market was firm at quotations. Lead marks 1 to 2 mace higher, owing to the better rates ruling in Hong Kong. Sales of L.B. at Tls. 6.20, holders were asking Tls. 6.30. The stock had been increased by about 4,000 piculs. Exports were estimated at about 3,800 piculs. Coals: There having been little demand, the rates given are almost nominal. The principal portion of the following arrivals had been to order:—From Great Britain, 475 tons; Australia, 2,335 tons; Japan, 1,155 tons; Formosa, 1,760 tons; in all, 5,725 tons. The following were the current quotations:—Grey Shirtings, 7lbs., per piece, Tls. 1.9.0 to, 1.9.2; 8.4 to 8.6 lbs., Tls. 2.1.0 to 2.1.8. White Shirtings, Tls. 2 to 3. T-Cloths, 6 lbs., Tls. 1.4.5 to 1.7.5; 7 lbs., Tls. 1.6.5 to 2.0.5; Camlets, English, S.S., Tls. 12 to 12.7.5. Iron, nail rod, small size, per picul Tls. 2.1.0 to 2.2.5; Fair to good Assorted, Tls. 2.3.0 to 2.5.0; Hoop, Tls. 1.8.0; Flat and Round, Tls. 2.5.0 to 2.7.0; Lead, Tls. 5.9.0 to 6.3.0; Tin Plates, per box, Tls. 4.3.0 to 4.8.0; Steel, per tub, Tls. 3.5.0 to 3.6.0.

HANKOW.—Plain Cottons: The market opened, after the native holidays, for Grey Shirtings, 8¼ lbs., at Tls. 2.1.2 to 2.1.5, for good makes, at which considerable sales were made. Business had since been checked by the increased firmness of holders. Closing quotations were Tls. 1.8.5 to 1.8.8 for 7 lbs.; Tls. 2.1.1 to 2.1.8 for 8¼ lbs.; and Tls. 2.9.0 to 2.9.5 for 9 10-12 lbs. White Shirtings had been dealt in to a small extent at previous rates. T-Cloths continued very dull, and stocks remained heavy. Drills met with no inquiry. Fancy Cottons: Small sales had been effected at rather weaker prices. Woollens and Worsteds: Camlets, SS, had been in fair demand at Tls. 12.2.5 to 12.6.0 for assortments. Lastings remained neglected. Long Ells: Scarlet were quoted 5 candareens lower, and few transactions had transpired. Spanish Stripes had been in some request at former rates. Figured Orleans had changed hands at Tls. 3.6.0 to 3.7.0. Lead: There was very little demand; holders were asking Tls. 6.4.0 to 6.5.0, while offers were Tls. 6.2.0 to 6.2.5 per picul.

FOOCHOW.—The following had been the transactions during the interval:—6 piculs White Wax, at $190.0 per picul; 570 piculs Lead, at $9.25 to 9.50 per picul; 1,500 pieces, 8¼ lbs., Grey Shirtings, at $2.92½ to 2.95 per piece; 600 pieces, 7 lbs. T-Cloths, at $2.60 per piece.

HONG KONG.—The following is from Messrs. Olyphant and Co.'s Circular, dated 8th March:—Cotton Yarn.—Sales of Nos. 16 to 24 have been on a somewhat larger scale, and at rather higher values, but other numbers are saleable only on easier terms, stocks being very heavy. Piece Goods.—Importers have been very firm throughout the fortnight, gradually advancing their asking prices for almost all descriptions, and though buyers have been very unwilling to pay the enhanced prices, their actual requirements have obliged them to enter the market and purchase at still higher figures than were demanded during the early part of the interval, holders being strengthened in their views by the home advices since received. Some large holders refuse to quit 7 to 8¼ lb. Grey Shirtings, 6 to 7 lb. T-Cloths, or White Shirtings at present quotations. Turkey Reds are out of favour at the moment, and are nominally 5 cents lower. English Drills, 40 yards, are saleable at higher figures, and Dutch on former terms. A small parcel of Dutch Jeans has been sold, "to arrive," at $5.12½. About 1,200 bales of American Cottons have been received, but have not yet been placed on the market, and quotations are quite nominal. Woollens: Few sales have been made. Scarlet Long Ells, despite their scarcity, are out of favour, and could not be placed, except at a reduction from former rates; but Dark Blue, Gentian, Green, and Purple are wanted, and we quote Assorted 20 cents dearer. There is no inquiry for Spanish Stripes, which are a trifle lower. Blankets are entirely neglected. Lastings easier. Crapes unchanged. S., S.S., and S.S.S. Camlets are 25 cents. lower. Other kinds maintain their former values, and Dutch are very firm. Metals: Sales generally have been on a larger scale, but at lower prices, buyers being unwilling to purchase at former figures, and holders disposed to realise. Malacca Tin has declined very materially, and for Lead there is no inquiry at the moment. Coal: Arrivals have been: 331 tons English (to consumers), 250 tons Anthracite, and 760 tons Sydney, the latter in two cargoes of 460 and 300 tons, which have found buyers at $7.50 and $8 respectively. Further sales have been made of 450 tons English, ex godown, at $10.25, and 250 tons Anthracite at $12, ex ship. There is a better feeling in the market, especially for Sydney, arrivals showing a marked falling off. Ginseng: The arrival of further supplies has induced buyers to hold off in hopes of bringing about some reduction in prices, and the only sale has been 13 casks Crude at $130 per picul, but holders remain very firm. The current quotations at departure of the mail were as follows:—Cotton Yarn, No. 16 to 24, per bale, $120 to 127.50; 28 to 32, $130 to 135; No. 38 to 42, $135 to 140. Grey Shirtings, 7 lbs., per piece, $2.50 to 2.55; 8-4 lbs., $2.75 to 2.85. White Shirtings, $2.30 to 5. Grey T-Cloths, 6 lbs., 32 in., $1.80 to 1.90; 7 lbs., $2.10 to 2.45; 8-4 lbs., 36 in., $2.65 to 2 90. White Spotted Shirtings, $2.77½ to 2.90; Dyed, $3.50 to 3.70. American Drills, 40 yds., 14 lbs., per piece, $5.25 to 5.30. Spanish Stripes, assorted, per yard, $0.78 to 0.94; Scarlet, $0.80 to 0.95. Medium, Ladies', and Habit Cloths, $1.10 to 2. Long Ells, H Scarlet. $8 80 to 8.40; Assorted, $8 to 8.50. Camlets, SS Assorted, $16 to 16.25; SS. Scarlet, $17.50 to 18. Blankets, per lb., $0.45 to 0.60. Metals, Iron Nail Rod, $2.75 to 2.80; Round, Square, and Flat Bar, per picul, $2.75 to 2.80; Hoop, $2.90 to 2.95; Wire, $7 to 7.25. Lead, per picul, $8 to 8.25.

SINGAPORE.—The market generally had been dull during the interval; a fair amount of business had transpired in Shirtings and T-Cloths at the commencement, but latterly the demand had fallen off; prices were mostly unchanged since last report. Grey Shirtings 39 in. 8¼ and 7 lbs. were taken up to some extent, at $2.82½ to $2.85 per piece; 7 lbs. were in small stock, and there was a moderate demand, prices being firmer than last quoted; the market was bare of 6 lbs. Maddapolams in some inquiry, and stocks light. T-Cloths 5 lbs. and 6 lbs. in good demand, and prices firm; a good business had transpired; 7 lbs. in less active inquiry; 4½ lbs. wanted, and market cleared. Dutch Drills firmer, stock very low; sales had been made at full rates. Grey Yarn No. 40's had been in fair inquiry, and a moderate business had transpired; No. 30's in request, at an improvement on last quotations; the low numbers had been in demand, the stock was low, and holders were firm for higher rates; no sales reported. White Shirtings of the lower and medium qualities had been placed to some extent, and previous rates were well maintained; the finer reeds in moderate inquiry. White Cambrics, No. 24s, of low quality, had met with some demand; No. 15 and 16's were moving off at rather weaker rates; there were heavy stocks in first hands. Figured Shirtings had been quiet, and sales were small. Jaconets neglected. There is not much change to report in Dyed goods; there being still an inquiry for Pink Figured Shirtings. The inquiry for T. R. Cloth had fallen off, and little business had transpired. Prints continued saleable at about previous rates. Sarongs of new designs were selling slowly, with a heavy stock in first hands, which was difficult to move. Batticks quiet. T. R. Handkerchiefs in limited inquiry; T. R. Yarn with a more active inquiry. Woollens: Spanish Stripes quiet; Camlets in limited demand, at a slight advance; Bombazettes in limited inquiry. Metals had been without animation. Iron neglected, and no sales had transpired; quotations nominally unchanged. Yellow Metal Sheathing firm, and the stock in few hands. Lead in demand, and market bare. Gunpowder unsaleable. Coals unchanged; the only transaction had been a sale of Cardiff at $10 per ton. Canvas of good quality in moderate demand. Provisions and Oilmans' Stores difficult to place. Beer in bulk wanted; a good demand for Bottled Ale and Porter of favourite brands, at fair prices.

## STRAITS, CHINA AND JAPAN EXPORTS.

### TEA.

YOKOHAMA.—Limited stocks and supplies had considerably curtailed transactions, and settlements for the American and Californian markets were estimated at about 600 piculs, which had been made at fully the prices last quoted; Holders being very firm and stocks low, no reduction was looked for. The John Norman and Brilliant were to be despatched for New York, the J. Godfrey has been laid on for the same port. Quotations:—Common, $19 to 23 per picul; good common, $24 to 25; medium, $26 to 28; good medium, $29 to 32; fine, $34 to 37; finest, $38 to 39; choice, $40 to 42.

SHANGHAI.—Black: There was little to notice under this head, as transactions had been unimportant, and prices continued unaltered. Small supplies had been received from Kiukiang, keeping the stock at nearly 4,000 chests. Settlements for the fortnight, 1,255 chests; Reshipments on owners' account, 325; stock, 12 chops, or 3,980 chests. Quotations (duty paid, exchange for credits, 6 months' sight, at 6s. 0¼d. per tael, and freight at £3 sterling. per ton); Common Oonam 1s. 0⅜d., common Ningchow 1s. 2d. to 1s. 2½d. Green: Quietness was still the prevailing feature in the market, but owing to a concession on the part of holders, a rather larger business had been done than in the fortnight before. Settlements, which were chiefly for America, had been very irregular, but on the whole we can quote prices of all descriptions about 1 tael lower; this, however, was partly counterbalanced by an advance in exchange. Settlements for the fortnight, 11,909 half-chests: re-shipments on owners' account, nil; stock, 95 chops, or 50,244 half-chests. Quotations (exchange, &c., as above) were as follows:—Fychow and Moyune Gunpowder, 1s. 6d. to 3s. 7d.; Imperial, 1s. 2d. to 2s. 10d.; Young Hyson, 11½d. to 3s. 2d.; Hyson, 1s. 1½d. to 3s. 3d.; Twankay 8½d. to 1s. 6d.

HANKOW.—In the absence of business there is nothing to report. Statistics remained unchanged. Quotations were nominal. Export of Tea from January 1 to Feb. 24, 1869, 277,158 lbs.; from January 1 to Feb. 24, 1868, 251,206 lbs.; from June 1 to Feb. 24, 1869, 45,959,821 lbs.; from June 1 to Feb. 24, 1868, 34,884,479 lbs.; stock, nil.

KIUKIANG.—There had been no arrivals or settlements either of Green or Black, and the only shipments to Shanghai had been a few parcels of the former.

FOOCHOW.—Messrs. Silverlock and Co.'s Circular reports:—Nothing whatever of importance has occurred in our market for Tea. Although there is a small quantity still remaining both in foreign merchants' and in Chinamen's hand, it is scarcely probable that another ship will be placed on the berth for London, and in consequence we may consider that the export for the season has ceased. As no business is doing, quotations are

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quite nominal, but a few recent settlements show no decline in price since the beginning of February.

AMOY.—A quiet but steady business had been done in Ooloongs, some 8,700 packages having found buyers at hardening prices. The stock was reduced to about 12,000 packages, which were firmly held for an advance, and the market closed quiet, buyers showing no disposition to accede to the demands of teamen. The John C. Munro, John Worster, and Ferdinand had sailed for New York, leaving the Auguste Frederich and Albert on the berth. The Gabalva was expected from Foochow to complete her cargo for Boston.

CANTON.—Only one small purchase had been effected during the interval, and the season at this port may be considered closed.

## SILK.

YOKOHAMA.—There had been hardly a transaction on the market during the fortnight; 150 bales, chiefly Oshu, were expected to go forward by the steamer, but they were almost exclusively reshipments from other parts of the country. Arrivals had been about 150 bales; the stock was therefore of the same miserable character as before, and as natives had not returned to business since the holidays, there had been no opportunity of ascertaining how far they would reduce their pretensions. Quotations were quite nominal.

SHANGHAI.—Messrs. C. J. Skeggs and Co.'s report is as follows:—Business has only been resumed within the last few days, the Chinese having fairly given way to a considerable reduction in prices; the settlements are estimated at 500 bales, including actual purchases, transactions in barter, and shipments for native account, the latter amounting to at least one-fourth of the quantity. A few bales of Chooping's "Choey-Wun" have been settled at Tls. 570, so that the decline on chops may be placed at Tls. 20, while for medium and common Tsatlees Tls. 40 to 50 is readily accepted. In Hainings, No. 2 "Fatmows" have been placed at Tls. 462½, and No. 2 Kahing Taysaams at Tls. 430, both showing about the same reduction. A few of the best re-reeled Hainings have been bought at Tls. 590, being a fall of Tls. 20 on the last sale made, but some of the natives prefer to ship these rather than accept the decline. There are no Organzines now on the market, but a few bales of Trams are held for previous rates.

CANTON.—There had been more inquiry than was expected, considering the very unsatisfactory advices received regarding the London and Continental markets. A moderate business had taken place, but the purchases had, with a few exceptions, been on Indian account, and made at a considerable decline from the quotations previously given; one or two offers, we understand, had been made for Re-reeled Cumchook at $20 to 30 under quotations, for fairly good quality Silk, but holders were not disposed to accept such reductions. We give the following as the settlements for the fortnight, with quotations:—Tsatlee, market No. 1, sales 160 bales, at $480 to 500; Loong Kong, best, sales 30 bales, at $553; ditto No. 1, sales 20 bales, at $520; Re-reeled Cumchook, no sales, $580 to 590.

## STRAITS PRODUCE.

SINGAPORE.—Quotations for all the principal staples of export had been very firm, and in some instances an advance had been established. Supplies of most articles had been on a small scale. Gambier had been scarce, and dealers were delivering their contracts very slowly, and refused to make further engagements at the current quotations. A very small business had transpired, the total amount reported being about 150 tons. Black Pepper was difficult to procure; a parcel had been taken up at $6.60 per picul, and there were buyers at that rate. Dealers were not anxious to sell, as they had still heavy engagements to fulfil. It is reported that the crop is under the average; supplies were coming in slowly. White pepper had been bought at $12 to $11.75, and supplies were readily taken up. Tin maintained previous rates, and was in good demand, the market being very firm. Pearl Sago in active inquiry, and transactions to some extent were reported. Sago flour steady at last quotations; several contracts had been made for Singapore flour at $2.30 per picul. Gum Damar wanted; a parcel being taken up after some competition at $17 per picul. Gutta Percha had advanced considerably, and there was an active demand for the best qualities. Hides in fair inquiry at previous rates. Horns wanted, and prices firm. Rattans in good demand, and supplies eagerly bought at full rates. Cloves scarce and wanted. Coffee unchanged; transactions had been trifling. Rice rather weaker, and heavy supplies expected.

## EXPORT OF TEA AND SILK, SEASON 1868-69.

### TO GREAT BRITAIN.

| Date. | From Kanagawa & Nagasaki. | From Shanghai and Hankow | From Foochow. | From Amoy. | From Canton, Macao, &c. | Total lbs. | SIL Total Bales & Cses |
|---|---|---|---|---|---|---|---|
| From June 1, 1868, to Feb. 28, 1869..... | 731407 | 68639159 | 53399568 | ... | 15790745 | 138610879 | 65717 |
| Corresponding period last season..... | 1059770 | 53621158 | 44695699 | ... | 13296367 | 112672994 | 48738 |

*Shipments Since;*

| | | | |
|---|---|---|---|
| Feb. 25 per Henry Grenfell | From Foochow | ... 492,211* | |
| — 26 ... Camboge (ml. str.) | ... Shanghai, &c. | ... — | 47* |

* Included in above totals.

### TO UNITED STATES.

| | | | | | | | Pcls. |
|---|---|---|---|---|---|---|---|
| From June 1, 1868, to Feb. 28, 1869 ..... | ... | ... | ... | ... | ... | 35218570 | 1483 |
| Corresponding period last season..... | ... | ... | ... | ... | ... | 32237424 | 1173 |

*Shipments Since;*

| | | |
|---|---|---|
| Feb. 19 per Ferdinand | From Amoy | ... 458,048* |
| — — ... J. C. Munro | ... Do. | ... 694,416* |
| — 20 ... Costa Rica (str.) | ... Shanghai | ... 1,934* |
| — 24 ... John Worster | ... Amoy | ... 675,510* |
| — 27 ... Gabalva | ... Foochow | ... 453,718* |

* Included in above totals.

### TO THE CONTINENT.

| | | | | | | | Bales. |
|---|---|---|---|---|---|---|---|
| From June 1, 1868, to Feb. 28, 1869..... | ... | ... | ... | ... | ... | 4096139 | — |
| Corresponding period last season..... | ... | ... | ... | ... | ... | 1425456 | — |

*Shipments Since;* None.

### TO AUSTRALIA.

| | |
|---|---|
| From June 1, 1868, to Feb. 28, 1869 ... ... ... | ... 16,687,239 lbs. |
| Corresponding period last year ... ... ... ... | ... 11,981,083 |

*Shipments Since;*

| | | |
|---|---|---|
| Feb. 24 per Thos. Edwards | From Foochow | ... 187,372* |
| — — ... Metaros | ... Do. | ... 280,698* |
| — — ... Lady Belmore | ... Do. | ... 241,700* |

* Included in above totals.

## EXCHANGES, &c.

[*For dates, see first page.*]

### ON LONDON.

| At | Bank Bills. | Credits. | Documentary. |
|---|---|---|---|
| Yokohama, 6 m. s. ... | 4s. 5½d. | 4s. 6d. | 4s. 6d. |
| Hiogo & Osaka ,, ... | — | 4s. 5d. | 4s. 5d. |
| Shanghai ,, ,, ... | 5s. 11½d. | 6s. 0½d. | 6s. 0½d. |
| Canton ,, ,, | 4s. 5½d. | 4s. 5½d. | 4s. 5½d. |
| Hong Kong ,, ,, | | | |
| Macao ,, ,, | | | |
| Singapore ,, ,, ... | 4s. 5½d. | 4s. 5½d. | 4s. 6d. |
| Manila ,, ,, ... | 4s. 5d. | 4s. 5½d. | 4s. 5½d. |

### MISCELLANEOUS.

| — | At Shanghai. | At Hong Kong. |
|---|---|---|
| Bills on India ... ... ... | 299½ to 300 | 221 |
| ,, Hong Kong ... ... | 25½ to 26 dis. | — |
| Bar silver ... ... ... ... | 111·5·0 | 10 prem. |
| Mexican dollars ... ... ... | 75·1·0 | ½ prem. |

Bous, at Yokohama, 338 to 342 per 100 dols.

### SHARES.

Hong Kong and Shanghai Bank, New, 12; Old, 27 per cent. premium.
Hong Kong Gas Company, 41 dols. per share.
Hong Kong and Whampoa Dock, New, 15; Old, 8 per cent. discount.
Union Dock Company, 40 per cent. discount.
China Traders' Insurance, 500 dols. premium.
Hotel shares, 50 per cent. discount.
Hong Kong and Macao Steamboat Company, par.

*Exchange.*—A decline in Sterling Exchange of from one to one and a-half per cent. has taken place since the departure of the last mail. Shipments of treasure (in all about £230,000) have arrived per Guinevere, Black Prince, and Ziba, which fact taken in conjunction with the decrease of exports at the close of the Tea season has at last somewhat affected this market. The demand for remittance has not, however, been large during the past fortnight. The estimated amount of business by the present opportunity is about £230,000, say, £100,000 Bank Bill, and £130,000 private paper, and three lakhs rupees.

*Bullion.*—No Bar Silver has been received since the departure of last mail, and no transactions are reported. The price is entirely nominal, say 10 per cent. premium. No business has been doing in Sycee, and the nominal quotation may be put at 8 per cent. premium, although sales have been effected by natives at considerably lower rates.

*Shares.*—A fair business has been doing in shares during the past fortnight. In old Bank a few transactions have taken place at 26 to 26½ premium, but to-day's rate is 27, at which the market is very firm, about 160 shares have changed hands. New shares have advanced, and are to-day quotable at 12 per cent. premium. A large business has been done, including about 1,200 shares, at rates ranging from 11 to 14 per cent. premium, the latter rate for a parcel deliverable the last of June. The market closes very firm, at quotations given below. Sales of Union Dock have been effected at 40 discount, a decline of 12 per cent. since last advices. In Steamboat a fair business has been in progress, and about 500 shares have changed hands, at from 1 discount to par. There are buyers at close at par, but sellers are demanding a premium. Hotel have been dealt in, to a small extent, at 50 and 60 per cent. discount, and the latter is the closing rate. The rate for Hong Kong Fire has advanced, and there are buyers at quotations given below, with few, if any, sellers. Early in the fortnight a small parcel was placed at 65 dols. premium, subsequently they were done at 70 dols., and latterly about 15 shares changed hands at 80 dols. premium. China Traders are in demand, but no sellers under 560 dols. premium. In other shares there is nothing to report.

# Shipping Intelligence.

## ARRIVALS.

At YOKOHAMA.—From Amsterdam, Feb. 18, Engel.

At SHANGHAI.—From London, Feb. 23, Titania.

At HONG KONG and CANTON.—From London, March 1, Guinevere; 4, Black Prince, from Liverpool; 2, Achilles (str.), 5, Juno; from Bergen, 7, George Becker; from Callao, Feb. 26, Charlotte; March 7, Amaranth.

At MANILA.—From Hamburg, Feb. 28, Valadora.

At SINGAPORE.—From Cardiff, March 14, Nestor (str.); from Newport, 2, Favourite; from Bourbon, 14, Frederick.

At PENANG.—From Cardiff, March 9, Andreas.

## DEPARTURES.

From SHANGHAI.—For London, Feb. 19, Assyrian.

From FOOCHOW.—For London, Feb. 25, Henry Grenfell.

From HONG KONG and CANTON.—For Havana, Feb. 27, Chine and Havanne.

From MANILA.—For London, March 2, Lloret; for Cadiz, Feb. 24, Reina de los Angeles, Concepcion; for New York, Feb. 19, Nellie Chapin, White Swallow.

From SINGAPORE.—For London, March 2, Lammermuir; 12, Carrick Castle; for Liverpool, 14, Alpha, for New York, 15, Ortelius.

From PENANG.—For London, March 12, Aldourie.

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## VESSELS LOADING.

At YOKOHAMA.—For London, Chrysolite; for New York, John Norman, Brilliant, Godfrey.

At SHANGHAI.—For New York, Monkchester, Annie Bragington (full).

At AMOY.—For New York, Auguste Frederick, Albert.

At MANILA.—For London, Sarah Scott, The Sir Jamsetjee Family, Henry Havelock; for Liverpool, Estrella, Olano; for Falmouth, Cissy; for Cadiz, Ercilla; for New York, Harriot Erving, Agra, Golden Fleece, Bengal; for Boston, Mullah.

At SINGAPORE.—For Liverpool, Alpha; for New York Ortelius, Syedpolen.

At PENANG.—For London, Flatworth, Vanguard, Ulva; for Falmouth, Ilmaria; for Bourbon, Alert.

## FREIGHTS AND CHARTERS.

At YOKOHAMA.—To London, £4; to New York, £2 15s. to £3 per ton.

At SHANGHAI.—A fair demand exists in tonnage for coasting. To London there is no vessel on the berth; for New York the rate is unchanged.

At FOOCHOW.—No vessel on the berth, and no inquiry for tonnage.

At HONG KONG and CANTON.—For the coast there is a better demand. Home rates remain firm. Three charters have been effected, via Bangkok, at £3 10s. to £3 11s. 6d. per ton.

At MANILA tonnage is still scarce, and the demand continues good; vessels that arrive seeking are likely to find profitable employment. The Cissy (Brit.) 649 tons, is fixed for the U. K. with wet sugar at £4 per ton.

At SINGAPORE vessels are wanted to load home direct, and *via* the rice ports; rates vary from £2 15s. to £3 5s. per ton.

PENANG.—For London the Flatworth is on the berth at £3 5s. to £3 10s. for tin, £3 10s. sugar, cutch £4.

## VESSELS PASSED STRAITS OF SUNDA.

| Date. | Ship. | From | To. |
|---|---|---|---|
| Feb. 16 | Malvina Vidal | Bangkok | Channel |
| „ 17 | Finzel | Bangkok | Falmouth |
| „ 18 | Lizzy | Cardiff | Singapore |
| „ — | Evangeline | Saigon | Falmouth |
| „ — | Dundonald | Shanghai | London |
| „ — | Corsair | Shanghai | London |
| „ — | Argo | Singapore | London |
| „ — | Otto and Antonie | Saigon | Falmouth |
| „ — | Magnet | Hong Kong | New York |
| „ 19 | Lloyds | Shanghai | New York |
| „ 21 | Eureka | Bangkok | Europe |
| „ — | St. Croix | Saigon | Falmouth |
| „ 22 | Caroline | Hong Kong | New York |
| „ 23 | Nina | Manila | New York |
| „ — | Loudoun Castle | Shanghai | London |
| „ — | Meticara | Saigon | Cork |
| „ 24 | Fair Leader | Whampoa | London |
| „ — | Edith Banfield | Bangkok | London |
| „ — | Costa Rica | Foochow | London |
| „ 25 | Chaturanga | Cardiff | Singapore |
| „ — | Joseph Holmes | Cardiff | Batavia |
| „ — | Nicot | Amsterdam | Singapore |
| „ — | Van der Palm | Amsterdam | Singapore |
| „ — | Amie | Shanghai | New York |
| „ — | Alcyone | Yokohama | New York |
| „ 26 | Aurora | Manila | London |
| „ 27 | Merse | Singapore | London |
| „ 28 | Whitehall | Bangkok | Falmouth |
| „ — | Queen's Own | Shanghai | New York |
| „ — | Corypheus | Singapore | London |
| „ — | Malivina | Bangkok | Falmouth |
| March 1 | Chanticleer | Foochow | London |
| „ — | Lyttleton | Hong Kong | Melbourne |
| „ — | Kate Carnie | Singapore | Liverpool |
| „ 2 | Sarah Nicholson | Hong Kong | Cork |
| „ — | St. Diomed | Singapore | London |
| „ 3 | John C. Munroe | Amoy | New York |
| „ 4 | Doelwyk | Batavia | Rotterdam |

## COMMERCIAL POSTSCRIPT.

The amount of bullion by the P. and O. Company's steamer *Ceylon*, from Southampton on the 17th inst., was in gold to Bombay, £93,800; to Madras, £20,716; to Calcutta, £3,200; in silver, to Bombay, £77,400; to Singapore, £34,891; to Hong Kong, £26,292; to Shanghai, £2,150; total, in gold, £117,716; in silver, £258,449.

With reference to the Hong Kong and Shanghai Banking Corporation it is notified that, in accordance with a resolution passed at the general meeting of shareholders held at Hong Kong on the 15th of February, a call was made of 25 dols. per share on the new shares of the corporation, and will be payable on the 1st of July next, upon all new shares registered in London, at the rate of 4s. 6d. per dollar, being equal to £5 12s. 6d. per share. The remaining unpaid capital will be called up at the following dates, viz.:—1st July, 1870, a call of 25 dols., or £5 12s. 6d. per share; 1st January, 1872, a call of 25 dols., or £5 12s. 6d. per share; 1st January, 1873, a call of 25 dols., or £5 12s. 6d. per share.

### SHIPPING.

ARRIVALS NOT IN THE TABLES.—April 9, off the Wight, from Padang, for Amsterdam, Luctor and Emergo; 14, at London, from Ceylon, Bacchante; at Queenstown, from Yloilo, San Fernando; 15, at Falmouth, from Bangkok, Claverhouse; from Saigon, Mikado: in the Downs, from Manila, Eden; from Rangoon, Avon; 13, at Brouwershaven, from Batavia, Adriana Petronella; from Rangoon, Sydenham; April 12, at Texel, from Tjilatjap, Gelderland; 11, at Havana, from Macao, Lucie; 14, at Glasgow, from Singapore, Kinfauns Castle; 15, at Falmouth, from Foochow, for Hamburg, S'kjold; from Bangkok, Annie Grey; Timour, from Yloilo, Peru; —, at Milford, from Akyab, Duke of Northumberland; 15, at Liverpool, from Zebu, Carmencita; 14, at Texel, from Batavia, Louise; 16, at Deal, from Shanghai, Harlaw; Elmstone; from Maulmain, George Peabody; from Macao, Kelso; 15, off Dungeness, from Java, for Amsterdam, Sindbad; —, at Cowes, from Maulmain, William; 16, at Plymouth, from Batavia, Johannes Lodewyk; 14, off the Eddystone, from Sourabaya, for Rtdm., Maria and Elizabeth; 16, at Liverpool, from Yloilo, Juliana; 15, at Queenstown, from Manila, Lord of the Isles; from Akyab, Chancellor; at Havre, from Bangkok, Kronprinsessen; —, at Belle Isle, from Bangkok, Victory; 5, at New York, from Hong Kong, Bertha, Nuova Santa Anna; 6, from Manila, Galatea, Anna; 17, at Deal, from China, Roslin Castle; 15, at Brouwershaven, from Banjoewangie, Huydecoper; 17, at London, from Manila, Serafin; at Falmouth, from Bangkok, Lord Raglan, Venus.

DEPARTURES.—April 14, from London, for Shanghai, Pegasus; from Rotterdam, for Batavia, Concurrent; 10, from Cardiff, for Manila, Catalina; 12, from Shields, for Shanghai, Killarney; 2, from Penarth, for Manila, Asteria; April 15, from London, for Colombo, Passover; 12, from Cardiff, for Philippine Islands, Isabella; 14, from Swansea, for Singapore, Oliver Cromwell; 16, from London, for Hong Kong, Neville; 17, for Yokohama, Georges; for Shanghai, Albuera; 6, from San Francisco, for Manila, Fleetwing; 1, for Hong Kong, Akbar.

LAID ON.—At Liverpool, for Singapore, Penrith; at London, for Hong Kong, Star of the North, River Eden; for Hong Kong, Amoy, and Foochow, Eastern Star; at Liverpool, for Yokohama, Grenadier; for Hong Kong, Petchelee; for Manila, Juliana.

SPOKEN.—Japan (str.), San Francisco to Yokohama, March 4; China (str.), San Francisco to Yokohama, March 17; Anne, Manila to New York, Jan. 2, 9 S., 98 E.; Amazon, Batavia to Amsterdam, Jan. 30, lat. 34, lon. 29; Constanza (N. Ger. barq.), Batavia to Amsterdam, Feb. 7, lat. 30, lon. 10; Eleanor, London to Singapore, Feb. 22, 21 S., 25 W.; Perseveranza, Liverpool (?) to Shanghai, March 1, 2 S., 22 W.; John Lidgett, Hong Kong to London, Jan. 4, 24 S., 59 E.; Asteroid, for Manila, April 8, off the Smalls; Juliana, Yloilo to Liverpool, March 9, 4 N., 21 W.; Renown, Southampton to Japan, March 4, 2 S., 22 W.; Lyndock, Manila to Queenstown, Jan. 28, 30 S., 37 E.; Berwick Castle, Singapore to Liverpool, Feb. 24, 9 S., 12 W.; Sunnyside, Colombo to New York, Feb. 23, 11 S., 11 W.; Cholula, Colombo to London, March 13, 8 S, 1 W.; Pepita, London to Manila, March 6, 2 S. 19 W.; Aldebaran, Sourabaya to Amsterdam, March 11, 4 N., 24 W.; Henrich, Hamburg to Japan, Feb. 29 (?), 2 N., 21 W.; Macedonia, Nagasaki to London, 80 days out, Feb. 21, 15 S., 6 W.; Lord Raglan, Rangkok to Falmouth, Dec. 31, in Straits of Sunda; Alexandrina, Japan to New York, Jan. 5, 9 S., 105 E.; Ouderkirk (?), Batavia to Amsterdam, Feb. 17, off Cape of Good Hope; Hammonia, Hamburg to Shanghai, April 13, 49 N., 19 W.; Asterion (barq.), Sunderland to Singapore, Mar. 15, 6 N., 28 W.; Catherine Elisabeth, Amsterdam to Sourabaya, Mar. 7, 1 N., 20 W.; La Plata, Bangkok to Belle Isle, March 10, 16 S., 5 W.; West Australian, Bangkok to Falmouth, Mar. 23, 1 N., 23 W.; George Avery, Shields to Hong Kong, March 23, 1 N., 23 W.; 'Pysche, Bangkok to Queenstown, Mar. 25, 3 N., 23 W.

## BIRTHS, MARRIAGES, AND DEATHS.

### BIRTHS.

AITKEN—On the 3rd March, at her residence, Queen's-road, Hong Kong, the wife of A. G. Aitken, Esq., of a son.

BATEMAN—On the 23rd Feb., at Bangkok, Siam, Mrs. S. Bateman, of a daughter.

GWYTHER—On the 6th April, at Meadowcroft, Lower Sydenham, the wife of J. Howard Gwyther, Esq., of a son.

HADOW—On the 12th April, at Aspley Guise, Woburn, Beds, the wife of Capt. F. E. Hadow, Royal Artillery, of a son.

HOLT—On the 13th April, at Queenswood, near Eltham, Kent, the wife of Vesey W. Holt, Esq., of a daughter.

JARDINE—On the 28th March, at Queen's-road, Peckham, the wife of Allan Jardine, of a son.

KING—On the 20th March, at Princess Villa, Bishopston, the wife of George King, of a daughter.

NEWMAN—On the 27th March, the wife of Francis Newman, Esq., of Colombo, Ceylon, of a daughter.

PHIPPS—On the 9th March, at Malacca, the wife of Mr. A. G. Phipps, of a daughter.

ROBERTS—On the 23rd March, the wife of W. H. Roberts, Esq., of the P. and O.S.N. Company, of a son.

WEYMOUTH—On the 23rd Feb., at Shanghai, the wife of Mr. Weymouth, of a son.

### MARRIAGES.

BRADLEY—GRANT.—On the 16th March, at St. Paul's Church, Valetta, Malta, by the Ven. Archdeacon Dr. Cleugh, Benjamin S. Bradley, Esq., Navigating Lieut. R.N., youngest son of Commander W. S. Bradley, R.N., to Mary Jane, second daughter of the late George Grant, Esq., of Malta. No cards.

DAVISON—BELL.—On the 8th April, at Hare-court Chapel, Highbury, by the Rev, Alexander Raleigh, D.D., William Davison, of the P. and O.S.N. Co.'s service, eldest son of Robert Davison, Esq., C.E., to Mary, fifth daughter of Thomas Bell, Esq., of Ballywillan House, Highbury New-park, London.

GRAHAM—CREASY.—On the 13th March, at Point de Galle, Ceylon, by the Rev. Dr. Schroder, Capt. D. D. Graham to Fanny, only surviving daughter of the late George Creasy, of Brighton.

HITCHCOCK—COLLIER.—On the 22nd March, at St. Louis, U.S.A., Ethan A. Hitchcock to Margaret, daughter of the late George Collier.

### DEATHS.

CAMPBELL—On the 3rd March, at Singapore, A. D. Campbell, Esq., aged 29.

CURTIS—On the 4th March, from the effects of a fall from his horse, Lieut.-Colonel John Lloyd Curtis, of H.M.'s 8th Regiment Madras Native Infantry, aged 59 years.

GUNDRY—On the 19th Jan., at Toronto, Canada, Alfred Andrew Gundry, late of Shanghai.

HARRINGTON—On the 28th March, at 249, Brompton-road, Esther Modena, relict of the late George Harrington, Esq., aged 102.

KING—On the 12th March, on board the *Nubia*, s.s., while proceeding from Calcutta to Suez, *en route* for England, Capt. F. D. King, of No. 1, Carnarvon Villas, Forest-lane, E., aged 47.

LUKIN—On the 5th March, at Aden, on board the P. and O. steamship *Mooltan*, Mabel Rosa, infant daughter of Col. Charles Lukin, Madras Infantry.

MOOR—On the 26th Feb., at Hong Kong, Anna Maria Moor, aged 86.

PALLONJEE—On the 3rd March, at Bombay, the wife of Mr. Jamshedjee Pallonjee, of 21, Great St. Helen's, London, aged 30.

WALTERS—On the 22nd Feb., at Shanghai, Theodore Walters, a native of Bristol.

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# Foreign Intelligence.

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## FRANCE.

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### RECEPTION AND BALL AT THE CHINESE EMBASSY.

(FROM OUR OWN CORRESPONDENT.)

Mr. and Mrs. Burlinghame gave their first grand party on Wednesday evening, and achieved one of the successes of the season, which is not saying a little, in respect where successful parties are as common as butterflies in summer. The house occupied by the Embassy is a very fine one, with one side in the avenue of the Champ Elysées, and famous as the residence of the *diva* Patti, who occupied the principal floor. Three floors were thrown open, and during a portion of the evening nearly every room was crowded. There must have been seven or eight hundred persons, if not more, present. Of course the proportion of Americans was large, but France and England were well represented. Amongst the diplomatic corps we noticed Lord Lyons and the Turkish Ambassador. The Imperial Court was represented by the First Chamberlain of the Emperor, and several other gentlemen.

As to the ladies, as the French comic song says—"It was complete bouquet of flowers." The young American ladies always make a grand show, and they were in strong force, but they were not without rivals, and powerful ones too—Gallic and Britannic; and with respect to dress each fair one was more brilliant, if possible, than her neighbour. There was a good sprinkling of literature and art in the rooms, Gudin and Gustave Doré, Arsenne Houzaye, and many other French literati, and most of the English journalists in Paris. The entertainment was in truth a great success. Mr. and Mrs. Burlinghame have acquired a decided reputation for urbanity, and the entertainment which they presented to their numerous visitors was as elegant as it was liberal. But the great attraction of the evening was of course the Chinese, who came out in full force; the first of the Ambassadors, not speaking French or English, could not enter into the conversation, but he bustled about briskly all the evening, followed by a younger member of the Embassy, and seemed to be keeping an eye upon everything. As to the young diplomats, they were gaiety itself; one or two spoke English perfectly, and a little French, and they seemed as much at home as if they had moved in European society for years.

Of course entertainments like this are no more than a mere ballet compared with the main feature of a performance; but seeing that our Chinese friends are so ready to enjoy themselves, it is to be hoped that when they return to England they will have full opportunities of witnessing not only the solid magnificence of English society, but the hearty good fellowship of the English people, and thus be the means of paving the way for a closer and heartier intimacy than has yet occurred between two nations who have a good deal in common.

## GERMANY.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, April 9.

From the accounts just made up of the receipts of the Zollverein for the year 1868, and already transmitted to the respective Governments, there is an apparent increase of 3,123,776 dols., the revenue showing a total of 27,2.8,800 dols. for import duties, and 20 725 dols. on exports, together 27,319,525 dols., against 24,195,749 dols. in 1867. But on the other hand, it must not be lost sight of that 1,485.910 dols. were raised in Schleswig Holstein, Lauenburg, Mecklenburgh, Lubeck, and the rural territory of Hamburg, all of which figure for the first time in the Zollverein accounts, having only joined the Customs' Union last year; and further, that among the receipts is the sum of 1,824,000 dols., being the duty (2d. per cwt.) on 912,000 centners of salt imported from abroad in 1868. Taking all this into consideration, there is a real deficit of 186,000 dols., as compared with the previous year. In looking at the different items there is a deficiency of 897,668 dols. on raw tobacco; of which 224,417 centners less were imported in 1868; but on the other hand duty was paid on 6,483 centners of wine and 294.451 centners of raw iron more than in 1867. The division is as follows: Prussia and the other States of the North German Confederation, 23,512,292 dols., or 86·1 per cent.; Luxemburg, 211,851 dols., or 0·8 per cent.; Bavaria, 1,407,199 dols., or 5·2 per cent.; Wurtemburg, 574 814 dols., or 2·1 per cent.; Baden, 1,165,205 dols., or 4·2 per cent.; and Hesse Darmstadt (south of the Maine), 448,163 dols., or 1·6 per cent. The population of the Zollverein participating in the revenues is 37,849,048, so that the gross amount is 21 groschen 8 pfennings per head. The expenses amounted to 3.544,785 dols., or nearly 13 per cent. of the gross receipts, which shows a surplus of 410,709 dols. over 1867.

The necessity for a *rapprochement* between the North and South of Germany is becoming more apparent every day, and steps have already been taken with regard to the more material points of coinage and currency. Baden sees the impossibility of maintaining any longer her cumbrous mode of keeping accounts in florins and kreutzers, and is now negotiating with Prussia to join the North German system of thalers and groschen. As soon as the Convention is concluded, Hesse Darmstadt will follow for its Southern half, the Northern part, beyond the river Maine, forming already an integral part of the North German Confederation. When this is completed, Bavaria and Wurtemburg will stand isolated in their monetary system, and must sooner or later join the rest of Germany.

At the instance of Saxony, a Bill has been introduced for the approval of the Federal Parliament, to establish a Supreme Court of Appeal for mercantile affairs, to decide appeals from the decisions of the different local tribunals of commerce in the Confederation—the seat to be at Leipzig. Great opposition is offered to the project by the seaport towns, and especially Hamburg and Bremen, on the not altogether unfounded ground that as the greater part of the disputes brought before the commercial tribunals have reference to shipping, freights, bottomry, salvage, and marine insurances, it is not to be expected that judges sitting in conclave at an inland city like Leipzig, and never having seen the sea or a sea-going vessel, can have any clear conception of the *pros* and *cons* of a case where technical knowledge is absolutely required, and where it would be impossible to find experts that might be examined as to the usances in practice.

Count von Bismark has laid before the Federal Council the draft of a Bill for collecting under one department all stamps used for bills, drafts, and promissory notes issued either at home or abroad and circulating in North Germany, and placing the amount thus raised to the credit of the Federal finances. This measure, if carried out, cannot but be highly injurious to Hamburg and Bremen, where bill stamps are issued by the local Governments, and a strenuous opposition will be offered when brought before the Federal Parliament. Whilst the two Hanseatic cities are left to bear on their own shoulders the whole charge of lighting, dredging, and buoying the channel and approaches of the Elbe and the Weser, as well as the quarantine and pilot establishments and the management of the river police, it does seem hard to deprive them of any source of revenue derived from the operations of trade. To show your readers the extent of the loss that would be suffered by Hamburg, I may here state that the bill stamps raised here last year produced a net revenue of 539.412 marks currency, and all stamps together 1,346.530 marks currency, or about £800,000. As according to the present trade of North Germany the produce of the proposed new Federal stamp law would probably not exceed a million of dollars, and Hamburg participate in it in the usual way of the number of inhabitants, she would not get back more than 10,000 dols., by which a dreadful loss must be incurred. The Bill proposes one uniform rate of a half per mille on all bills and other negotiable paper, even cheques on local bankers, for all sums, without any exception. Hitherto drafts under 50 dols. and local cheques for any amount were exempted from the stamp tax. If the proposed measure becomes the law of the land it cannot fail to interfere most materially with the free circulation of money, and place a restrictive bar on advances, loans, and discounting operations.

The North German corvette *Arcona* is to be commissioned next month with orders to join the corvette *Medusa* on the East Asiatic station, which is officially described as extending from the Straits of Singapore to the Kurile Islands. On her arrival out, the *Medusa* will be placed under the command of the *Arcona*.

### COMMERCIAL.

In spite of the Easter holidays the markets have been very lively, and the prices of many articles are higher. The late rise in Cassia Lignea is fully established, the 4,000 chests per Excelsior direct having been all taken at 13½ to 13¾ sch. bco. Mace has risen in value, and some parcels were taken at 28 sch. bco. Cloves in demand, and 6 sch. bco. paid for Amboyna. Pepper firm, with a rising tendency; Singapore commands 4⅛ sch. bco. There is a lively demand for Starannis, and the 185 chests lately to hand per clipper were all taken at full prices. Cleaned rice moves off quietly at full rates. A cargo of rough Saigon (49,000 bags per Otto and Antonie), shortly expected, has been sold to the millers for arrival at secret prices. In teas the market is inactive, but prices are steady; yesterday 200 chests of Kaisow Congou were taken. After a pause during the holidays spelter is again in favour, 7,000 centners having been taken at 14 marks banco, partly in loco. and part for delivery, since which 500 centners were sold at 14.2 sch.

### SHIPPING INTELLIGENCE.

ARRIVED.—Varuna, from Singapore; Excelsior, from Macao; Alexander, from Foochow.

SAILED.—Ida, to Nicolayefsk; G. F. Vorwerk, to Singapore; Hammonia, to Shanghai.

LOADING AT HAMBURG.—For Singapore and Penang, Tong; for Manila, Lola; for Hong Kong, Marie Louise Antoinette, Kati; for Macassar and Hong Kong, Persia; for Shanghai, Quaymas, Susanne, Gustaf.

The Hamburg three-masted schooner Hainan, last from China, has been sold by public auction to Messrs. P. and H. Lohmann, of Kiel, for 17,200 marks banco.

SHIPPING AT BREMERHAVEN.—Arrived: Orion, from Bangkok (5,524 bags rice, 495 pieces sapanwood).

## HOLLAND.

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(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, April 9.

The Minister of the Colonial Department has laid before Parliament the "Agrarian Bill," in which measures of the greatest importance to India are proposed. The Minister brings forward for consideration a proposal to lease land in India at quit-rents for periods not longer than seventy-five years, and this without intertering with the rights of the natives in the slightest degree.

A curious story is going the round of the papers with regard to a festival given by the Governor-General to some Indian princes, to whom he spoke on religious topics—"the expiatory sacrifices of Christ," and so on. The *Nieuwe Arnhemsche Courant*, a moderate Conservative paper, says that if this story agrees with the truth, the

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Governor-General ought to be recalled, because he imperils our authority by offending Mahomedan princes. At the same time it is stated by the Conservative press that Mr. Hasselman, the former Minister to the Colonial Department, has proposed to the Ministerial Council of recall Mr. Myer. The proposal, however, was withdrawn on the motion of one of the Ministers.

It is said that the Minister of the Financial Department will shortly introduce a Bill to establish a uniform letter post of five cents. The Conservative papers use this as a pretext to persuade the members of the First Chamber—who met some days ago for the despatch of business—that they will be obliged to throw out the Stamp Duty Bill. I do not think, however, that their arguments will be of much influence. Probably the fate of this important Bill will be known to-morrow, and then the Lords will proceed with the India Railway Bill, about which a most important *brochure* has been published by Mr. van Nierop, a former M.P. The author, who is a very clever lawyer, is of opinion that the First Chamber will not approve of the measure. It is much to be regretted that Mr. van Nierop did not publish his pamphlet at the time when the Second Chamber discussed the Bill. The First Chamber not having the right of amending, the Lords, of course, can only approve or reject any measure as a whole.

Another important Bill has been laid before the members of the Second Chamber, viz., that regulating academical instruction. The Government intends to maintain the universities at Leyden, Groningen, and Utrecht, for which purpose the expenses are proposed to be increased from 320,000f. to 580,000f.

The result of the election for the district of Zuid Horn was not satisfactory. Of the 1,365 electors only 532 voted, Mr. N. Olivier obtaining 197 votes, Jhr. C. de Wendt, Alberda van Ekenstein, and H. W. Wierda each 115 votes. A re-election must therefore take place between these three Liberal candidates.

A large East Indiaman was launched some days ago from the yard of Mr. J. Smit, at Slikkerveer. It is named *Voorlichter*, and is of 2,030 tons burthen.

ROTTERDAM, April 14.

The First Chamber has approved of the Bill abolishing the stamp duty on newspapers and other printed matter. This Bill will be brought into operation on the 1st of July. The Lords have also passed the India Railway Bill by a majority of eleven votes, which will no doubt create a very good impression in India. Some days ago gold medals were presented to the ex-Ministers, Heemskerk and Count van Zuylen. The money for their purchase was subscribed by five hundred Conservatives. Yesterday the man-of-war *Nils Sin*, a beautiful steamer, was launched from the yard of Messrs. C. Gips and Son. It is built for account of the Mikado of Japan. Mr. Vroom, the second mate of the *Kay-o-Mar*, has been appointed commander for two years.

Mr. C. J. M. Nagtglas has been appointed Governor of the Dutch colonies on the coast of Guinea. A subscription has been opened on behalf of the sufferers in the recent fire at the Cape of Good Hope. Only a trifling sum has been collected up to the present time. Mr. Lith de Jeude, M.P., has resigned. It is said that Mr. Caron Mackay will be elected in his place. The first flower shows of this season have been opened at the Hague and at Amsterdam.

A very firm tone prevails in the colonial markets. Coffee is very active, in consequence of the Trading Company having bought 50,000 b. Rio and Santos in Hamburg. These quantities will not be brought into the market before August. The prices are becoming daily higher. Tea is very firm; but since the last private auction there have been no transactions. Sugar and tin are dull. The Trading Company held auctions last week of rattans, hides, and gutta percha, and several parcels Java tobacco were sold by private subscription. The prices for Manila tobacco are very firm, because nothing transpired about new shipments.

COMMERCIAL INTELLIGENCE.

COFFEE.—The market continued to improve. There is a lively demand, and holders decline to operate without a further advance. The transactions include 4,900 b. Java, ex Nederland, which were sold at 39½ to 40c.; 300 b. Macassar, ex Timor, at 35 to 37c.; 965 b. Java, ex Krimpen, a. d. Lek, at 40c. to 48½c.; 830 b. Padang, ex Julie, at 41c. to 44c.; 200 b. Macassar, ex Maria Adriana, at 39c.; 1,500 b. Java, ex Jason, at 38c.; 2,000 b. Pamanoeken, ex Jason, at 42½c. In private auction were sold 1,330 b. Java, ex Krimpen a. d. Lek. The stock amounts to 565,500 b., of which 336,900 b. are unsold.

SUGAR.—There is an animated demand for raw Sugar, but, holders declining to operate at present quotations, transactions are small. Floating cargoes are offered at 2f. to 2½f. above the March prices, but these prices cannot be obtained for parcels on the spot. The following lots have been sold: 175 mats Batavia, ex Noach II.; 454 mats Sourabaya, ex County of Argyle, No. 13½, at 37f.; 147 mats Samarang, ex Twee Gezusters, No. 14½; 1,444 mats Sourabaya, ex Birma, No. 12½; 855 mats Cheribon, ex Ludwig; 1,345 Probolingo, ex Hebe; 1,323 mats do., for Admiraal de Winter; 1,060 mats do., ex D. H. Watjen. The unsold stock of the Trading Company was, on the 1st inst., 61,672 mats; and the private stock, 6,927 mats.

RICE.—The market is dull, but steady. 4,388 b. Java, ex Bremen, sold at 7⅞f.; 1,834 b. do., ex Emilie. 14,515 mats Saigon sold in auction at 6¾f.

SPICES.—The market is firm, but without transactions of importance. The unsold stock was on the 1st inst. 923 casks Nutmegs, 275 casks Mace; and the stock on warrants 3,395 casks Nutmegs, 388 do. Mace, 2,743 casks Cloves, 163 b. Cinnamon, and 1,156 b. Pepper.

TEA.—The market is very firm, but inactive, in waiting for the cargo of China tea, ex Albio, to be sold on the 7th in public auction. The result of the last Trading Company's auction, at which 8459/4 563/8, 370/12 and 19/16 chests Java were offered, was satisfactory.

JAVA TOBACCO.—There are no transactions to report. The stock is 6,142 bales.

INDIGO.—Owing to the absence of stocks no business has been done; the markets, however, remain very firm.

TIN.—The result of the Trading Company's auction, held on the 1st inst., was most satisfactory. Not only was the whole quantity sold, but the orders will be deducted with 31 per cent. The 49,447 slabs Banca were sold at 82½f., and the 740 slabs Billiton at 82½f. Since the auction there has been an animated demand, with transactions at 85¾f., and for delivery out of the forthcoming auction at 86½f.; Billiton on spot and floating, 85f.

SHIPPING.

ARRIVALS.—March 21, at Brouwershaven, from Sourabaya, County of Argyle; 24, at Brouwershaven, from Batavia, Kosmopoliet I.; April 3, Europa, Isaac da Costa; 5, at Texel, from Batavia, Ragna.

DEPARTURES.—March 21, from Brouwershaven, for Batavia, Jorgen Lorentzen, Kortenaer, Helena; for Singapore, Henriette Elisabeth Susanne; from Texel, for Samarang, Friso; 23, from Brouwershaven, for Batavia, Julie; 31, Antje; April 1, Anna; March 23, from Texel, for Padang, Maria; for Sourabaya, Twee Cornelissen (via Newcastle); 31, for Batavia, Nieuwe Waterweg; April 1, for Sourabaya, Koning Willem II.; for Nagasaki, Professor Suringar.

PASSENGERS INWARD.—From Java, per Maria Sarah, Mr. E. M. Coerle and family; per Kosmopoliet, Mrs. Ondaatje and family, Baumgard and family, Gildemeester, Mrs. van Beveren and family, Dolder and children, Kist and family.

PASSENGERS OUTWARD.—For Java, per Nieuwe Waterweg, Mr. C. L. Salomons and family.

ARRIVALS.—April 9, at Texel, from Passaroeang, Sliedrecht; 12, from Banjoewanjie, Alcyone; from Tjilatjap, Gelderland; 6, from Batavia, Ragna; 7, from Batavia, Johanna, Estafette; from Banjoewangie, Zeebloem.

DEPARTURES.—April 9, from Brouwershaven, for Batavia, Grootmeester National; 8, from Texel, for Batavia, Mentor; for Macassar, Elizabeth and Jacoba; for the Cape of Good Hope, Wildemin; 9, from Zierikzee, for Batavia, Burgomeester Hafman, Concurrent.

PASSENGERS OUTWARD.—Per Grootmeester Nationaal, Mrs. G. H. F. Bodenstaff, W. J. Steinmetz, J. A. van Ameyden van Duym.

## UNITED STATES.

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### NEW YORK MARKETS.

TEA.

The total receipts of Tea from China and Japan in the United States from the 1st January to the 24th March, 1869, were as follows:—Greens, 8,636,120 lbs.; Japans, 2,625,967 lbs.; Souchongs, 694,018 lbs.; Oolongs, 1,713,413 lbs.; other sorts, 204,500 lbs.; total, 13,874,018 lbs. The stock on the 1st January was 9,577,014 lbs.; which, added to the above total, gives a result of 23,451,032 lbs. Subtracting from this total the exports from 1st January to the 24th March, 761,728 lbs., and the withdrawals for home consumption during that period 11,206,094 lbs., there remains a total of 11,483,210 lbs., representing the stock on the last-named date. The receipts from March 9th to March 24th amounted to 4,363,185 lbs., the withdrawals for home consumption to 1,581,427 lbs., and the exports to 315,173 lbs.

The following is from Messrs. Beebe and Brothers' Circular:—Since the date of our last the demand for tea has been less active, and business moderate, except in Greens, with a tendency in prices adverse to the interests of holders. Sales of 17,300 half-chests green are reported, at an average decline of 2c. to 3c. on late quotations. The market closes, however, with rather more firmness in tone, and an increased disposition to operate at current rates on the part of the trade. 7,000 half-chests Japan have also found buyers, at some decline upon rates realised earlier in the month.

The transactions in Oolong comprise sales of 800 half-chests old crop and 3,921 half-chests new crop, ex Camilla, on private terms, and 4,700 half-chests of the Tudor Ice Company's importations, under the hammer on the 19th March. For these, as well as for Japans, the market closes without animation.

Current quotations (in gold, duty paid):—Congou and Souchong: Dusty and common, 43c. to 49; good cargo, 52c. to 55; superior, 57c. to 60; fine, 63c. to 65; extra fine to finest, 70c. to 90. Foochow Oolongs: Fair cargo, 50c. to 52; good, 54c. to 56; superior, 58c. to 62; fine, 65c. to 70; extra fine and finest, 80c. to 110. Amoy Oolongs: Fair cargo, 47c. to 50; good, 51c. to 53; superior, 55c. to 57; fine, 60c. to 63; extra fine and finest, 68c. to 75. Japans: Common, 55c. to 57; medium, 60c. to 62; good medium, 63c. to 64; fine, 66c. to 67; finest, 69c. to 73. Greens (Moyune, Twankay, and Fychow), Gunpowder, 80c. to 125; Imperial, 65c. to 105; Young Hyson, 55c. to 110; Hyson, 60c. to 105; Hyson Skin, 50c. to 62.

## THE SILKWORM IN ITALY.

A discovery has been made which is of vital interest to an important industry in Italy. M. T. Gandolfi, of Mondovi, states that after some years of study he is able to ascertain, by means of chemical analysis, whether the eggs of the silkworms are healthy and can be safely reared, or infected and useless. The practical success of M. Gandolfi's discovery will be seen in the ensuing season, when the value of his analyses, now being carried on at Turin, will have been tested by their results. A simple reference to the decline in the production of silk in Italy and the Tyrol in the last few years will show to how great an extent the industrial interests of the Italians are dependent upon the result of this experiment. Before the outbreak of the silkworm disease there were nearly 3¾ millions kilogrammes of raw silk produced; this declined in 1863 to 2¼ millions, in 1867 to two millions, and last year the total produce was only 1,900,000 kilogrammes. The future of the silk crop of Italy gives great cause for anxiety, especially since the silkworm disease has reached certain parts of Japan, whence the Italians have obtained the largest portion of their best cocoons; and Mr. Consul Colnaghi reports that all attempts to root out or even to palliate the malady have hitherto been ineffectual. The germs of the disease are said to be found in the mulberry trees, similar to the oidium affecting the vine. A trade of some eighteen millions in value in the present unfavourable period, and capable of indefinite increase should the silkworm disease be stamped out, is no small element in the industrial resources of a country like Italy.

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# The London & China Telegraph.

*LONDON, MONDAY, APRIL* 19, 1869.

## THE COMING TEA SEASON.

THE ever-recurring losses on tea shipments have given rise to much speculation—not as to the cause of them, for that is pretty well understood, but as to the length of time over which the credulity of buyers may be expected to extend. At present, notwithstanding the severe lessons afforded by a series of disastrous seasons, it shows no signs of diminution. It would almost seem that a man who once enters into the tea trade becomes afflicted with a monomania that urges him to buy unceasingly, with an utter disregard of consequences. In the good old times it was an axiom of the trade that regular shipments, extending over a term of years, must produce a profitable result in the end. A bad season might come now and then, but on the whole a steady trade was held to ensure ultimate success. As a rule, it did so; and many considerable fortunes were amassed in this way. The tea shipper of the present day, haunted by these recollections, does not allow his ardour to be damped by one, or even half-a-dozen losing ventures, but fancies that if he can only continue to ship year after year on a large scale, his turn will come some day, and he looks forward to "next season" as the time when his perseverance must meets its reward in the shape of a golden harvest—forgetting, all the while, that the conditions under which he buys are totally different from those that existed many years ago, when the trade was an uniformly profitable one. The quiet regularity, the skill and prudence that governed the trade when it was in fewer hands, and carried on at fewer ports, have given way to a feverish haste and a reckless system of competition entirely foreign to the principles of sound commerce. If the exceptionally ruinous losses of last season have failed to modify the extraordinarily sanguine views of speculators, we can hardly hope that any words of ours will affect them; nevertheless, we have a few remarks to make on the present aspect of the trade, which may perhaps possess some interest for those who are disposed to reflect seriously on the inevitable results of a blind adherence to the prevailing method of conducting it.

It is worthy of notice that people on this side generally throw all the blame on those in China, and *vice versa*, neither being willing to admit that there are faults on both sides; while many on either side are disposed to blame the banks for too readily affording facilities to buyers who are devoid of capital. Many of those who send orders for teas from this side do not thoroughly inquire into the probabilities themselves, but are influenced by the advice of some visionary enthusiast, who, by a process of calculation incomprehensible to any one but himself, conclusively demonstrates that at a given date our stocks will be at such at a low ebb that the trade will be almost at a dead-lock, that *this* is to be *the* year for tea, that prices will be kept up whatever figure the export may reach, and in fact that the golden harvest is at last within reach. Enthusiasm of this sort is contagious; the excitement spreads, and even people who have never before entered the trade send out orders for tea, first getting "safe" limits from some friendly broker—limits, alas, at which the teas are "safe" only to lose. This is no hypothetical case, for it has come to our knowledge that would-be importers have been advised to purchase at limits as much as 3d. to 4d. per lb. too high, they accepting such advice in all confidence, thinking probably that various qualities of tea can be described as easily as Wallsend or Silkstone coal, whereas hardly any two brokers or tea-tasters will give precisely the same character to a single sample.

Buyers in China receive these large orders with high limits, accompanied by exciting letters, followed up by still more stimulating telegrams; and, to do them justice, they at least act boldly. Even when they see the export running enormously in excess of known requirements they go on buying as though the consumption must by some occult law be developed in proportion to the increased shipments. Among the disappointed speculators on this side there are some who make no scruple in asserting that buyers in China go on the principle of executing all orders at the outside limits, even where losses are certain, merely for the sake of their commission, but this we cannot believe to be the case. At the same time there can be no doubt that they are far too sanguine. Another disturbing element is the migratory tea-buyer, who turns up in China annually about the end of May, with credits to an untold amount, and arrangements with every bank, determined to "go in," and do a grand stroke of business. In short, there must be a great change in the conduct of the trade in China, as well as on this side, before a steady and profitable business like that of old can be looked for. Could anything, for instance, be more suicidal than the way in which the Foochow market was opened in 1867, when two of the largest buyers almost fought for the preference of the teamen? The latter, of course, made their own terms; yet had the opening of the market been delayed but a few days, they would have been glad to accept much lower rates than those actually obtained, for it was well known that they had obligations falling due to a heavy amount, to liquidate which they relied on the proceeds of these same teas. This exceedingly judicious "opening" was of course followed by a general scramble, in which the holders had the buyers entirely at their mercy. Indeed, not only could they exact whatever prices they pleased, but their victims had no time to examine the teas properly before buying, or to ascertain that it was equal to sample after weighing. We are assured by more than one person who has had actual experience of the market, that for some time after the season is opened scarcely a package of tea is weighed before freight is engaged, and that not only are the marks prepared, but very often on the chests, before the weighing and examination has been completed. The perpetuation of such a system as this would absolutely preclude all hope of a remunerative business. And as regards the prospects for the present year, it is self-evident that if all the losers attempt to retrieve their fortunes in one season, the result will be ruinous to all alike.

We commence with an import in excess of our consumption, and not only that, but an import that is apparently capable of being largely extended on the smallest encouragement, while the consumption shows no signs of increase. Looking at the trade from an outside point of view, one would suppose that the coming season must be characterised by low prices, and shipments more on a par with our wants; but let us ask those who know anything of Foochow buying whether the "crack" chops that have fetched 2s. 8d. to 2s. 9d. are likely to be allowed to go at any reasonable figure? More especially when (as we hear from a reliable source is the case) certain brokers have advised purchases at very high prices; while some, who publish a circular letter, write out to their especial favourites not to adhere too closely to their printed limits, but to give 1d. or 2d. higher if they think the teas fine! Again, if, as appears most probable, these fine chops fetch 2s. 5d. to 2s. 6d. per lb., medium kinds are pretty certain to be kept up in proportion. In 1867-68 very little tea was settled in Foochow at prices above 2s. 3d., and medium kinds were bought at prices that left a ruinous result; from which it may be argued that if in the coming season still higher prices are paid for the fine teas, and the export keeps up to the same level, medium kinds must again lose heavily.

Altogether, the prospects for the new season do not look very encouraging, for we cannot reasonably expect to find that a total change in the views of buyers has been worked in a single year. Such a revulsion would be unnatural. But we do hope that the dearly-bought experience of late seasons is beginning to produce some effect, and that by degrees caution will take the place of recklessness. Among their other errors, buyers in China appear to ignore entirely the Indian teas, which in reality should be considered very seriously; for the eight millions or so that we now receive from this

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source is equal, owing to its great strength, to nearly double that quantity of China tea. For teas to pay this season we ought to have finer teas than last, none costing over 2s. 3d. for the finest Congous, with a proportionate price for medium kinds, and a total export not exceeding that of 1865-66. And buyers really desirous of doing a safe business should make up their minds not to buy a single package until the teamen come to them for offers, instead of begging as a favour for the first offer of the teas. With this parting word of advice—which we dare say will be received with sovereign contempt—we will dismiss the subject.

## STEAM ENTERPRISE IN SHANGHAI.

THOSE who argue in the Chinese interest—Sir RUTHERFORD ALCOCK in especial—say we have no right to ask for the privilege of navigating their rivers, to the detriment of the native trade. If we arbitrarily refused to permit the Chinese to have any share in the benefit of such enterprise, they might have some reason to complain; but as the Chinese themselves are shareholders in the steam companies, and find it to their advantage to transport their goods by them, the apparent hardship slips away. Considering that Foreigners pour immense wealth into the Empire by their purchases, it is only a natural consequence that they should avail of legitimate opportunities for expediting and otherwise improving the transit of goods into the interior as some return for the large purchases they make. As we have already stated, the fact of the Chinese availing themselves of our improved methods is conclusive. China can no more expect to stand still than other parts of the world, where the stage coach interest has been driven out by steam, notwithstanding the anticipation of ruin and poverty on the part of the anti-progress party. The use of steam in the inland waters of China is simply carrying out natural laws which are inevitable in the nineteenth century. The Chinese have no right to expect the entire benefit of foreign intercourse; unfortunately they do get the lion's share, owing to want of tact on the part of Foreigners in competing against each other, whilst the Chinese quietly combine, and bide their time for the prices demanded. It is only reasonable that Foreigners should have a *quid pro quo* in some way. The profits of the Chinese merchants during the past ten years on their sales of tea and silk must be little short of fifteen millions sterling. Besides this we must consider something on the other side. Look at the labour employed by Foreigners in developing China. The coal mines, for instance, will employ native labour quite equal to that thrown out in boats and junks. What can be more equitable? The chief item required for our steamers redounds at once to the benefit of the Chinese. The anti-progress party say, Let the Chinese alone in their mode of conducting business; they know best, they prefer to leave their coal mines undeveloped, and to abide by the old scull and oar. We believe we have made out a fair case on the other side that Foreigners have a reasonable right to some of the benefits they confer on the Chinese, more especially when it is remembered that while we are developing the coal fields in China we are cutting off the custom for our own coal, and the employment of our ships in its carriage. But this is, of course, owing to our taking an enlarged view of free trade.

The steamboat enterprise of Shanghai is one of the most interesting features of the day. The rivers and lakes of China are as important as those of America, and with the extension of facilities for foreign intercourse we shall, doubtless, see a corresponding increase in the use of steam. Vessels of American build are found to be the most suitable, and, consequently, nearly all in the trade are of that class; builders in England and on the Clyde seem to have a prejudice against the style, and, notwithstanding the opportunities that have been afforded them, have failed to produce anything satisfactory for the work. For ocean steamers of iron there is no question about the superior style of vessels they produce; but they will not follow out the plans and specifications suitable for a river steamer, and hence the majority of the boats here running on the river are of wood, and of New York build. The superiority of iron over wood for fresh-water rivers, like the Yangtze, is so well known that it is intended to give our home builders another chance. We understand that each of the three companies, the Shanghai, the Union, and the North China, have decided on iron vessels, and we trust that whoever the builders may be they will give such satisfaction as to produce further orders. These three companies are now working in harmony, but there has been a great deal of hard fighting preparatory to this. It seems peculiarly the fate of our steam enterprise to encounter opposition and to sink a great deal of money before an arrangement can be arrived at, although there are generally the same means of arriving at it before as well as after the struggle. The company which has done the most to obtain the mastery is the one worked by Messrs. RUSSELL and Co., under the American flag, called the Shanghai Steam Navigation. This company was formed in 1862, with a paid-up capital of 1,000,000 taels, which was subsequently increased to 1,875,000 taels, in 100 tael shares; part of this increase consisted of a bonus of 50 per cent. to the old shareholders. A return of 10 per cent. of the profits is made to shareholders who contribute freights to the company's steamers, and as a rule this class of stockholders is preferred. Dividends of 12 per cent. per annum have been made, after providing for depreciation and insurance. The current value of the 100 tael share is now about 95. The company's steamers at present consist of the *Plymouth Rock*, *Fire Queen*, *Fusiyama*, *Hirado*, *Kiangloong*, and *Moyune*, say six steamers of from 1,200 to 2,400 tons capacity for cargo, besides Chinese and European passengers. These steamers are of a splendid description, and must have astonished the eyes of the Chinese not a little. They are all employed on the Yangtsze traffic, and run three times per week from Hankow and intermediate ports of Chinkiang and Kiukiang, and also several smaller places, such as Nanking, Nganking, Wuhu, Tatung, &c. Chinese passengers are allowed to come on board. The rates of passage money for Chinese to Hankow are 15 taels, and for Europeans 40 and 70 taels return tickets. The rate of freight on tea, &c., is four and five taels per ton.

On the Ningpo line is the *Kiangse* and *Hangchow*, and on the Tientsin line *Shanse*, *Szechuen*, *Manchu*, and *Chili*. The harbour tender is the *Tsatlee*. The company have lost by fire and water the *Surprise*, *Chekeang*, *Huquong*, *Fokhien*, and *Tahwah*.

The annual carriage on the Yangtsze by these boats amounts to the huge total of about 150,000 tons, or an average of about 12,500 tons monthly. This includes a quantity of cotton carried to Hankow, owing to the failure of the cotton crop by floods, and is of course not a permanent thing. The receipts from cotton freights in one year made the handsome addition of over 200,000 taels. The Chinese passengers do not average more than ten or twelve thousand per annum, and Europeans about one thousand. To Tientsin, Chefoo, &c., the traffic is about half the number.

The principal premises of the company at Shanghai are the Kin-lee-yune godowns on the French settlement. The river steamers load and discharge here at a wharf about 400 feet in length, and over seventy in width, which, being covered with a corrugated iron shed, affords space for all "transit cargo." Tramways connect this wharf with the godowns, wherein 30,000 tons of merchandise can be stored. During the busy season this space is fully required, as the company stores goods without charge for seven to ten days after receipt, and has arrangements for the inspection, marking and rattaning of teas, at the minimum of expense to the Foreign merchant. The risk of fire at these godowns, apart from their isolated position between the city moat and the river, is provided against by abundant supplies of water at various points, and by an efficient local brigade composed of the company's employés. The value of these premises may be somewhat measured by the fact that their cost was over Tls. 250,000, or £80,000. A little above is the Kim-fong-toong Wharf, used by the Tientsin steamers, connected with which is an iron godown for transient cargo, and a large yard for storage of coals in a convenient position for the whole fleet. A mile further down the river is the Kin-wung-sung Wharf, which, with the large godowns attached, was purchased from Messrs. Dent and Co. in 1867. The Ningpo steamers lie here for the greater convenience of arriving and leaving at all stages of the tide. Passengers are taken to and from the settlements in the harbour tender *Tsatlee*. About three miles down the river on the Pootung side is the company's steamboat dock, also purchased from Messrs. Dent and Co. This is the only dock in Shanghai capable of receiving large river steamers without removing more or less of their wheel arms and floats, though it cannot at present admit heavy draft vessels.

The only other steamers running on the Yangtsze are the *Rona* and *Tunsin*, of about 1,200 tons carrying capacity,

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belonging to an English company, styled the Union Steam Navigation Company, under the management of Messrs. GLOVER, DOW, and Co., at Shanghai, and DRYSDALE, RINGER, and Co., at Hankow. A few years since almost all the large houses ran steamers, and freights, which had stood at 20 taels, were brought down to 2 taels per ton; they are now steady at 4 to 5, with very satisfactory results for the owners. The Union Company at their last meeting showed profits equal to 30 per cent., besides placing a sum to the reserved fund. It is proposed to increase the steamers of this line, and Capt. MACQUEEN, for a long time in the service of the Shanghai Steam Company (RUSSELL and Co.), has left for England, and will superintend the building of a suitable steamer for the company. There is also a company under the management of Messrs. TRAUTMAN and Co. running on the Chefoo, Newchwang, and Tientsin route. This company has at present the *Nanzing* and the *Yen-tze-fei*. The rates of freight are about 10 taels per ton, and the working shows a profitable result. Another vessel is now building in England for the company.

## THE ACTION OF HER MAJESTY'S GOVERNMENT IN REGARD TO THE FORMOSA OUTRAGES.

BRITISH residents in China have no longer any reason to complain of apathy on the part of Her MAJESTY'S Government in regard to events affecting their interests or personal safety. Her MAJESTY'S Government is at the present moment exceedingly active and vigorous in the direction of China, and its energies are just now concentrated on the recent Formosa imbroglio, with the view of placing British interests in that happy island in a thoroughly comfortable and satisfactory position. To this end, a Vice-Consul who has too energetically vindicated the inviolability of British subjects is to be dismissed, a naval officer who supported him is reprimanded, the money exacted as a reparation for injuries sustained is to be returned, and a humble apology is to be tendered to the ill-used Chinese officials. So shall the exigencies of diplomatic etiquette be satisfied, at the same time that Lord CLARENDON and his colleagues are enabled to gratify their inordinate appetite for humble-pie!

Our first intimation of the course events were taking was derived from a short discussion in the House of Lords, commenced by the Duke of SOMERSET, who handsomely exonerated the London Missionary Society from any share in originating the recent troubles. The Duke blamed the rashness of the missionaries in Formosa, complained of the interference of "the inevitable gunboat," and asked—"Is this the way to promote Christianity in China?" Lord CLARENDON, in replying, also laid the chief blame on the missionaries, asserting that the affair "originated in the destruction of a mission-house," though there were also "some commercial matters" for which redress was sought. In fact, regarding any insult or injury sustained by British subjects his Lordship knew little, and cared less. But he was quite clear as to the necessity of humiliating our own officials, and making abject submission to the Chinese. Self-abasement on the part of Great Britain, carried to the utmost extent, would, he considered, "have a salutary effect;" there would be no further cause for anxiety, and this GLADSTONE-BRIGHT-CLARENDON policy, working under the distinguished patronage of Mr. BURLINGHAME, would place our relations with China on a more satisfactory footing than ever. Of course these sanguine anticipations are unreservedly endorsed by *The Times* and the Liberal press generally, as will be seen by the articles we reproduce in another part of our paper.

We have distinctly expressed our disapproval of a precipitate resort to force in cases where it can be dispensed with, such, for instance, as when missionaries, belonging to no properly-organised society, stray beyond the limits wherein they have a right to expect protection, and suffer for their temerity. But, on the other hand, we observed, in a recent article on this subject,* that this series of outrages in Formosa "must be regarded in a very different light from those happening in a central province of the Empire." A difficulty arising in such a province, under the personal government of one of the highest officials of the Empire, who is known to be in intimate communication with the Central Government, bears no comparison with one originating in an outlying dependency like Formosa, where the sovereignty of the EMPEROR is hardly more than nominal. There is not the slightest hope that the local mandarins at Ta-kow or Tamsui will pay the slightest respect to our treaty rights unless we are prepared at all times to enforce them on the spot. In the present instance, so far from a single attack on a Mission house being the sole ground of offence, there was a long series of outrages to punish. An English gentlemen was stabbed by a servant of a Chinese official, and was allowed to go entirely unpunished. Mr. GIBSON, acting Consul at Taiwan, received the grossest possible insult from the Taoutai, for which no *amende* has been made or offered. A deliberate attempt was made at the instigation of the Taoutai to murder Mr. PICKERING, a gentleman engaged in legitimate trading operations. On the occasion of a subsequent endeavour to renew friendly relations, the Taoutai actually struck Mr. Consul GIBSON with his fan. Illegal "squeezes" of all sorts were imposed on British trade. The premises of a foreign firm were sacked, and property to a large amount carried off. Repeated applications for justice and redress were treated with increasing contumely, and at last, after an astonishing amount of forbearance, Mr. GIBSON invoked the aid of the naval forces, with what results our readers are well aware. And now all the good that has been effected is to be undone, and Mr. GIBSON is to be punished instead of rewarded for his efforts to maintain unsullied the fame of the flag he represents! Such an act as that for which Lord CLARENDON takes so much credit to himself and his colleagues will be a lasting disgrace to their administration.

* See *London and China Telegraph* of March 22, page 140.

## FRENCH TRADE WITH CHINA AND COCHIN CHINA.

IN *The London and China Express* of the 18th February we gave the purport of M. JACQUES SIEGFRIED'S report on Japan, with a promise to follow it up with notices of the reports by the same gentleman on China and Cochin China; but until the present time we have been unable to fulfil our promise, as the reports were out of print. The author has now republished the whole of his reports on the Far East, together with the notes made during his voyage round the world.* M. SIEGFRIED was quite enamoured with Japan, and his report on that country is far more interesting than those on the other countries which he visited; nevertheless, they deserve attention, and we now offer our readers a resumé of the reports on China and Cochin China, together with a few extracts from the other parts of the volume.

After giving an approximative estimate of the commerce of China for 1867, which the author says amounted to £24,000,000 of imports, and £18,000,000 of exports, he adds: The share of England and her colonies in the above imports may be set down at seven-eighths of the total amount. The exports consist principally of 75 millions of kilogrammes of tea, and 2½ millions of silk, of which England takes 60 millions of kilos. of tea, and 20,000 bales of silk; America 15 millions of kilos. of tea, and 1,000 bales of silk; and France 500,000 kilos. of tea, and 20,000 bales of silk. M. SIEGFRIED, studying commercial China from a French point of view, gives little attention to the secondary ports, for he says the Chinese merchants, on account of the small costs they have to support in comparison with the French, have a constantly increasing predominance in the trade of the coast, and of the Yangtze-Kiang. Of Hong Kong M. SIEGFRIED speaks with much praise as an entrepôt, and says that the English perfectly understood its importance and position when they made it a free port, where goods could go in and out without an account being rendered to any one; but he notes, *en passant*, that this very freedom renders it difficult to obtain exact information relative to its commerce. He estimates the chief articles of import as follows:—Opium, £6,400,000; printed goods, 50 millions of yards, of the value of £1,600,000; rough cotton goods, £1,600,000; rice, one million. But the importance of Hong Kong, he thinks, consists less in the value of its direct trade than in its influence; what places Hong Kong so high is, in M. SIEGFRIED'S opinion, its fine port, placed exactly in the way of vessels bound from Europe or India to any of the ports of China or Japan; its position, which makes it the natural head of the postal service, and, finally, the advantage which it possesses of being placed under the liberal shield of England. All these privileges, says the author, attract to it the principal agencies of the banks, and the chiefs of nearly all the commer-

* *Seize Mois Autour du Monde*, &c., with Map; 12mo. Hetzel, Paris.

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cial houses, who obtain news at first hand from Europe and India. On the other hand, these very advantages often lead, says M. SIEGFRIED, to want of sufficient prudence in business. He also raises the question whether the establishment of telegraphic communication with all parts of China may not take away from Hong Kong some of its present *prestige*, as regards the facility of communication. Apart from its commercial importance, he considers Hong Kong one of the greatest triumphs which human energy and perseverance have ever achieved, and he does not stint his expression of admiration at what the English have done with what, in 1841, was an arid precipitous rock, with, however, a fine port and some good springs of water.

Of the future of Shanghai M. SIEGFRIED says:—"Its future "shows itself under brilliant colours; its business cannot "fail to increase in proportion as the ports of the Yangtze-"Kiang, and particularly Hankow, cause the products of "Europe to enter into the interior of China. I think I may "venture to say that, of all the places of commerce in the "China seas, Shanghai is certainly that which offers the "greatest resources, and which I should recommend most."

After referring to the late crisis, M. SIEGFRIED gives it as his opinion that the banks have lost their admiration for gigantic establishments, and that more modest operations have now good chance of success. The Germans and Swiss, he says, have profited largely by recent events, and it is they, perhaps, who are carrying on the most regular and safe business. As to the Americans, their part here grows more and more important, and they are especially remarkable for their spirit of enterprise in the establishment of lines of steamers on the Yangtze-Kiang and the coasts. As regards France, after paying a well deserved compliment to the Messageries Imperiales and the Comptoir d'Escompte, M. SIEGFRIED says:—"I regret, and I am even ashamed to have to write it, that "our commerce has not a single representative in the whole "extent of this vast country, which, however, is the great "producer of the raw material necessary for our national "industry, par excellence, namely, the silk manufacture!" It is perfectly natural that M. SIEGFRIED should appeal to his countrymen to put an end to a state of things which makes it necessary for a French merchant to get his silk through foreign houses. M. SIEGFRIED is not an ardent admirer of the Chinese Government, for he says:—"It is impossible to avoid "deploring that so fine a country as China, with such an in-"dustrious population, should be burthened by a Govern-"ment so corrupt and benighted as that of which the "European Powers some years since thought it right to "prevent the fall, which, however, is very likely to take "place within a longer or shorter period."

M. SIEGFRIED thinks highly of the choice of Cochin China for a French possession—"Placed at the doors of the Chi-"nese Empire, and on the high road from Europe to the "extreme East, Cochin China is at once a political position "of the first rank and a colonial establishment, of modest "importance, it is true, but of certain prosperity. From a "political point of view, it supplies an admirable *point* "*d'appui* for our naval forces, thanks to the port of Saigon, "which is rendered accessible to our vessels by a deep river, "while a few torpedoes are sufficient to defend it; and from "a colonial point of view we have the remarkable fertility "of the soil, and a certain market assured for its produc-"tions amidst the three to four hundred millions of people "who inhabit China." The fitness of the soil for the production of silk, tobacco, cotton, cocoa, and sugar, as well as rice, the splendid means of water carriage by innumerable canals, and the character of the population, supply M. SIEGFRIED with the materials of a brilliant sketch of the French delta in Cochin China. "We have there," says the report, "a "sufficient field to enable us to show the world that we, the "French, also understand colonisation."

Of the original administration of the settlement M. SIEGFRIED speaks in high terms, but he is evidently not sanguine of the future, and *hopes* that the EMPEROR will in time give it a civil government, instead of the military regime which has proved so injurious to the colonies of France. He shows that the management of the natives is in the hands of young officers, who have not been specially instructed in their duties, and that after very short periods these are called away for promotion, and are again replaced by young and inexperienced men. Such a system cannot work; but the subject does not specially interest our readers.

As regards commercial arrangements the port is free, with the exception of a duty on opium, and the ships and productions of all nations are on an equal footing. But even here, says the author, the French merchants hold quite a secondary position; the chief export trade is in the hands of the Chinese, Germans, and Americans, and only two or three French houses take a small share in it; the English have, as yet, not interfered in the trade of the colony. The principal imports are made by the Chinese, who purchase English goods at Singapore and undersell the European merchants. The exports for 1867 are given as follows:—3,200,000 piculs of rice, of the value of nearly a million sterling; dried fish, £60,000; and silk, £14,000. The imports consisted of cotton goods of the value of £260,000; opium, £60,000; and a few other unimportant items. Nearly the whole of the cotton goods are English. Rice is the grand staple of Cochin China, but this being in the hands of the Chinese, something more is necessary for European trade, and M. SIEGFRIED insists urgently on the necessity of introducing the cultivation of silk, cotton, coffee, tobacco, and other products which make the wealth of the East. The population is, however, insufficient; quantities of land lie out of cultivation, and any one may obtain it at a rate equal to five shillings per acre. In short, nothing is wanting apparently to make Cochin China a fine colony but colonists.

In his diary M. SIEGFRIED says that the number of Europeans in Saigon is not more than 400 or 500, the army not included; while the Chinese in the whole of Cochin China are stated to amount to about 40,000. The environs of Saigon, says M. SIEGFRIED, are not beautiful, nor are the lands in the immediate neighbourhood fertile; for rich soil the settler must go more inland. One of the great advantages held out to colonists is the character of the native population, who are described as essentially agricultural, easily managed even by strangers, and as caring little for country, but clinging fondly to their local rights and habits, which are said to be founded on a well-conceived system.

M. SIEGFRIED'S notes upon Canton, Macao, Shanghai, and other ports of China, as well as Japan, are interesting; but his report on India, and especially the notes made during his stay there, will perhaps form the most acceptable portion of the volume for English readers in general. We have few sketches of India from a French point of view, and while M. SIEGFRIED never hides his opinions, his view of the British dominion in India is, on the whole, one of the most gratifying we have ever met with.

## THE LANGUAGE OF COCHIN CHINA.

THE Minister of Public Instruction in France has appointed the well-known Oriental linguist, M. ABEL DES MICHELS, professor of the Annamite language, and that gentleman opened his first course the other day in the new high school attached to the Sorbonne. From this introductory address we propose to make a few extracts. The French were in close communication with the Annamites on the eve of their great revolution, and there exists a dictionary in Annamite and Latin by the French Bishop of ADRAN, who died in 1799. This work was augmented by the Bishop of ISAUROPOLIS, and is the sole dictionary in existence printed in Annamite characters. To it the latter ecclesiastic added a grammar, a dictionary in Latin and Annamite, dialogues, a Cochin Chinese poem, and other works, and the whole form together a complete course of instruction.

This work was printed by MARSHAM, at Serempore, under the auspices of the British East India Company. Some time later an Annamite colony was founded at Bangkok, and the French missionaries founded a press there, and produced a number of works printed in the Annamite tongue. There is now a printing-office at Saigon, and an Annamite journal has been established, which the natives are said to read with avidity. The books printed at Bangkok were in the *cursive* character, and those first produced at Saigon in Latin characters, but the Imprimerie Impériale of Paris has now engraved a complete set of Annamite type.

The writing and printing of Annamite in Latin characters is said to be making great progress in the schools conducted by the French priests, and a former pupil of the missionaries, TRU'O'NG VINH KY', an Annamite of great intelligence and solid instruction, has composed grammars for the use of both French and Annamites, and translated orations and other productions into excellent French. M. des MICHELS has already

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published a series of dialogues for the use of merchants and others visiting Cochin China, and announces four other works as being in preparation, viz. :—"A Table of the Keys and "Phonetics of the Sinico-Annamite and Chinese Languages, "Compared both as Regards Pronunciation and Accent;" "A "Manual of Phrases, in the Annamite Character, to Aid the "Study of the Particles and the Acquisition of the Cochin "Chinese Language; Generally;" and, lastly, "A Poem, and "Annamite Fables in Figurative Character." A certain knowledge of the French language is so common now amongst Englishmen that the great majority of those who visit Cochin China will be able to make use of M. des MICHELS' handbooks, so that they may be considered as prepared for the use of all educated Europeans; and should their reproduction in an English dress be deemed requisite, their author has left but a simple task to be performed, and we should recommend him to add to those which have not yet appeared an English version, side by side with the French, as some other French Oriental scholars have already done in the case of Japanese works, such as the "French-English and Japanese Dictionary" of the Abbé MERMET de CACHON, aided by MM. A. le GRAS and LEON PAGES.

IN the final debate on the Navy Estimates, the proposed reduction in the China squadron was again discussed. Mr. CORRY ably vindicated the course of the late Government in opposing the reductions urged by the Liberal party, and in building a special class of vessels for the repression of piracy; and he forcibly deprecated the proposed change at a time when both Sir HARRY PARKES and Admiral KEPPEL were jointly advocating the necessity for a powerful force being maintained in those waters. Mr. CHILDERS, knowing he had a strong majority at his back, of course did not deign to argue the point, but loftily said that as the present Admiralty and the Foreign-office were in accord on the question, the views of the late Government were of no importance whatever. So the matter dropped, and the squadron will be cut down.

ON Tuesday, the 6th instant, arrangements had been made for a deputation from the Peninsular and Oriental Steam Navigation Company, consisting of Mr. P. D. HADOW (Chairman), Admiral Sir W. H. HALL, the Hon. RONALD MELVILLE, and others, to have an interview with Lord GRANVILLE on the subject of improvements to the harbour at Point de Galle. His Lordship was unfortunately called away to attend a meeting of the Privy Council, so was unable to fulfil his engagement; the deputation however were received by Mr. MONSELL, and explained their views. Lord GRANVILLE will appoint another meeting at an early date to give his reply.

OUR first impression on reading Mr. LOWE'S financial statement, was that the present Budget would make no alteration in any duties affecting China or Straits produce, for we interpreted the proposal to remit the duty on "Corn" as affecting ordinary cereals only. By the wording, however, of the formal resolution subsequently proposed by Mr. LOWE in Committee of Ways and Means we find that arrowroot, sago, semolina, and tapioca are all included in this category, and will consequently be exempted from duty when the new system comes into operation.

IN another column we reprint from the *Morning Post* a very ably written review of the recent revolution in Japan. Being from the pen of a gentleman who has had the best possible opportunities of acquiring information, and who possesses the highest qualifications for turning it to profitable account, the article is well worthy of perusal.

## THE PENANG RIOTS.

We have received a copy of the Report of the Commissioners appointed to inquire into the Penang Riots. The Report is a lengthy one, and with the appendices, containing full minutes of the evidence taken, makes a quarto volume of some 140 pages. The general conclusions arrived at are, however, thus summed up:—"That the riots had their origin in a trifling quarrel between two rival Mahomedan Societies during the Mohurrum Festival, and that they were fostered by two other rival Societies of Chinese, with one of which each of the former had joined in alliance. That all these Societies joined in the riots by the direction, and under the instigation of their respective head men or office-bearers, who directed their principal movements, and who, from the funds of their Society, supplied them with provisions and arms, with rewards for the heads of their enemies, and with gratuities and pensions for the wounded and for the relations of those who were killed when fighting. That the organisation and discipline of the Societies appear to be as complete as that of any disciplined force of the Government. That it is therefore evident that these Secret Societies are extremely dangerous to the peace and welfare of the community. A notable circumstance, and one which has rendered these Societies more harmful of late, is, the combination of the Mussulmans and Hindoos with the Chinese, with whose customs their religious prejudices are so much at variance." The Commissioners appear to think it would be dangerous to attempt the entire repression of these Societies, as such a measure might lead to more secret and still more dangerous combinations. But they recommend a more complete system of registration, with strict supervision, and heavy penalties, rigorously enforced, for all breaches of the regulations. The Report is issued in London by Mr. G. Street, 30, Cornhill.

## THE HISTORY OF THE REVOLUTION IN JAPAN

(MORNING POST.)

The close of the revolution in Japan is announced, and duly certified under the hands and seals of the several foreign Ministers resident in that country, in notifications which were received by the mail on Monday. Diplomatists are not prophets, and one of the six ports—the northernmost—is still in the hands of outlaws affected to the Tokugawa family, led and prompted by a few foreign adventurers. Still, the declarations of the Ministers may pass for what they are fairly worth, namely, public indications of their belief that the struggle is fairly over—that the resistance maintained by the Tokugawas in Yedo is not likely to be formidable, and will probably die out as soon as the Condottieri, whose presence now maintains the contest, have settled with the Imperial Government the price for which they are to be bought over. It is to be hoped that the judgment of shrewd men with ample local experience will not be falsified by the result, even in a country so volcanic and perturbed as Japan.

It has taken the Japanese six years to effect and complete this fundamental change in their system—that is, counting from the edict issued in 1863, which abrogated the forced residence of the Daimios in Yedo. It is to the honour of the Japanese that a system which has been in existence for nearly three centuries, among an armed population led by numerous and discordant feudal chiefs, has been removed and given way to another entirely different, with an amount of bloodshed and hostility which, as compared with any other revolution of modern Europe than our own in 1688, may fairly entitle it to the epithet of pacific, whereas we might reasonably have expected bloody fights, partisan assassinations, judicial suicides, and wholesale confiscations. All we have witnessed have been a few skirmishes, two or three homicides—the result rather of outbreaks of individual fanaticism than systematic cruelty—and a few moderate sentences in which the punishment of antagonistic chieftains has been tempered by tenderness for the rank and position of the families to which they belonged.

To us as to other Western nations this revolution ought to be singularly interesting, for it has grown out of the causes which have led to and is the direct effect of the changes which have culminated in the opening of Japan. The dynasty of Kubosama was established on the Conservative principle of Japan for the Japanese, on the exclusion of foreigners, on the extinction of the spirit of enterprise, and entombment of the intellectual vigour of a warlike, ardent, and novelty-loving race, whose higher tendencies, however, have proved themselves stronger even than their intense sensuality. The impetus given by the first opium war with China step by step led to the opening up of foreign relations with Japan. The inventions of steam and improvements in ordnance gave the Western Powers a superiority of which they speedily made use to initiate a new policy of intercourse. The first steps were cautiously made, and requirements were limited, both by the Americans and ourselves, to the hospitable treatment of foreign castaways and the supply of provisions to whalers and other vessels. If it had been possible to rest at this point, the Mikado might still have been playing the part of Merovingian Emperor in the midst of his harem at Kioto; for such intercourse as the Perry and Stirling treaties authorised brought foreigners in contact with Japanese merely as strange animals to be looked at, admired, and shunned. But progress could not be stayed, and the second Chinese war supplied motives and considerations which Mr. Towsend Harris cleverly availed himself of to arrange a real treaty of commerce with Japan.

If for three centuries the feudal princes of Japan had submitted to the grinding tyranny and repressive rule of the triumvirate Gosankios, and if they were content to see their legitimate Sovereign shut up in a semisensual and conventual seclusion, it was because the family and laws of Iyeyas represented and embodied a policy of exclusion which exempted them from the influences of innovations believed to be dangerous and productive of internal disturbance. Was Kubosama to rule them with a rod of iron, and to let in the hated foreigner, taking tithe of their goods to his own exclusive profit, working a revolution in the monetary and industrial life of the country? This was precisely what the Shiogoonate tried to do and failed. They tried to work the treaties for their own behoof, prevented the Daimios from introducing their produce into the open ports, insisted on levying a heavy duty on whatever the princes wanted from abroad, and oftener attempted to prevent them from getting such articles at all. It excited intense jealousy to observe the Shiogoon's officers laying up stores of foreign munitions, availing themselves of fireships and military instructors, and, in a word, greedily striving for the material power and knowledge which were to rivet still more firmly the customary bondage. Concurrently

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with this observation came great changes in the daily life of the people. The values of the precious metals, settled by one of the most extraordinary chain of circumstances known in history on a basis purely fictitious, which made the relative ratios of gold and silver about 6 : 1, were revolutionised. The man who owed six ounces of gold, instead of being able to pay his debt with thirty-six ounces of silver, found nearly eighty were required. No man knew against what moneys the necessaries of life were to be exchanged. The Shiogoonate did their best to provide remedies and apply palliatives for such a state of affairs, and the great Daimios, each for himself, did what seemed good in his own country; but the immediate distress and discontent unsettled all the ordinary relations of life.

It was not to be wondered at that the great feudal princes should form combinations to compel the Shiogoonate to admit them to some share in the administration of affairs by which their interests were so nearly affected. The first step was taken in conjunction with the discontented Gosankio branch, the house of Mito, between whom and the Ikammonis, the hereditary regents, there was an ancient feud. The Gotairo was murdered at the gates of the palace occupied by his boy ward. But soon the princes of the Southern Confederacy, regardless of the dynastic views of the Mitos, determined to act for themselves, and claimed the right of exemption from residence at Yedo. Chafed at the denial of his demand, and furious at the resistance made by the Foo-dais (descendants of Taikosama's generals), Shimizo, the father of the nominal prince, but himself the real head of the Satsuma family, left Yedo, August 14, 1862, vowing vengeance, which he was prepared to gratify by embroiling his country. A party of exercise-seeking foreigners fell in the way of his procession. An over-zealous attendant, knowing well that his master's wrath was connected with the questions arising out of the presence of the hated foreigners in Japan, raised a shout of rage, and the unhappy party were set upon and hewed down by his armed henchmen. Such were the first strokes that introduced the Japanese revolution.

We do not propose to take our readers through the history of the last few years step by step; to show how the Shiogoon's Government might, by adopting a manly, intelligible policy, have established its power securely on the new element of foreign relations; and why, by trimming its sails now to the Conservative party and now to the foreign Ministers, and afraid to break with either, it lost the golden opportunity of raising its head from the mayoralty of the palace to the substantive sovereignty of Japan. The chiefs of the Southern Confederacy saw their object more clearly before them. They knew that the influence of the Mikado was necessary to their purpose. They were willing to purchase it at the price of all they could take from the Gosankios to give to the ravenous Court of Kioto. They were more than doubtful of being able to shake off foreign influence, so they went in frankly for making use of it, showing they could effectually forget past hard knocks and rubs, and bury them, in the hope of present neutrality and future aid.

It is greatly to the credit of the foreign Ministers, particularly our own representative, that they have steadily persevered in a policy of neutrality, and they were fortunate throughout in being countenanced by their Governments. There was, indeed, a tendency to deviate from this safe and easy policy in 1865 and 1866, when a former French Minister, in pursuit of what he called his personal policy, all but entangled his Government in relations with the Shiogoonate which, but for the sounder appreciation of the Minister at Paris, would have separated him from his colleagues. The motive was laudable, though one-sided—the delusive hope of engrossing for his countrymen the supply of the Japanese Government with its stores, and the bulk of the raw material which forms the first of the staple industries of France. But the delusion speedily vanished, and during the last two years there has been no notable divergence in the political views of the foreign representatives.

Our sketch of the Japanese revolution, slight as it is, has almost outrun the limits of an article. Our excuse for wearying our readers is the real importance of the events themselves, as demonstrating the capacity of the Japanese, whose position as an independent self-governing race it is of high importance should be maintained to effect a great change in their system of government and administration in a quiet, sensible, and business-like way, without useless bloodshed or unnecessary severity. Let us think of what would be a parallel case in our own history if such a thing were possible—say a reunion of Tory-Jacobite families to restore the Duke of Modena. Yet, fantastic as the idea may seem, it is hardly more so to us than the statement would have been to a Japanese in 1854, that in half a generation the Shiogoonate which had lasted three centuries would be destroyed, and a sensualised high priest, chiefly known to the mass of the people in the illustrations of licentious prints, should be called from his seclusion to exercise the imperial authority of his remote ancestors.

## MISGOVERNMENT IN THE STRAITS.

(STAR.)

The reckless legislation of the nominated Council of the Straits Settlements aroused the Duke of Buckingham, on the eve of his departure from office, to the necessity of exercising that salutary authority which, so long as Crown colonies remain Crown colonies, should be vested in the Colonial Minister. But if it had not been for the courage and good sense of the Chief Justice, Sir Benson Maxwell, it is more than probable that an Act as dangerous in its tendency as its provisions are foreign to the spirit of English law would have remained in force, without any attempt being made to secure its amendment or to divest it of its more obnoxious features. It is proper to observe that the Act was originally passed in 1867, its operation being limited to one year. It was re-enacted in 1868 at a single sitting, and without any previous notice being given to members of Council—not even to the Chief Justice. Sir Benson, in a clear and explicit letter to the Duke of Buckingham, dated the 1st of September last, stated his objections to the Act. He objected to it because it gave power to the Governor to deport both aliens and naturalised subjects of the Crown, of the Chinese race, "without even the check of a written information to justify his action, without its being even in his opinion necessary for the preservation of the peace, without any hearing of the party to be deported, and without appeal." It seems absolutely incredible that any Secretary of State should have advised the Crown to sanction a measure which is so entirely at variance with the natural principles of justice, and for which no parallel can be found in the Alien Act of 1848, or in any other measure passed by the Imperial Parliament at a time of political danger. We regret to say that the late Colonial Minister exhibited a very scant appreciation of the sound constitutional principles for which the Chief Justice contended. Ignoring the right of a British subject to a trial by jury, to a writ of Habeas Corpus, and even to an appeal against what might justly be deemed an oppressive act of severity, the Duke was only willing to concede that the order of deportation "should not be put in force against any person except upon a written information, and that provision should be made that the person to be removed should be summoned before the Executive Council, and, if he chose, be heard before them, and that there should be a written record of their opinion that his removal was required with a view to the public safety." Does the late Colonial Secretary really think that this concession will have the effect of wooing back the panic-stricken Chinese who have already fled from Penang, or that it will allay the reasonable apprehensions of those who remain, or that any check which a nominated and official Council is likely to impose on the will of a Governor will compensate for the removal of all those restraints with which the English law hedges round the Executive authority, and which are quite as necessary in a Crown colony as they are in this free country? The Act is full of provisions equally monstrous. The Chief Justice objects to the Act that it would authorise the killing of rioters without necessity—that its provisions would justify the firing upon them even if they offered no resistance to authority, and were ready to disperse on the call of the magistrate. The Duke argues that some modification of this and of other clauses, which read like the resolutions of a Californian vigilance committee, is necessary, but he is very far from apprehending the gravity of these departures from the common law of England, or exhibiting that impartiality towards men of another race which it should be the aim of an English statesman to enforce. The fact, however, that he is constrained to direct that the law shall undergo extensive alterations, and that some of the safeguards which have been swept away shall be restored, is a proof that the Legislative Council, as at present constituted, is quite unfit to exercise the enormous powers which are entrusted to it. There is one passage in Sir Benson Maxwell's letter which deserves to be held in permanent remembrance, and which may, at all events, be submitted with confidence to the present Secretary of State for the Colonies. "I have now administered the law of England," he says, "in these settlements for upwards of twelve years, and I have often reflected with admiration on the prosperity and happiness which that law, with its noble respect for human rights and its safeguards for personal liberty has diffused among the various Oriental races which compose the bulk of our population. And my admiration has not been unmixed with something of national pride, when I contrasted the freedom and protection which those races found here, and whilst they repaid by respect and attachment to our rule, and by an abundant contribution to the material well-being of the colony, with the oppressive rigour to which they are subject in the colonies of other European nations. I should therefore deeply regret, not only for the Asiatic inhabitants of the colony, but for ourselves, if such principles as are embodied in this Act were to be now introduced into our law. Nothing could more conclusively demonstrate the utter absence of anything like sufficient reason for the exceptional legislation against which the Chief Justice protests than the language now quoted—unless, indeed, no weight whatever is to be attached to the deliberate judgment of the head of the judiciary in the Straits Settlements, and he a man whose character and services have long adorned the bench upon which he sits.

Some time ago we called attention to the financial grievances of this over-taxed colony—a state of things which appears to have grown up under the administration of Sir Harry Ord, the present Governor; and we are glad to learn that these grievances have been very fully set forth in a memorial which has been addressed to Lord Granville by the Straits Settlements Association. Another illustration is to be found in connection with the cost of erecting a new Government House. In July 1867 the expenditure of a sum of one hundred thousand dollars for a mansion, in which Sir Harry Ord might reside with all the dignity of a representative of royalty, was sanctioned by the Legislative Council. His Excellency is said to have promised that more money should not be spent. We now find in the *Straits Journal* a report of six columns, in which the colonial engineers elaborately prove that instead of the original estimate being enough, a further expenditure of nearly sixty thousand dollars will be necessary. Of this sum twenty thousand dollars will, it is estimated, have to be expended in order to get the building ready for the Duke of Edinburgh when he makes a flying visit to the colony in October. His Royal Highness will only remain one single night in Singapore, and we feel sure that if he had any voice in the matter he would not authorise such an expenditure solely on his own account—especially in view of the excessive burthens which have already been placed on the shoulders of the European and Chinese taxpayers of the colony. The colonial engineers give very good reasons for the increased expenditure; but that does not at all improve the position of the executive, or reconcile those who have to find the money to the extravagant tastes of their virtually irresponsible rulers. We observe that there is a difficulty in filling up the vacancy occasioned by the resignation of some of the independent members of the Legislative Council. Several of the merchants have declined to accept office, and it would be well to inquire into their reasons for taking this course. Men of their class are not disposed to assume legislative responsibilities unless they can enjoy personal freedom of action, and any attempt to impose conditions upon them—if such an attempt be made—calls for the interference of the home authorities.

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# Naval and Military.

The Basilisk, 6, paddle-sloop, 1,031 tons, 400-horse power, Captain W. Nathan Wright Hewitt, V.C., has arrived at Sheerness from China. She was commissioned on the 18th September, 1865, and has therefore been rather more than three years and a-half absent from England. The Basilisk was employed most of her time on the Japanese coasts, and remained very healthy. In December, 1867, she was in danger of destruction by fire, occasioned by the accidental oversetting of a can of turpentine. A few months afterwards, on the 27th of April, 1868, the vessel was again in danger from having got ashore in an almost unknown harbour to the southward of Shanghai. She sustained extensive injuries, and was detained three weeks in dock, nearly 120 feet of her keel having been knocked off. The Basilisk was one of the squadron present at the opening of the new ports in Japan on the 1st of January, 1868, and she was frequently employed in conveying the Admiral and the British Minister from port to port. Her cruising extended as far as the mouth of the Amoor. Singapore was her last port, and on her homeward passage she called at Java, Algoa Bay, Simon's Bay, St. Helena, Ascension, St. Vincent, Madeira, and Lisbon. Between Hong Kong and Spithead she burnt nearly 1,500 tons of coal. The Basilisk was paid off on the 13th inst. in the steam basin, Chatham, into the fourth division of the Steam Reserve in the Medway, under the superintendence of Capt. the Hon. A. A. Cochrane, C.B.; David Williams, boatswain's mate, and Joseph Hammond, ship's cook, were awarded by the Admiralty each a silver medal, with gratuity, for long service and good conduct. During the time the Basilisk was in commission—a period of three years and seven months—she was attached to the China squadron, and was employed in cruising in the China seas and adjoining waters. Most of the officers, including Capt. Hewett, who left England in the Basilisk, return with her. By order of the Admiralty she has been completely stripped, and most of her internal fitments and bulkheads removed, as it is not intended to again place her in commission, but either to break her up or sell her out of the Royal Navy. On being paid off the continuous service men among the crew were granted the usual period of absence for their run ashore.

## NEW WAR-STEAMER FOR JAPAN.

Messrs. Hall, of Aberdeen, have just launched a large steam corvette, an order from the Japanese Government. The vessel is a fine specimen of the workmanship of the builders of the famous clippers, and is greatly admired for compact strength and beauty of outline. The corvette, which was christened by Mrs. Charles Glover the *Iho-Sho-Maru*, is of 1,500 tons register, with engines of 250-horse power, measures 210ft. keel, 38ft. beam, and has a depth of 29ft. from the upper and 21ft. from the main deck. The *Iho-Sho-Maru* is to carry ten guns of large calibre, and is constructed after the model of a British man-of-war. The vessel is built of British oak and teak, will be full ship rigged, and is intended to sail under steam and canvas combined, or either singly. The upper deck is laid on iron diagonals for lightness, while between wind and water for a depth of 4½ft. the corvette is to be iron-plated 4½ in. thick, this shield being backed by 6in. of teak. *Iho-Sho-Maru* is the second vessel built by Messrs. Hall for Japan, under orders through Messrs. Glover. The corvette, which is to be commanded in the first place by Captain James and Lieutenant Inglebach, has been built at an expense of some £65,000.

## EARTHQUAKES.

(To the Editor of the *London and China Telegraph.*)

SIR,—In the *Standard* of the 15th of September last I notice a leading article mentioning three principal lines of Earthquake territories into which the globe can be divided; but the coincidences which I have noted on this subject during the past year have led me to believe that there must exist a volcanic region of vastly greater proportions than any of these. I give two of the most notable instances which have fallen under my observation. On the 18th December last, at about three o'clock in the morning, a severe shock of earthquake was felt throughout Vermont and New York in the United States, and extended through Canada to the shores of the Atlantic, and the summary of the various accounts given would indicate it as coming from the S.W. On the 18th December, at about 10.20 A.M., I was startled by a very severe shock of earthquake here, which increased in intensity for about twenty seconds to half a minute. Books and ornaments were thrown from the tables, and the lamps suspended from the ceiling were swung round about until they nearly touched it. Making my way to the compound I witnessed the destruction of about a quarter of the town, which fell in two successive crashes; burying many people among the ruins and causing much loss of life; here the shock appeared to come from E. to N.E. After this first shock I counted at least fourteen minor ones during the day. At Kelung, a port on the north-east side of the island, the shock was still more severe; the town was laid in ruins, and the harbour ran dry, the water returning in one huge wave, overturning the junks and washing up far beyond its usual limits. At the same time there was a submarine volcanic eruption of steam at the mouth of the harbour; that however ceased almost immediately. Much damage was also done to the villages. The whole north end of this island is highly volcanic, and exhibits traces of having been subjected to terrible disturbances. The two mountains which stand on either side of the entrance of this harbour are extinct volcanoes.

The second instance to which I refer is the late series of terrible earthquakes in Peru and Ecuador, which occurred on the 13th August. On the previous day I noted here a very remarkable state of the atmosphere. The air was unusually heavy, great banks of murky clouds were lying out at sea, all round the horizon, and among the slopes of the mountains, yet overhead it was bright sunshine; the wind came in strong gusts, sometimes warm, and at others chilly and damp, and from time to time throughout the day hollow subterranean rumblings were distinctly audible. Two days after the earthquake came the series of enormous waves rolling on the coast of Southern California. There would appear to be scarcely a doubt that these simultaneous manifestations are owing to the agency of some tremendous volcanic forces, which are of sufficient power to shake the world's crust from the shores of China to the American coasts of the Atlantic; the above mentioned earthquake of the 18th December was felt all through this island, on the mainland as far as Shanghai, and south as far as Chaou Chowfoo. It is impossible to say how far inland. At the time of the shock the aneroid stood at 30° 45′, the thermometer at 65°; at 4·50 P.M. aneroid 30° 37′, thermometer 69°. I send you, as they may not be without interest in future investigation on this subject, a few notes on the principal earthquakes which have taken place since the date of the first one above mentioned.—

| | | | | | |
|---|---|---|---|---|---|
| 1867. | | | | | |
| Dec. 20. | 6.20 A.M. | A severe shock. | Aneroid 30° 38′; | thermom. | 68° |
| 1868. | | | | | |
| July 5. | 7.32 P.M. | Do. 20 sec. | do. 30° 16′; | do. | 81° |
| — 12. | 4.00 P.M. | Shock about 5 sec. | do. 30° 12′; | do. | 82° |
| — 16. | 6.00 A.M. | Sharp shock; heavy rains and a hurricane blowing. | | | |
| — 22. | Afternoon. | No shocks. | | | |
| — 25. | | Slight shock. | | | |
| — 26. | | Do. Earth very tremulous all day. | | | |
| Sept. 14. | 12.05 P.M. | Sharp shock. | | | |
| — 27. | | Slight shock. | | | |
| Oct. 27. | 3.25 P.M. | Sharp shock. | Aneroid 30° 22′; | thermom. | 75° |
| Nov. 26. | 2.30 A.M. | Do. | do. 30° 76′: | do. | 64° |

These observations taken about 50 feet above sea level.

It will be observed that, after the two shocks of the 18th and 20th December, 1867, nothing of any importance occurred until the 5th of July. On this occasion the principal shock was followed by at least forty minor tremblings; and at intervals of about twenty minutes huge rollers broke over the bar, passing far above the usual water-mark. The weather on the 27th October was very unsettled, the wind increasing rapidly, blowing principally from N. to N.E., but very wild and gusty, the horizon closed in by walls of heavy peculiar coloured clouds, the mountains buried in mist. Prior to the earthquake on the 26th of November we had been having a series of heavy N.E. gales, for about ten days; it will be noticed that on this occasion the aneroid is marked at 30° 76′, which is two-tenths higher than I have ever seen it here before. It may be well to observe these data in connection with any earthquakes which may have taken place since September.

Formosa, January 1, 1869. HENRY F. W. HOLT.

## IMPORTANT TEA-BROKING CASE.

AN important tea-broking case was brought before the Court of Aldermen last week. Messrs. Francis Peek, Winch. and Co., tea dealers in Rood-lane, stated that a short time ago Messrs. Ripley Brothers and Andrews, brokers in Mincing-lane, whom they had for some time employed as brokers to purchase tea for them, sent them samples of broken-leaf Congou tea by the ship *Diamond*, which the merchant to whom the tea belonged wished to dispose of in the usual course of business. On February 18 they employed the Messrs. Ripley to buy the tea at certain stated prices, which Mr. Ripley, the senior partner, said were fair, and would at once submit to the merchant. About two hours afterwards Mr. Ripley called upon Mr. Francis Peek and told him that the merchant would not accept the prices offered, but that they could have them at other prices which were named, and which Mr. Peek, on behalf of himself and his partners, agreed to give. During the interview a clerk called and told Mr. Ripley that his partners had sold the tea elsewhere, upon which Mr. Ripley declined to carry out the transaction for Messrs. Peek. Meanwhile, it was alleged, persons in the employ of the Messrs. Ripley had been endeavouring to obtain other offers for the tea, although they were then acting as the brokers of Messrs. Peek in the transaction, and this conduct the Messrs. Peek complained of as altogether inconsistent with the duty of the Messrs. Ripley as sworn brokers of the City of London. The reply of those gentlemen was that, though they had had many transactions with the Messrs. Peek, they had never acted as brokers for them. The course of business in the tea trade, the Messrs. Ripley stated, was for a merchant desirous of selling tea to give instructions to a broker, who thereupon obtained a sample and sent small portions to such dealers in the trade as he might think likely to make offers for the tea. The dealers exercised their own judgment as to what price they would offer for the tea, and they did not consult with or in any way act upon the opinion of the broker, who was employed by and acted for the owner of the tea. As soon as the price had been fixed the broker made an entry of the transaction in his book, and prepared bought and sold notes, and ordinarily the broker received payment from the buyer and paid over the moneys thus received to the merchant, less brokerage at the rate of £1 per cent. The broker also received brokerage from the buyer, at the rate of 10s. per cent. In the instance complained of by the Messrs. Peek, the Messrs. Ripley alleged that they had no interest whatever in the transaction beyond their ordinary brokerage. The Court of Aldermen decided that there were not sufficient grounds for their interference.

BREAKFAST.—EPPS'S COCOA—GRATEFUL AND COMFORTING.—The very agreeable character of this preparation has rendered it a general favourite. The *Civil Service Gazette* remarks:—"The singular success which Mr. Epps attained by his homœopathic preparation of Cocoa has never been surpassed by any experimentalist. By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected Cocoa, Mr. Epps has provided our breakfast tables with a delicately flavoured beverage which may save us many heavy doctors' bills." Made simply with boiling water or milk. Sold by the trade only in ¼lb., ½lb., and 1lb. tin-lined packets, labelled—JAMES EPPS & Co., Homœopathic Chemists, London.

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# Monetary and Commercial.

The subjoined table shows the relative value of our exports to certain British Colonies and Foreign Countries in the East, for the years 1867 and 1868. It will be seen that the figures for Hong Kong and Singapore during the latter year show a decrease, and for Ceylon a slight increase. China shows an immense increase, amounting in fact to an addition of between 30 and 40 per cent. on the preceding year; Japan and all the other countries named show a falling off. In the more comprehensive table from which these extracts are taken, Hong Kong and Singapore rank fourth and fifth among British possessions, the figures against them being only exceeded by those for India, Australia, and Canada. Among Foreign countries, China takes the sixth place, yielding precedence to America, Germany, France, Holland, and Turkey:—

DECLARED VALUE OF EXPORTATIONS.

| | 1867. | 1868. |
|---|---|---|
| British Colonies:— | | |
| Hong Kong ... ... | 2,471,899 | 2,186,100 |
| Singapore ... ... ... | 2,068,910 | 1,513,397 |
| Ceylon ... ... ... | 771,879 | 835,798 |
| Foreign Countries:— | | |
| China ... ... ... | 4,996,469 | 6,312,866 |
| Japan ... ... ... | 1 545.386 | 1,106,069 |
| Manila ... ... ... | 1,042.468 | 955,554 |
| Java, &c. ... ... ... | 1,329,485 | 851,620 |
| Siam ... ... ... | 4,244 | 3,072 |
| Cochin China ... ... | 612 | 431 |

Bills of exchange on the Government of Ceylon [for 250,000 rupees were disposed of on the 8th inst. by tender at the offices of the Crown Agents for the Colonies. The minimum fixed was 1s. 11½d. per rupee, and the whole amount was taken at and above that rate.

At the meeting of the Rotterdam Bank on the 18th ultimo, Mr. F. A. Muller was elected president and Mr. J. Canters and Mr. G. Van der Kors were appointed directors. A commission, consisting of thirty shareholders, was formed to assist the Board of Commissaries in effecting some modifications in the statutes, and any proposals this commission may have to make will be submitted to the shareholders at a general meeting to be held next month. In place of Messrs. Koch and De Monchy, Messrs. Cantzlaan and Van Weel were elected members of the Board of Commissaries, the two former gentlemen declining to retain office on the ground that the new statute by which the practice of re-election is abolished will shortly come in force. The balance sheet and statement of accounts appear in our advertisement columns.

## THE AGRA BANK.

The annual meeting of the proprietors of this bank was held on the 14th inst., Mr. J. Tompson in the chair.

The Chairman, in moving the adoption of the report, said that the duty which devolved upon him on that occasion, although one of pleasure and satisfaction, was not free from anxiety, for whilst it was gratifying on the one hand to speak of profits realised and dividends paid, it was grievous to think of losses sustained and hopes disappointed. He wished he could say that no losses had been sustained during the past year in the working of the bank. They had had some losses, although not to any material amount, which had been mainly incurred upon bills remitted from Calcutta to this country. The drawers and acceptors of those bills at home had both suspended payment, and their estates appeared to promise to yield an unsatisfactory return; and they must, therefore, look mainly to the sale of the securities they held for the payment of the advances made upon them. The total amount of the loss for that account was estimated at about £3,000. They had sustained a further loss, which was estimated at £1,000, by a failure in India, bringing the total loss up to £4,000, which had been written off against profit and loss, leaving no asset in the balance-sheet of a questionable character. If it had not been for those losses they would have been able to carry over to the credit of the B assets, in round numbers, £7,000. The accounts before them had been made up with the anxious desire to make them speak for themselves. Referring to the Agra and Masterman's Bank, he said that large advances had been made to the old establishment by the new bank, in order to pay its creditors and transfer the house property account—that was included in the accounts. The directors were satisfied that the assets to secure those advances were sufficient to secure their due repayment. Otherwise they would have considered it their duty to make a call upon the B shareholders to make up the deficiency. He, however, could assure the B shareholders that it would not be necessary to make any call upon them. In addressing himself to the B scripholders he said no one could lament more than he did that the financial position of their affairs was not more promising than the report and accounts submitted represented them to be. They, however, had the satisfaction of knowing that they would not be called upon to pay another shilling, and if they had not received the £10 per share as was expected, there was every reason to hope that they would before long receive £5. The gigantic losses of the late bank were almost inconceivable, and it had been brought to light that they had been in part occasioned by the unscrupulous operations with the bank's funds by one of its principal managers, and by his negotiations of bills of an objectionable character in order to prop up parties who were not deserving of support. Those transactions occurred without the knowledge of the directors as a body. Before the amalgamation with the firm of Masterman and Co. the bank was in a favourable position, but about that time it seemed to have got round it a very unsatisfactory connection. Messrs. Masterman and Co., in consideration of the transfer of the business and the premises in Nicholas-lane, received an equivalent to £500,000 in money. The premises in Nicholas-lane were entered in the books at the sum of £120,000. The sum of £100,000 was paid to them in cash and the remainder in shares. This payment, he felt, was out of all proportion to the benefits derived, and he was not prepared to say that the bank might not have been prosperous at the present time but for its subsequent management, but their ruin would not have come about had it not been for the amalgamation. He then at some length went into the details of some of the chief accounts under which the old bank had sustained loss, and referring to the capital of the Agra Bank he said three-fourths of it had now been completed, and he had no doubt the whole of it would be taken up.

Mr. J. Stuart seconded the motion, and it was unanimously carried.

The dividend of 9 per cent. recommended by the directors to be paid to the A shareholders, being in full the balance of the preferential dividend due to them for the two years ending 31st December, 1868, was sanctioned to be paid.

The retiring directors, Mr. Tompson and Mr. Stewart, were re-elected, and Mr. Harvey Rankin was elected to fill the vacancy at the board occasioned by the death of Mr. Sclater.

The retiring auditors having been also re-elected,

The meeting resolved itself into a meeting of the Agra and Masterman's Bank, when the report of the shareholders' committee was adopted, and thanks accorded them for their past services.

The accounts as audited having been adopted,

Mr. Nicol moved, "That the committee of shareholders be requested to apply by letter to Messrs. Masterman and Co. to pay the amount of their written guarantee, notwithstanding its legal invalidity."

The resolution was seconded and carried, and a vote thanks to the chairman brought the proceedings to a close.

# Shipping Intelligence.

## ARRIVALS.

| Date | Ship. | Captain. | From. | At |
|---|---|---|---|---|
| Apl. 2 | Sydenham | Millar | Rangoon | Falmouth |
| — 2 | Jane Rowland | Hughes | Bassein | Do. |
| — 2 | River Dee | Lawson | Do. | Do. |
| — 2 | Pride of the Thames | Tonkin | Do. | Do. |
| — 3 | Cymbeline | De Faye | Yiollo | Do. |
| — 2 | Cardross | McIntosh | Maulmain | Queenstown |
| — 3 | Serafin | De Goitia | Manila | Do. |
| — 5 | Kinfauns Castle | Holmes | Singapore | Liverpool |
| — 3 | Kandanghauer | Zeelt | Pasaroeang | Texel |
| Mar 17 | Antares | Nolte | Macao, for Mariel | Havana |
| — 24 | Banian | Chase | Shanghai | New York |
| Apr. 5 | Khimjee Oodowjee | — | Singapore | Liverpool |
| — 5 | Malacca | — | Do. | Do. |
| — 6 | Wallasea | — | Do. | Do. |
| — | Tea Taster | — | Maulmain | Queenstown |
| Mar 22 | Macedon | Summerfield | Manila | San Francisco |
| Apr. 7 | Ocean Chief | Pennie | Foochow | London |
| — 7 | Avon | Owens | Rangoon | Falmouth |
| — | Shun Lee | Milbank | Macao | Off the Lizard |
| — 7 | J. M. Joshua | — | Shanghai | Deal |
| — 7 | Dudbrook | — | Manila | Do. |
| — 7 | Kronprinsen | Bothen | Bangkok | Falmouth |
| Mar 26 | Unison | Walker | Nagasaki | New York |
| Apr. 7 | Signe | Andrea | Manila, for Copnhgn. | Falmouth |
| — 7 | Willy | Rohsear | Bangkok | Do. |
| — 7 | Cornwallis | Valle | Do. | Do. |
| — 7 | Johanne | Schaffer | Java, for Bremen | Off do. |
| — 9 | J. M. Joshua | Hodgson | Shanghai | London |
| — 8 | Crest of the Wave | Harris | Bangkok | Falmouth |
| — 9 | Queen of the North | Green | Colombo | Off Dartmouth |
| — 9 | Grefoe Berg | Bjornstrom | Java | Falmouth |
| — 7 | Johanna | Ouwehand | Batavia | Texel |
| — 7 | Estafette | Oepkes | Do. | Do. |
| — 7 | Zeebloem | Gollards | Do. | Do. |
| — 8 | Raphael | v.d. Velde Smit | Batavia, for Rotrdm. | Off Dungeness |
| — 7 | Sir William Wallace | — | Shanghai | New York |
| — | Jenny | Ryselin | Bangkok | Plymouth |
| — 12 | Zemindar | Currie | Shanghai | London |
| — 8 | Alcyone | Kruisinga | Java | Off Dungeness |
| — 9 | Constance | Kimmerer | Java, for Amsterdam | Do. |
| — 8 | Jannetjee | v. Striemem | Banjwngie., for Rtdm. | Off the Start |
| — 10 | Cymbeline | de Fano | Yiollo | Bristol |
| — 11 | West Derby | — | Do. | Liverpool |
| — 11 | Petchelee | — | Singapore | Do. |
| — 11 | Corlic | — | Rangoon | Do. |
| — 12 | Rifle | Elliott | Nagasaki | Deal |
| — 10 | Ida | Perkins | Rangoon | Plymouth |
| — 13 | Anita | Turcan | Zebu | London |
| — 11 | Daylight | — | Batavia, for Amstdm | Off Brighton |
| — 9 | D. H. Watjen | — | Java, for Amsterdam | Off St. Alban's |
| — 10 | River Eden | Valder | Manila | Off the Start |
| — 9 | Dageraad | Duinker | Banjoewangie | Off Plymouth |
| — 12 | Atalanta | Ballingall | Bangkok | Falmouth |
| — 7 | Jeannie Eastman | — | Batavia, for Amstdm. | Off Scilly |
| — 12 | Jessie Coffin | Homer | Maulmain | Falmouth |
| — 9 | Sliedrecht | Borchers | Banjoewangie | Texel |
| — 9 | Lalla Rookh | Wilson | Saigon | Belle Isle |
| Mar 27 | Pekin | Seymour | Hong Kong | San Francisco |
| — 27 | Great Republic (str.) | Doane | Hg. Kg. & Yokohama | Do. |
| — 29 | Queen of the Age | Clyma | Yokohama | New York |
| — 29 | Formosa | Paulsen | Amoy | Do. |
| — 31 | Elizabeth Nicholson | Crosbie | Foochow | Do. |
| — 31 | R. P. Reynard | Price | Padang | Do. |
| Apr. 13 | Carisbrook | Cooper | Colombo | Downs |
| — 13 | Southern Cross | McDonald | Do. | London |
| — 13 | Antagonist | — | Do. | Off Falmouth |
| — 13 | Henry Brain | Simmons | Rangoon | Queenstown |
| — 13 | Lauderdale | — | Foochow | New York |

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## DEPARTURES.

| Date. | Ship. | Captain. | For. | From |
|---|---|---|---|---|
| Apr. 2 | Europa | Hansen | Shanghai | Cardiff |
| — 5 | Skimmer of the Wave | Gooch | Colombo | London |
| — 3 | Naval Brigade | Knight | Yokohama | Cardiff |
| — 3 | Ravensworth | Liddle | Singapore | Do. |
| — 4 | Whirlwind | Graham | Shanghai | Dartmouth* |
| — 5 | John George | Barrow | Hong Kong | Sunderland |
| — 6 | Veronica | Haldam | Do. | Liverpool |
| — | Friso | Mulder | Samarang | Amsterdam |
| — 8 | Sree Singapura | McKenzie | Singapore | London |
| — 8 | Luzon | Buchanan | Do. | Do. |
| — 8 | Altair | Tidey | Philippine Islands | Cardiff |
| — 10 | Hindostan | Renner | Shanghai | London |
| — 8 | Alfred | Gronow | Singapore | Falmouth* |
| — 7 | Herbert Graham | James | Yokohama | Newport |
| — 8 | Brinkburn Priory | Jack | Hong Kong | Sunderland |
| — 13 | Mary Whitridge | Cutler | Cardiff and Shanghai | London |
| — | Anna Bok | — | Batavia | Rotterdam |
| — 10 | Ajax (str.) | Kidd | Mauritius, Singapore, China, &c. | Liverpool |
| Mar 26 | Competitor | Matthews | Hong Kong | Boston |

* After repairing.

*(See Commercial Postscript and Correspondents' Letters.)*

## LOADING.

**At LONDON.—For Nagasaki and Hiogo: Esperanza, Eastern Chief. For Hiogo and Yokohama: Parmenio, Westbury. For Yokohama: Georges, Havelock, Ta Lee. For Tientsin and Chefoo: Belle. For Amoy and Foochow: Eastern Star. For Shanghai: Albuera, Pegasus, Tyburnia, John Lidgett, Ornate, Antrim, Ocean Chief, Shun Lee. For Hong Kong: Invincible, Isabella Ridley, Neville, Champion, Countess Russell, Zenobia. For Singapore: Christian Rankin, Pactolus, Otter. For Penang: Peri. For Batavia and Sourabaya: Sperwer. For Colombo: Asphodel, Ocean Rover, Passover, Percy Douglas.**

**At LIVERPOOL.—For Nagasaki and Hiogo, Frederica. For Yokohama: Malacca, Syringa. For Shanghai: Gladiateur. For Hong Kong: Eugenio. For Singapore: Khimjee Oodowjee. For Batavia and Sourabaya, Perpetua. For Batavia: Bali. For Manila: Joaquina Victoria, Victoria, Doriga.**

**At GLASGOW.—For Hong Kong: Chili, Hirondelle. For Yloilo: Isurium. For Manila: Maria de C. For Singapore: Doune Castle, Eliza Thornton. For Penang: Mary Falconer, John Paul. For Batavia and Sourabaya: County of Stirling.**

**At NEW YORK.—For Shanghai: Resolute, Samuel Larrabee, Yokohama. For Hong Kong: Benefactress, Game Cock.**

## SPOKEN.

**MARIE** (barq.), Rotterdam to Batavia, Nov. 27, 18 N., 24 W.
**ETHA RICKMERS**, Shanghai to New York, March 19, 1 S., 31 W.
**CREST OF THE WAVE**, Bangkok to Falmouth, March 2, 2 S., 20 W.
**AGGIE M.**, Cardiff to Singapore, March 2, 2 S., 20 W.
**EMPRESS**, Cardiff to Saigon, Feb. 7, 22 S., 26 W.
**JULIANA**, Yloilo to Liverpool, Jan. 30, 34 S., 18 E.
**VONDEL**, Amsterdam to Japan, Jan. 21, 30 S., 24 W.
**CHRISTINA MARIA**, Amsterdam to Batavia, Jan. 21, 25 S., 31 W.
**INNISFALLEN**, Cardiff to Galle, Feb. 3, 37 S., 9 E.
**BESTEVÆR**, Bali to Amsterdam, Feb. 1, off Cape Point.
**DAGUERRE**, Manila to Liverpool, Jan. 30, 35 S., 25 E.
**JENNIE EASTMAN** (Amer. ship), Btva. to Amstrdm., Feb. 14, 16 S., 6 W
**MEDEA**, Rotterdam to Batavia, Feb. 16, 7 N., 27 W.
**ATTILA**, Newcastle to Singapore, Feb. 5, in Banca Straits.
**LADY FRANKLIN**, New York to Canton, Nov. 28, 42 S., 28 E.
**MARSEILLES**, Newcastle to Shanghai, March 30, 35 N., 17 W.
**MARIE SUSANNE**, Bordeaux to Foochow, March 30, 35 N., 16 W.
**LOUISE**, Batavia to Amsterdam, March 27, 46 N., 22 W.
**LORTON**, Liverpool to Singapore, Feb. 14, 5 S., 19 W.
**CAROLINA** (English ship), Bangkok to Falmouth, March 7.
**MARY MOORE**, London to Shanghai, March 21, 38 N., 12 W.
**BELVIDERE**, New York to Yokohama, Feb. 12, 25 S., 31 W.
**CHUSAN**, London to Hong Kong, March 10, 2 S., 28 W.
**JOHANNES ANTONIUS**, Batavia to Rotterdam, Feb. 21, 26 S., 66 E.
**AYR**, Bangkok to Falmouth, Jan. 18, 21 S., 93 E.
**HOPE**, Bangkok to Falmouth, Feb. 20, 35 S., 19 E.
**EXONIAN**, Manila to Falmouth, March 3, off St. Helena.
**ALARDUS**, Bangkok to Queenstown, Feb. 26.
**VELOCITY** (barque), Foochow to Boston, off the Cape of Good Hope.
**GRAAFSTROOM**, Batavia to Rotterdam, March 7.
**NEW ORLEANS** (Russ. barq.), Padang to New York, Feb. 24, 34 S., 28 E.
**TWEE GEZUSTERS**, Bali to Rotterdam, Feb. 10, 27 S., 59 E.
**JOHANNA OTTILIE**, Yedo to London, Feb. 26, 35 S., 25 E.
**JAN VAN SCHAFFELAAR**, Batavia to Dordt, Jan. 19, 10 S., 102 E.
**SUZANNA**, Batavia to Rotterdam, Feb. 23, 35 S., 22 E.
**JOHN MUNRO**, Bangkok to Queenstown, Feb. 4, 26 S., 70 E.
**ARABIA**, Bangkok to Falmouth, Feb. 10, 29 S., 55 E.
**HEBE**, Batavia to Rotterdam, March 10, 17 S., 5 W.
**JEDO**, Samarang to Rotterdam, Jan. 30, 24 S., 67 E.
**LUDWIG** (Hanov. barq.), Batavia to Amsterdam, March 2, 19 S., 3 E.
**KELSO** (barq.), Macao to London, Feb. 21, off Cape Agulhas.
**KING GEORGE IV.** (Engl. barq.), Macao to London, Feb. 19, 34 S., 28 E.
**DILIGENT** (Engl. barq.), Bangkok to Gibraltar, 6 S., 106 E.
**LUISA KROONPRINSES v. ZWEDEN** (Dut. barq.), Batavia to Dordt, Feb. 7, 26 S., 62 E.
**PALLAS** (Dut. barq.), Japan to New York, Feb. 22, 30 S., 45 E.
**DEUCALION**, Bangkok to Gibraltar, March 10, off St. Helena.
**INVERARY**, Ceylon to Boston, Feb. 5, 6 S., 83 E.
**JALAWAR**, Philippines to Queenstown, Feb. 28, 18 S., 3 W.
**CLAVERHOUSE**, Bangkok to Falmouth, Feb. 17, 36 S., 20 E.
**GELDERLAND**, Java to Amsterdam, March 28, 46 N., 25 W.
**PACTOLE**, Macao to Havana, March 12, 7 N., 35 W.
**EHAREE** (?), Colombo to London, March 16, 21 N., 36 W.
**APENRADE**, Hamburg to Singapore, Feb. 19, 16 S., 21 W.
**WAVE QUEEN**, London to Singapore, March 2, 38 N., 12 W.
**KJOBENHAVN**, Foochow to Boston, Jan. 10, in the Straits of Sunda.
No. 9,346 (ship), Hong Kong to Queenstown, March 24, 50 N., 13 W.
**NYMPH**, Japan to New York, Feb. 13, 33 S., 28 E.
**GULNARE**, for Singapore, Feb. 20, 4 N., 23 W.
**DILKHOOSH**, London to Shanghai, March 11, 7 N., 23 W.
**DE RUYTER** (? Admi. de Ruyter), Bat. to Amstdm., Feb. 14, 18 S., 3 W
**LUISE** (Pruss. barq.), Batavia to Dordt, 31 S., 33 E.
**YSTROOM**, Batavia to Rotterdam, Feb. 19, 34 S., 47 (?) E.
**COPENHAGEN** (Dan. barq.), Foochow to Boston, Jan. 12, 7 S., 103 E.
**GLENISLA** (barq.), Hong Kong to Hamburg, Jan. 17, 8 S., 103 S.
**IDUNA**, Amsterdam to Hong Kong, March 28, 36 N., 9 W.
**KORTENAAR**, Rotterdam to Batavia, March 30, 34 N., 18 W.
**ACTUAL** (?) (Norw. barq.), Sourabaya to Amsterdam, Jan. 18, 27 S., 6 E.
**CONQUEROR**, Liverpool to Shanghai, Feb. 18, 6 N., 24 W.
**EMPRESS**, London to Japan, Feb. 21, 8 N., 27 W.
**QUEEN OF THE SEA**, Cardiff to Anjer, March 7, 2 N., 25 W.
**BACCHANTE**, Colombo to London, 45 N., 27 W.
**BENVENUE**, London to Penang, Feb. 21, 1 N., 26 W.
**MAASLUIS**, Cardiff to Singapore, Feb. 15, 3 N., 26 W.
**VICTORY OF LONDON**, Bangkok to Belle Isle, 78 days out.
**KATE KELLOCK**, Colombo to London, March 8, 25 S., 7 E.
**LAUREL**, Foochow to London, Jan. 31, 7 S., 103 E.
**FERNANDO**, Manila to Queenstown, Feb. 4, 35 S., 19 W.
**MAIDEN QUEEN**, London to Shanghai, March 2, 3 S., 21 W.

## FREIGHTS AND CHARTERS.

**We have no change to note in berth freights to the Eastern Ports since our last issue.**

Current rates of freight for vessels on the berth:—To Yokohama: 40s. weight or meast. To Nagasaki: 45s. weight, 50s. meast. To Hiogo: 60s. weight or meast. To Tientsin: 60s. meast. To Chefoo: 60s. weight or meast. To Newchwang: 55s. meast. To Shanghai: 40s. weight, 30s. meast. To Hong Kong: 40s. weight, 30s. meast. To Manila: 40s. weight, 70s. meast. To Batavia: 25s. weight, 30s. meast. To Singapore: 25s. weight or meast. To Penang: 40s. weight or meast. To Ceylon: 20s. to 25s. weight, 20s. meast. At New York to China; $12 to $15 per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—For Yokohama: £42. For Shanghai: £42. For Hong Kong: £32. For Singapore: £25. For Galle: £23. From Newport, Cardiff, or Swansea per ton.—For Yokohama: £2 7s. For Shanghai: £2 3s. For Hong Kong: £1 13s. For Singapore: £1 5s. For Galle: £1 5s.

## CASUALTIES.

Advices from Amsterdam, dated April 3, state that 635 bags of coffee and 119 canisters of sugar, damaged, had been sold, ex Henriette Gerardina Susanna, Dam, from Batavia to Rotterdam, which vessel put into Simon's Bay, Jan. 5, leaky.

The Kandanghauer, Zeelt, from Pasaroeang, which vessel arrived at Texel April 3, reported having experienced very bad weather, during which she lost an anchor and chain.

The Continental, Erving, from Cardiff to Yokohama, which was taken into Gibraltar, after being on shore in the Bay, March 15, has been again under survey, and recommended to discharge the remainder of her cargo.

The Auffredy, Guillore, from Saigon to Rotterdam, which lost her anchors, March 20, in Belle Isle Roadstead, put into St. Nazaire, March 28, with damage to rigging, and to replace anchors.

Advices from St. Helena, dated February 20, state that the Caroline Bourhis, from Saigon, which put in there January 28, leaky, was again surveyed, February 25, and ordered to discharge the remainder of her cargo, the leak not having been found; a large quantity of the cargo was damaged, and a portion sold, February 22.

The Susanna Johanna, Heyrick, from Banjoewangie to Rotterdam, put into Mauritius, Feb. 26, for repairs, having encountered very heavy weather in 6 S., 80 E., during which she sprung a leak, and lost bulwarks and sails; 4,000 bags of coffee had been discharged, of which about 1,600 were badly damaged, and 250 had been sold.

The John George, Barrow, of and from Sunderland, to Hong Kong, with coals, put into Harwich, April 9, with damage to starboard bow, having been in collision.

The Estafette, Oepkes, which arrived at Texel, from Batavia, April 7, had sustained some damage.

Advices from St. Helena, dated March 12, state that the Caroline Bourhis, from Saigon, which put in there Jan. 28 leaky, had discharged the whole of her cargo (with the exception of about 600 bags recommended to be thrown overboard), and was being repaired.

Advices from Mauritius, dated March 10, state that the Johannes Antonius, v.d. Straaten, from Batavia to Rotterdam, had put in there to stop a leak and repair damage sustained during a cyclone.

## MISCELLANEOUS.

At Rio de Janeiro, March 1, Brema, Schweitzer, from Cronstadt, for provisions (another account says in distress), and sailed 6th for Nicolajefsk, Amoor River.

At ASCENSION.—Feb. 18, Luctor and Emergo, from Batavia, and sailed for Amsterdam; 20, Antagonist, from Colombo, and sailed for

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London; Dageraad, from Bali Straits, and sailed for Amsterdam; 21, Glaneur, from Saigon, and sailed 22 for Bordeaux; 24, Jannetje, from Bali Straits, and sailed for Rotterdam; 25, No. 832 (4th d.p.), from Singapore, and sailed for Liverpool; 28, Timour, from Bangkok, and sailed for Falmouth; March 8, Roslin Castle, from Macao, and sailed for London; 11, Queensland, from Bangkok, and sailed for Falmouth; Tweelingen, from Sourabaya and sailed for Amsterdam; 15, West Australian, from Bangkok, and sailed for Falmouth; 17, William Smith, from Bangkok.

At ST. HELENA.—March 1, Dartmouth, Elsden, from Shanghai, and sailed, 1, for New York; Deux Freres, Gillard, from Singapore, and sailed, 2, for Bordeaux; Vistula, Burkitt, from Macao, and sailed, 3, for Havana; 2, President Harlietz v. d. Ohe, from Bangkok, and sailed for Falmouth; Alblasserdam, t'Hoen, from Banjoewangie, and sailed, 3, for Rotterdam; Zeenimph, v. Roggen, from Batavia, and sailed, 3, for Amsterdam; 3, Taffarette, Rocher, from Hong Kong, and sailed for Havre; 4, Westminster, Berryman, from Zebu, and sailed, 5, for Liverpool; 5, Sterling, Harding, from Hong Kong, and sailed, 6, for New York; 6, India, Crawford, from Banjoewangie, and sailed for Falmouth; Pieter Adolf, Jaski, from Pasaroeang, and sailed for Amsterdam; 7, Lancashire, Summersen, from Saigon, and sailed 8 for Hamburg; Zaanstroom, Schahap, from Padang, and sailed 8 for Amsterdam; 8, Standard, Reid, from Samarang, and sailed 9 for Plymouth; Mary Tatham, Jeffry, from Bangkok, and sailed 9 for Falmouth; 9, Ardanza, Alcatena, from Manila, and sailed 10 for London; 10, Noach II., Hoefman, from Batavia, and sailed for Rotterdam; 11, Hermine Marie Elisabeth, Duyker, from Nagasaki, and sailed 12 for Amsterdam; Trinculo, Nyberg, from Singapore, and sailed 12 for Falmouth; Humber, Bell, from Batavia; 13, Sophie, Granberg, from Pasaroeang, and sailed for Falmouth; Java Packet, Hellingman, from Batavia; Bravo, v. Ommeren, from Bangkok; Florence Nightingale, Beard, from Bangkok, and sailed 14 for Falmouth; 14, Moderation, Phillips, from Saigon and Lombock, and sailed 16 for Queenstown or Falmouth; Equator, Hockert, from Sourabaya, and sailed 16 for Falmouth; S. Gravenhage, Alberto, from Batavia, and sailed 15 for Amsterdam.

Off ST. HELENA.—March 12, Bristow (barque), from Singapore.

At TABLE BAY.—Feb. 21, Ocean Queen (s.), Temperley, from Clyde, and left March 5 for China; 22, Cyclone, King, from Zebu, and sailed 23 for London; 24, Nahotka (str.), Brolin, from Falmouth, and left March 3 for Eastern Siberia; March 1, New Orleans, Parman, from Padang, and sailed 4 for New York; 3, Johan Kepler, Rahe, from Java; Feb. 21, Exonian, Whitburn, from Philippine Islands, sailed for England, after repairing.

At NATAL.—Feb. 9, Frederick, from Manila, and sailed for New York.

At SIMON'S BAY.—March 1, Henrietta Ger. Susanna, Dam, from Batavia, sailed for Rotterdam, after repairing.

At MAURITIUS.—Feb. 26, Susanna Johanna, Heyricks, from Banjoewangie, for Rotterdam; 27, Pantaloon, v.d. Tas, from Singapore; 18, Servannais, Le Venages, from Callao, and sailed for Galle; 20, Marengo, Nicoll, from Cardiff, sailed for Colombo; 28, Loire, Gautier, from Bordeaux, sailed for Galle.

## LAUNCH.

Messrs. Blackwood and Gordon have launched from their building yard, Port Glasgow, an iron clipper, of the following dimensions:—Length between perpendiculars, 170 ft.; breadth, 30 ft. 6 in.; depth, 19 ft.; register, 756 tons. This vessel is classed AA1 at Lloyd's, and twenty years in the Liverpool Underwriters' book. She is also fitted with all the most recent improvements, including steam power for working the pumps and windlass. She was named the Hirondelle. This vessel is the property of Messrs. Mors le Blanch and Co., of Liverpool and Glasgow, and is intended for the East India and China trades.

The *Zemindar*, owned by Messrs. Nicholson and M'Gill, of Liverpool, has arrived in the West India Dock from Shanghai with the largest cargo of tea ever brought to this country by a sailing vessel, being 1,502,260lbs. She had also on board 161 bales of silk.


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London, 1st January, 1869.

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NOTICE IS HEREBY GIVEN, that in accordance with a resolution passed at a general meeting of shareholders, held at the head office of the Corporation at Hong Kong, on the 15th day of February last, a CALL was made of 25 dollars per share on the new shares of the Corporation, and will be payable at this office on the 1st day of July next upon all new shares registered in London, at the rate of 4s. 6d. per dollar, being equal to £5 12s. 6d per share.

For the convenience of shareholders, payments will be received in anticipation of the above call, and interest allowed thereon at the current Bank of England rate, until the 1st day of July next.

The remaining unpaid capital will be called up at the following dates, viz.:—1st July, 1870, call of 25 dollars, or £5 12s. 6d. per share; 1st Jan., 1872, call of 25 dollars, or £5 12s. 6d. per share; 1st Jan., 1873, call of 25 dollars, or £5 12s. 6d. per share; and may, either in whole or part, be similarly provided for at the option of the shareholders, interest being allowed in lieu of dividend on such prepayments at the rate of 5 per centum per annum, payable half-yearly until the respective calls become due, when the sums so called up will be admitted to participate in the distribution of dividends.

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THE PARTNERSHIP hitherto existing between JAMES DOW, JAMES H. WRIGHT, and WILLIAM S. MACLEAN, under the Firm of DOW and Co., ceases this day by efflux of time; the affairs of the Firm will be liquidated by Mr. JAMES DOW, who will sign the firm "in liquidation."

Shanghai, Dec. 31, 1868. DOW AND Co.

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THE PARTNERSHIP hitherto existing between THOMAS BLAKE GLOVER, FRANCIS A. GROOM, EDWARD HARRISON, and RYLE HOLME, under the firm of GLOVER and Co., of Japan and Shanghai, ceases this day by efflux of time. The business in Shanghai will be conducted on and after the 1st Jan., 1869, under the style of GLOVER, DOW, and Co., in which Firm FRANCIS A. GROOM and JAMES DOW will be partners.

Shanghai, Dec. 31, 1868. GLOVER AND Co.

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We have had occasion to favourably notice Mr. Gatty's comic songs, and the two under notice do not alter our opinion of their character. "Brag" is a comic song of a mild order, but hardly to be ranked as serio-comic. It is all fun. "Put it Down to Me" is more pungent, and broader in tone, but without approaching coarseness. It is sung nightly by the St. George's Hall Christy's, and hardly ever fails to be warmly encored. Both songs are in marked contras, with the music-hall type, and deserve a wide circulation. "When the Roses Blow" is a ballad which has also obtained much favour with the Christy's, and it well merits it. The melody is very taking, and quite equal to any of Mr. Allen's uniformly excellent settings. "The Days were Sweet in Summer Time" is another excellent song, and if it reaches a front place in the thousand and one new compositions before the public it will fully deserve it.

HAMILTON'S MODERN INSTRUCTIONS for the PIANO. 673rd Edition. 70 large folio pages. 4s.—Order of all Musicsellers and Booksellers; and of the Publishers.

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# BANK OF ROTTERDAM.

## BALANCE-SHEET, ending December 31, 1868.

| Dr. | | | Cr. | | |
|---|---|---|---|---|---|
| Public securities and coupons ... ... ... | | f.226,967 17½ | Capital— | | |
| Funds available— | | | 60,000 shares at f.250... ...f.15,000,000 00 | | |
| Cash and foreign coin ... ... | f.1,295,101 37 | | Of which not given out, 29,314 shares at f.250 ... ... | 7,328,500 00 | |
| Bills receivable— | | | | f.7,671,500 00 | |
| Home... ... ... ... | 2,482,703 96 | | 50 per cent. paid up ... ... | f.3,835,750 00 | |
| Foreign ... ... ... | 409,798 69 | | 5 per cent. paid up on commanditair capital ... ... ... | 430,415 00 | |
| Cash at bankers ... ... | 1,792,906 31½ | | | | f.4,266,165 00 |
| | | 5,980,510 33½ | Bills payable ... ... ... ... ... | | 6,729,431 55 |
| Debtors in account current ... | f.7,706,318 57 | | Deposits and circular notes ... ... ... | | 1,172,007 13½ |
| Doubtful debtors in account current, estimated at ... ... | 176,260 75½ | | Creditors in account current ... ... ... | | 4,975,976 62 |
| | | 7,882,579 32½ | Creditors in commanditair account ... ... | | 125,155 05 |
| Debtors in commanditair account | f.2,910,392 34½ | | Interest on paid up commanditair capital ... | | 12,863 70 |
| Doubtful debtors in commanditair account, estimated at ... | 7,198 33 | | Commanditair reserve funds ... ... ... | | 135,833 05½ |
| | | 2,917,590 67½ | Dividend for 1864, f.49.50; for 1865, f.58 ... | | 107 50 |
| Bank premises and furniture ... ... ... | | 255,582 88 | Dividend for 1866 ... ... ... ... | | 95 60 |
| Balance of loss ... ... ... ... ... | | 156,551 12 | Dividend for 1867 ... ... ... ... | | 2,146 30 |
| | | f.17,419,781 51 | | | f.17,419,781 51 |

Rotterdam, 23rd March, 1869.
Examined and found correct.
The Committee of Commissioners,
(Signed) T. H. C. VAN DER KUN,
„ M. M. DE MOUCHY,
„ C. GRANSBERG.

Rotterdam, 10th March, 1869.
The Bank of Rotterdam,
(Signed) D. BAUDUIN,
„ KUP.

Rotterdam, 24th March, 1869.
Audited by the Commissioners of the Bank of Rotterdam.
(Signed) F. T. PLATE, President,
„ HUBRECHT, Secretary.

Rotterdam, 26th March, 1869.

We have examined and audited the above accounts, and found them correct.
The Committee of Shareholders,
(Signed) W. T. GEVERS DEYNOOT,
„ F. W. C. BLOM,
„ T. P. VIRULY,
T. D. FRANSEN VAN DE PUTTE.
R. W. BESIER.

## PROFIT AND LOSS ACCOUNT, 1868.

| Dr. | | | Cr. | |
|---|---|---|---|---|
| Expenses— | | | Interest account— | |
| Salaries ... ... ... ... | 86,028 84½ | | Balance of profit ... ... ... ... ... | f.188,474 44 |
| Different expenses ... ... ... | 38,256 97 | | Provision account— | |
| | f.124,285 81½ | | Balance of profit ... ... ... ... ... | 154,228 66 |
| Amount written off on house property, furniture, &c. | 10,758 96 | | Reserve funds— | |
| Payment of half of the commanditair commissions, f.111,875.66, to commanditair reserve account ... | 55,937 83 | | Balance ... ... ... ... ... ... | 37,661 86 |
| Loss on transactions in bills, public shares, and other securities ... ... ... ... ... | 450,812 42½ | | Share of profits made by the Batavia head agency | 128,098 50½ |
| Agency, Amsterdam, loss ... ... ... ... | 23,219 55½ | | Balance to profit and loss account, being net loss ... | 156,551 12 |
| | f.665,014 58½ | | | f.665,014 58½ |

Rotterdam, 23rd March, 1869.
Examined and found correct.
The Committee of Commissioners,
(Signed) T. H. C. VAN DER KUN,
„ M. M. DE MOUCHY,
„ C. GRANSBERG.

Rotterdam, 10th March, 1869.
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R. W. BESIER.

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## OVERLAND ROUTE.—

Communication by Steam with INDIA, CHINA, JAPAN, AUSTRALIA, &c., via EGYPT, from SOUTHAMPTON and MARSEILLES.

The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their Steamers for—

| | From Southampton. | From Marseilles. |
|---|---|---|
| GIBRALTAR ... | Every Saturday, at 2 P.M. | — |
| MALTA..... | " " | — |
| ALEXANDRIA. | " " | Every Sunday, at 7 A.M. |
| ADEN ..... | " " | " " |
| BOMBAY..... | " " | " " |
| GALLE..... | | |
| MADRAS..... | Saturday, April 3, 2 P.M. | Sunday, Apr. 11, 7 A.M. |
| CALCUTTA ... | | |
| PENANG..... | And every alternate Saturday thereafter. | And every alternate Sunday thereafter. |
| SINGAPORE ... | | |
| CHINA ..... | | |
| JAPAN ..... | | |
| USTRALIA ... | Saturday, April 17, 2 P.M. And every fourth Saturday thereafter. | Sunday, Apr. 25, 7 A.M. And every fourth Sunday thereafter. |

Arrangements having been made with the British India Steam Navigation Company, Passengers, Cargo, and Parcels are now booked through to any of the Ports touched at by that Company's Steamers.

For full particulars as to Freight, Passage, and Insurance, apply at the Company's Offices, 122, Leadenhall-street, London; or Oriental-place, Southampton.

## MAIL ROUTE FOR CALIFORNIA, JAPAN AND CHINA, VIA PANAMA.

THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamers from NEW YORK on the 1st, 11th, and 21st, and from PANAMA on the 9th, 19th, 24th, and 29th of every month for SAN FRANCISCO (calling at ACAPULCO and MANZANILLA *en route*), thence to YOKOHAMA, NAGASAKI, SHANGHAI, and HONG KONG, on the 4th of every month. Passengers from England may connect with this line at New York by any of the following lines:—

Cunard Line, leaving Liverpool every Saturday.
Inman Line, leaving Liverpool every Wednesday.
National Line, leaving Liverpool every Wednesday.
Guion's Line, leaving Liverpool every Tuesday.
Hamburg-American Line, from Southampton every Friday.
North German Lloyd's Line from Southampton every Tuesday.
And at Panama by the steamers of the
Royal Mail Line, from Southampton on the 2nd and 17th of month.
West India and Pacific Line, from Liverpool 5th and 20th of month.
Generale Transatlantique Line, from St. Nazaire 8th of month.

Passengers by this route are less than ten days in the tropics.

For further particulars and through passage rates apply to H. STARR and Co., Passenger Agents, Pacific Mail Steamship Company, No. 22, Moorgate-street, London.

## OVERLAND ROUTE VIA MARSEILLES. — SERVICES MARITIMES DES MESSAGERIES IMPERIALES OF FRANCE.—

FRENCH MAIL STEAM PACKETS LEAVE MARSEILLES AS FOLLOWS:—

| | | |
|---|---|---|
| 23 January<br>20 February<br>20 March<br>17 April<br>15 May<br>12 June | For | Alexandria, Aden, Point de Galle (Ceylon), Pondicherry, Madras, Calcutta, Singapore, Batavia, Saigon, Hong Kong, Shanghai and Japan. |
| 9 January<br>9 February<br>9 March<br>20 March | For | Alexandria, Aden, Seychelles, Reunion, Mauritius. |

9th, 19th, and 29th of every month for Alexandria.

For Passage, Freight, and information, apply to B. W. and H. HORNE, 4, Moorgate-street, London; G. H. FLETCHER and Co., Liverpool; at the offices of the Services Maritimes des Messageries Imperiales in Paris, Lyons, Bordeaux, and Marseilles; or to Smith and Co., Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

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China, Japan, North and South Pacific, and Central America, via Panama.—Leave St. Nazaire on the 8th of each month, for Martinique, St. Martha (United States of Columbia), Colon, Aspinwall (Isthmus of Panama), La Guayra, Porto Cabello, Guadeloupe, Trinidad, Demerara, Paramaribo, Cayenne, &c., Callao, Valparaiso, &c., San Jose, La Union, San Francisco, China, and Japan.

West Indies and Mexico.—Leave St. Nazaire on the 16th of each month, for St. Thomas, Havannah, Vera Cruz, New Orleans, Porto Rico, Haiti, Santiago de Cuba, Guadeloupe, Martinique.

New York.—Leave every 14 days from Havre and Brest, for New York.

Rates of Passage from Havre or Brest to New York: —First class, 825f.; ditto. 700f. (according to cabin); second class, 425f.; third class, 275f.

From Paris to New York, via Havre or Brest, including railway ticket, 850f. and 725f. (according to cabin); second class, 440f.; third class, 285f.

Handbooks, with full details of all the routes of this Company, can be had of STRINGER, PEMBROKE, and Co., Agents 8, Austinfriars, London, E.C.

## NEW ROUTE TO CHINA AND JAPAN, VIA LIVERPOOL.

THE WEST INDIA AND PACIFIC STEAM SHIP COMPANY (Limited) sign through bills lading for goods to Yokohama Nagasaki, Hong Kong, and Shanghai, via San Francisco, by the Pacific Mail Steam Ship Company's new line of mail steamers rom that port.

Passengers will find excellent accommodation, and the fares more reasonable than by any other route.

For terms, &c., apply to the Agents, J. M. CURRIE, Esq., 21, Quai d'Orleans, Havre, or 7, Rue Scribe, Paris or at the Company's Offices, 117, Leadenhall-street, London, and The Temple, Dale-street, Liverpool.

ARTHUR B. FORWOOD, Managing Director.

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Passengers and goods are booked

For the South Pacific, Central America, West Coast of Mexico, California, British Columbia ... ... } By steamer from South ampton on 2nd and 17th of each month.

For Japan and China... ... 17th of each month.

For further particulars apply to

J. M. LLOYD, Secretary.

Royal Mail Steam Packet Company, 55, Moorgate-street, London, E.C.

## CHINA AND JAPAN.

ROBERTSON and CO. will despatch the following first-class clipper VESSELS:—

| Destination. | Ships. | Class. | Dock. | Last Shipping Day. |
|---|---|---|---|---|
| Hong Kong Amoy and Foochow | Eastern Star | A1 10 yr. | W.I.D. | With des. |
| Hong Kong | Countess Russell ... | A1 | W.I.D. | With des. |
| Hong Kong | Star of the North ..... | AA1 | W.I.D. | To follow |
| Shanghai .. | Tyburnia ... | A1 14 yr. | E.I.D. | April 20. |
| Shanghai ... | Beemah ..... | A1 11 yr. | W.I.D. | To follow |
| Yokohama (Kanagawa) | Ta Lee ..... | A1 14 yr. | W.I.D. | To follow |
| Hiogo and Yokohama | Parmenio ... | A1 19 yr. | W.I.D. | With des. |

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

CHINA and JAPAN. — The following splendid first-class SHIPS will be despatched as under:—

| Port. | Ship. | Class. | Dock. | Last Shipping Day. |
|---|---|---|---|---|
| Shanghai ... | Ocean Chief | A1 14 yr. | E.I.D. | April 24 |
| Ditto ..... | Kelso ..... | A1 10 yr. | E.I.D. | May 5 |
| Ditto ..... | Wylow, n. clr | A1 16 yr. | E.I.D. | To follow |
| Ditto ..... | Omba ..... | A1 16 yr. | E.I.D. | To follow |
| Hong Kong | Champion ... | A1 11 yr. | W.I.D. | With des. |
| Yokohama (Kanagawa) | Havelock ... | A1 13 yr. | W.I.D. | With des. |
| Ditto ..... | Miako, n. clr. | A1 16 yr. | E.I.D. | To follow |
| Nagasaki & Hiogo ..... | Esperanza ... | A1 10 yr. | E.I.D. | With des. |
| Ditto ..... | Estrn. Chief | A1 14 yr. | E.I.D. | To follow |

For Freight or Passage apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

## BOMBAY, CALCUTTA, MADRAS, SHANGHAI, AND PORT PHILIP.

GELLATLY, HANKEY, SEWELL and CO. will despatch the following high-classed SHIPS from the East India Docks, as under:—

| Port. | Ship. | Class. | Tons. | To Sail. |
|---|---|---|---|---|
| Bombay..... | Thomas Bell | AA1 | 838 | April 30 |
| Calcutta..... | Calcutta..... | A1 20 yrs. | 1039 | May 5 |
| Do. ..... | Savoir Faire | AA1 | 1396 | May 20 |
| Do. ..... | Clive ..... | A1 13 yrs. | 591 | To follow |
| Madras ..... | Lobella ..... | A1 13 yrs. | 823 | April 17 |
| Do. ..... | John Masterman ... | A1 13 yrs. | 602 | To follow |
| Shanghae ... | Ornate ..... | A1 10 yrs. | 739 | April 25 |
| Do. ..... | Lauderdale . | A1 15 yrs. | 851 | To follow |
| Port Philip . | Zenobia ..... | A1 15 yrs. | 1145 | With des. |

For Freight or Passage apply to GELLATLY, HANKEY, SEWELL, and Co., No. 8, York-street, Manchester; or 27, Leadenhall-street, E.C.

To sail on the 5th May.

FOR SHANGHAI, the splendid Clipper SHUN LEE. A1, fourteen years, 640 tons register; JOHN JAMES MILBANK, Commander; East India Docks. Has superior accommodation for passengers.

For Freight or Passage, apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

JOHN C. CAMPBELL will despatch the following splendid first-class VESSELS:—

| Destinatn. | Ships. | Class. | Tns. | Dock. | Date of Sailing. |
|---|---|---|---|---|---|
| Colombo .. | Ocean Rover..... | A1 16 yr. | — | W.I.D. | April 26 |
| Bombay ... | B. Lawn ... | A1 11 yr. | 551 | E.I.D. | Do. |
| Cochin, Calicut, Cannanore, & Mangalore ... | Antipodes . | A1 9 yr.. | — | — | Withdes |

No. 22, Great St. Helen's, E.C.

CHINA & JAPAN.—NORRIS and JOYNER will despatch the undermenentioned first-class Clipper Ships as under:—

| Ports. | Ships. | Class. | Docks | Last Shipping Day. |
|---|---|---|---|---|
| Shanghai ... | John Lidgett | A1 17 yrs. | E.I.D. | April 24 (unless previously full). |
| Tientsin and Chefoo ... | Belle ..... | A1 10 yrs. | W.I.D | With des. |
| Hiogo and Yokohama... | Westbury ... | A1 10 yrs. | E.I.D. | With des. |

For Freight or Passage apply to NORRIS and JOYNER, 60, Cornhill, E.C.

To follow the Passover. Will meet with the usual quick despatch.

DIRECT for COLOMBO, the beautiful clipper ship OCEAN ROVER, A1 16 years, 548 tons register; WILLIAM HAMMOND, Commander; West India Docks. This splendid high-classed vessel, built in 1867, is considered one of the fastest afloat, and offers a most desirable opportunity to shippers of fine goods.

For Freight or Passage apply to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

Malabar Coast. First season ship. Will meet with the usual quick despatch.

DIRECT for COCHIN, CALICUT, CANNANORE, and MANGALORE, the beautiful clipper ship ANTIPODES, A1 9 years, 420 tons register; J. DUNN, Commander; West India Docks. This splendid vessel offers a most desirable opportunity to shippers of fine goods.

For Freight or Passage apply to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

Mate's receipts must be left before bills of lading can be signed.

L. H. and B. will not be responsible for demurrage on craft sent alongside without their instructions.

With Immediate Despatch.

DIRECT FOR BOMBAY, the well-known clipper BOLDEN LAWN, A1, eleven years; W. HOPPER, Commander; 551 tons register. East India Docks. This splendid vessel (newly coppered), having a large portion of her cargo engaged, offers a first-rate opportunity to shippers of fine goods.

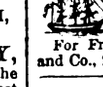
For Freight or Passage apply to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

Regular line of Packet Ship. To Sail 24th April.

FOR HONG KONG, the well-known favourite clipper, INVINCIBLE, A1 13 years, 657 tons register; CHARLES BEECHING, Commander; West India Docks. Has excellent accommodation for passengers.

For Freight or Passage apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

Regular Line of Packet Ship. To follow the Invincible.



FOR HONG KONG, the splendid Clipper RIVER EDEN, AA1, 508 tons register; ROBERT VALDER, Commander; East India Docks.

For Freight or Passage, apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

## THE CHINA & JAPAN AGENCY.

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THE MANAGER,
CHINA & JAPAN AGENCY,
2, COWPER'S-COURT, CORNHILL, LONDON, E.C.

Printed for the Proprietors by RICHARD KINDER, Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Monday, April 19, 1869.

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# The London and China 新聞紙 Telegraph.

**JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.**

PUBLISHED ON THE ARRIVAL OF THE FORTNIGHTLY ENGLISH, AND MONTHLY FRENCH MAILS FROM CHINA, JAPAN, &c.

**IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A SUMMARY OF NEWS FOR THE OUTWARD MAILS.**

VOL. XI.—No. 311.] LONDON, SATURDAY, MAY 1, 1869. [Price 9d., with Sup., 1s. 3d.—Sub. 30s. per ann. postage, included. Sup. 12s. extra.


## Latest Advices.

| Ports. | From London. | Arrived out. | HOMEWARD. Received this day. |
|---|---|---|---|
| JAPAN — Yokohama | Jan. 1 | Feb. 24 | Mar. 10 |
| Yedo | — | — | Mar. 8 |
| Osaka and Hiogo | — | — | Mar. 1 |
| Hakodadi | | | |
| Nagasaki | | | |
| CHINA — Peking | — | — | Feb. 8 |
| Tien-tsin | — | — | Feb. 5 |
| Chefoo | — | — | Feb. 8 |
| New-chwang | | | |
| Hankow | — | — | Feb. 24 |
| Kiu-kiang | — | — | Feb. 15 |
| Chin-kiang | | | |
| Shanghai | Jan. 15 | Mar. 11 | Mar. 16 |
| Ningpo | — | — | Mar. 11 |
| Foochow | — | — | Mar. 14 |
| Formosa—Tamsuy | | | |
| Amoy | — | — | Mar. 15 |
| Swatow | | | |
| Hong Kong | Jan. 29 | Mar. 12 | Mar. 23 |
| Canton | — | — | Mar. 22 |
| Macao | — | — | Mar. 22 |
| PHILIPPINES— | | | |
| Manila | Jan. 21 | Mar. 14 | Mar. 15 |
| COCHIN-CHINA— | | | |
| Saigon | — | — | Mar. 8 |
| SIAM. — Bangkok | | | |
| BORNEO—Labuan | | | |
| Sarawak | — | — | Mar. 26 |
| JAVA — Batavia | — | — | Mar. 24 |
| MALACCA STRAITS— | | | |
| Singapore | Feb. 18 | Mar. 23 | Mar. 30 |
| Penang | Feb. 12 | Mar. 15 | Apr. 3 |

### THE MAILS, &c.

There will be four inward mails this month; the present (delivered two days in advance of its due date); the French mail, with Hong Kong dates to March 30, due on Saturday or Monday next; and the P. and O. mails of April 6 and 20, and due here on the 17th and 31st respectively.

Our latest telegraphic advices from Hong Kong are to April 6, received here on the 26th ult. From Shanghai, telegrams to the 14th April came in *via* Kiachta this morning.

## List of Passengers.

### PASSENGERS INWARD.

By this mail to Marseilles, Per P. and O. steamer *Poonah*, arrived April 29.—From Shanghai: Mr. Love. From Hong Kong: Mr. and Mrs. Krokaviski, Mr. Larquetil, Mr. Carbarcos, Mr. Cerquero, Mr. Wallis, Mr. James. From Singapore: Lieut. Olano and child, Lieut. Altango and child, Mr. Mackenzie, Mr. and Mrs. Martin, two children and servant, Mr. Hunt. From Penang: Mr. Wilson. From Batavia: Col. Coke. From Galle: Mrs. Karslake, Lady Ousely, Mr. Looss.

To Southampton, per P. and O. steamer *Nyanza*, expected to arrive May 7.—List not to hand.

### PASSENGERS OUTWARD.

Per P. and O. steamer *Delta*, from Southampton, May 1.—To Hong Kong: Mr. W. A. Whyte, Mr. A. Falconer. To Ceylon: Lieut.-Col. and Mrs. Drewe.

Per P. and O. steamer *Poonah*, from Marseilles, May 9.—To Shanghai: Mr. B. Powell Seare, Mr. E. J. Hogg. To Hong Kong: Mr. H. D. Williams, Mr. W. T. Lay, Mr. and Mrs. E. Hitchcock. To Singapore: Mr. and Mrs. J. Campbell, Miss Hamilton, Mrs. Lessler and two children. To Ceylon: Mr. and Mrs. G. Vane and child, Miss Vane, Miss Lee, Mr. C. Roberts.

Per P. and O. steamer from Suez, May 16.—To Ceylon: Mr. W. H. Anderson.

Per P. and O. steamer *Pera*, from Southampton, May 15.—To Yokohama: Mr. F. L. Pollard. To Hong Kong: Mr. George Collingwood, Mr. G. A. K. Honey. To Ceylon: Major-Gen. and Mrs. Renny, Capt. Chichester.

Per P. and O. steamer *Ceylon*, from Marseilles, May 23.—To Ceylon: Sir Hercules Robinson, Lady Robinson, two children, and two Misses Robinson.

Per P. and O. steamer *Delta*, from Marseilles, June 4.—To Shanghai: Mr. Brodie.

## Summary of News from the Far East.

### JAPAN.

#### YOKOHAMA.

Our advices from this port extend to the 10th March. The English mail of Jan. 1 arrived out on the 24th February. The latest telegraphic news from London was to Feb. 3, received *via* New York and San Francisco, from which port the P. M. S. S. *Japan* arrived on the 4th March. The news by the present mail is meagre. The *Japan Times* says:—

We have positively no political news whatever to note on this occasion except the completion of the transfer of the *Stonewall*. Mr. Lowder has reached his post at Nee-e-gata, but remains there a Consul without any "nationals," and, as the weather is severe at this season and the coast dangerous, is likely to remain so for some time to come.

From Hiogo and Osaka we have no news of any importance. We are sorry to have to report the death of Mr. A. C. Phelps, agent for the P. M. S. S. Company, at Hiogo. He died suddenly, after a few hours' illness only, on the 5th instant. At Hakodadi everything remains as when we last wrote. Our local newspapers have had, therefore, to fill their columns with reports and comments on matters of merely local interest. Chief among these has been the sanitary state of the Settlement, which is now very unsatisfactory. Typhoid fever has broken out among us, and some deaths have occurred. At this season of the year some form of epidemic fever is generally prevalent in Japan, and the natives suffer dreadfully, all sanitary precautions being quite neglected. Hitherto, Foreigners have escaped almost unscathed, but this year our total neglect of the streets of the Settlement, the want of drainage, and imperfect scavengering are beginning to tell. The ground is saturated with decayed animal and vegetable matter, the wells are poisoned, and typhoid fever is the result. A meeting was held on the 6th inst. to promote the establishment of a sufficient hospital, the temporary accommodation having been destroyed by fire last November, and about 1,700 dollars were subscribed on the spot for the purpose. One speaker very properly demanded a postponement of the discussion until it was ascertained what our Japanese landlords were willing to do towards fulfilling their engagements to drain the Settlement, and proposed hiring premises instead of building, until we could ascertain what amount of accommodation was required; but a "funk" had been established, and Mr. Hughes found no one to second his sensible proposal.

H.M. *Ocean* has gone down to Hiogo for a change. The movement has no political object. H.M. *Pearl* has arrived from Hong Kong, and the *Icarus* from Hiogo. The former had very bad weather coming up, losing a boat and some sails. The season is, indeed, remarked to be an unusually stormy one.

#### OSAKA AND HIOGO.

The steamer *Sunrise* has been sold to the Mikado's Government for 55,000 dols. She is to be made, so we hear, a sort of tender for the new lighthouse service.

The steamer *Fe-loong* has been sold by Messrs. Adrian and Co. to the Prince of Simabara for Rios 60,000—equal to about 69,500 dollars.

A smart shock of an earthquake has been felt at Hiogo. Lamps and doors swung to and fro, beams and windows creaked, and a rush for the street was made by several timid, or rather we should say cautious, individuals.

Mr. James J. Enslie has taken charge of H.B.M.'s Vice-Consulate at Hiogo.

A large fire was raging in Simonoseki when the *Fe-loong* passed that city on the morning of March 19. From the direction and the force of the wind it was feared that the whole of the city would be destroyed.

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From the *Hiogo Herald* we learn that theForeign population at Osaka now numbers forty, besides a floating populaiton of nearly a score.

A free fight has occurred at Osaka, between some coolies and the members of Mr. Spahn's hong. The latter used his own coolies in transporting goods, in preference to outsiders. A collision occurred between the two parties. Mr. Spahn came to the rescue. The coolies collected reinforcements, and came to the attack, but were again beaten off. They then went to a temple for weapons; but by this time assistance was got, and some of them were arrested. Residents there and at Hiogo are growling as vigorously as at Shanghai, about the registration tax.

Messrs. Alt and Co., of Nagasaki, announce that they have opened a branch of their firm at Osaka and Hiogo, where they are represented by Mr. W. Mourilyan. The business previously carried on by Mr. Mourilyan at Hiogo is now merged in that of Messrs. Alt and Co.

## CHINA.

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### SHANGHAI.

(FROM OUR OWN CORRESPONDENT.)

SHANGHAI, March 16, 1869.

The P. and O. steamer *Ganges* arrived on the 5th inst. with the English mail of January 15, and telegrams to the 5th February. On the 11th the M. I. steamer *Phase* brought in the French mail of January 23, and telegrams to the 11th February. By the *New York* on the 14th we received the 5th February mail from San Francisco, but the telegraphic news had all been anticipated. Finally, the private steamer *Suwonada*, which arrived in Shanghai yesterday, brought on telegrams to the 18th February, which are now our latest advices.

The *Ganges*, which leaves this to-morrow morning at daylight, carries 446 bales China and 39 bales Japan.

The P. M. S. Company will commence to-morrow their fortnightly service between China and the Japan ports.

On the 4th inst. the steamers *Szechuen* and *Yuentsze-fei* arrived in port, being the first steamers from the North. I hear that the S. S. N. Company have fixed the freight from Shanghai to Tientsin for the present at Tls. 4 per ton.

The new tea-clipper *Thermopylæ* came in on the 12th, after a passage of twenty-eight days from Newcastle, N.S.W., to Wosung. Her run from London to Melbourne (fifty-nine days) is the quickest on record. She may, therefore, be expected to prove a formidable competitor to the *Leander*, which is now the favourite here for the ocean race.

The ship *Everest* from Liverpool went on shore on Yangtsze Cape on the 7th inst., and as soon as she was reported a tugboat with lighters was despatched to her assistance. On the 9th she floated off without damage, and on the 11th she arrived safely in port.

H.M.S. *Salamis*, with Admiral Keppel on board, left on the 9th for the Yangtsze. Messrs. Michie and Francis, who are delegated by the Chamber of Commerce, and Mr. Swinhoe, appointed by Sir Rutherford Alcock, have gone up in her for the purpose of exploring the Poyang Lake, and the great river as far as Chungking in Szechuen, a distance of 720 miles from Hankow. The gunboat *Opossum* will be placed at Mr. Swinhoe's disposal, and the little steamer *Faust* has been lent by Messrs. Jardine, Matheson and Co. for the use of the Chamber of Commerce representatives.

Much difficulty has been experienced in obtaining gentlemen willing to serve on the Municipal Council for the ensuing year, and it was at one time resolved to postpone the election until the meeting of land renters in April. However, on the 13th the following notification was issued:—

ELECTION OF COUNCILLORS FOR THE MUNICIPALITY OF SHANGHAI.
Take Notice.

No. 146.—That whereas the number of persons nominated for the office of Municipal Councillors is the same as the number to be elected, the following persons are hereby declared elected Municipal Councillors for the year 1869-70:—

Frederick E. Adams, 4, Hankow-road, merchant.
R. Beckwith Baker, 2, Kiukiang-road, banker.
Edward Cunningham, 5, Yangtze-road, merchant.
M. S. Gubbay, 16, Yangtze-road, merchant.
Heinrich Hoppius, 19, Yangtze-road, merchant.
John Irwin Miller, 6, Hankow-road, merchant.
Mathew Tyson Yates, French Settlement, merchant.

Dated, Council Room, No. 15, Honan-road, Shanghai, this 13th day of March, A.D. 1869. ALEX. JOHNSTON, Secretary, M.C.

I mentioned some weeks ago that the crowds of beggars in the English Settlement had become so serious a nuisance that, after due notice, the Council transported them by boatloads to Pootung. Soon after their landing thefts and robberies in the villages on that side became so frequent that the local mandarins collected the beggars again and shipped them back to us. The streets are now almost as impassable as ever

The system of chain-gang labour, adopted for some months with the happiest effect on the morals of natives in foreign employ, was abolished a while ago by the Council in consequence of its expense. Yesterday, however, after some arrangement with the native officials and Consuls, it was again put in force.

The event of the fortnight has been a murderous assault made by a party of villagers at Pootung upon a number of foreigners. The case has been investigated by the Chinese magistrate, the English Consul, and the English assessor of the Mixed Court. Several arrests were made by the water police under Superintendant Penfold's direction, but very little beyond the fact of the attack has yet been elicited. The case is fully reported in the daily papers, and I therefore need merely tell you that a Mr. Grant was severely wounded, and tied hand and foot, one of his arms being broken in the *melée*, a Mr. Gamwell was badly cut on the head, and three others were more or less slightly injured. The Foreigners maintain that they were walking quietly along the bank of the river at dusk, on the evening of the 7th inst., and gave no provocation whatever, when Mr. Grant, having stayed behind for a few moments to find a bridge over a little creek, was set upon by a crowd of Chinese, armed with bamboos, hoes, &c. The others, hearing the row, returned, and would probably have been overpowered, but for the landing of a body of water police, and the arrival of a party of sailors from the naval yard. Some of the Chinese, on the contrary, say that the Foreigners were drunk, and chased two natives into a house, the door of which they broke in. Other native witnesses accuse the Foreigners of assaulting some women who were worshipping in a temple. It is worthy of remark that nothing whatever was broken in the village, and that the house which it was said the Foreigners broke into remains quite intact. So the matter remains at present. The investigation will be renewed to-morrow. It is supposed that the villagers took this opportunity of revenging injuries thoughtlessly inflicted by sportsmen during the shooting season, but that there was no immediate provocation.

A meeting of shareholders in the Shanghai Steamship Navigation Company was held on the 6th inst. The report has been published, but probably the best notion of the importance of the company's operations will be obtained from considering that in the working account there appears an amount of Tls. 49,000, representing a return of five per cent. to shippers on gross freights for the year 1868. But as these returns to shippers commenced only in October, it follows that the company's gross annual freight cannot fall far short of four millions of taels. The amount at credit of profit and loss account was Tls. 165,635, of which Tls. 112,500, being a dividend of six per cent. for six months, was ordered to be paid to the shareholders.

The Registration "squeeze" is now creating much ill feeling, a Mr. Tootal having suffered himself to be summoned for the amount, and permitting a distress warrant for the fee, with fine, costs, &c., to be executed in his house. The matter is a very paltry one, but it is annoying, and the feeling of the community is now in favour of subscribing to appeal a case to the Privy Council.

Five men suspected of being implicated in the robbery on board the Russian barque *Amur*, at Chefoo, last January, are now in custody. Three claimed American protection, but two of these subsequently turned out to be Scotchmen. The four British subjects have been committed for trial on the evidence of the American.

The Shanghai papers record the arrival at that port of the new clipper-ship *Thermopylæ*, which has made one of the most wonderful passages on record. She left the London Docks on November 6th, 1868, parted with her pilot on the 8th, and arrived in Shanghai on March 12th, that is, making a passage *via* Melbourne and Newcastle in 124 days, including 30 days in port. The passage to Melbourne in 59 days is the fastest on record. On seven different days of passage she made over 300 miles, and on one did as much as 336 miles, or 14 knots an hour.

Chinese rumour has it that Ting, Futai of this province, is dead, but as yet there is no confirmation of the report. It is certain that Ting has recently fallen out of the good graces of the Peking Court, probably in consequence of Tseng Kuo-fan's influence at the capital. Tseng and Ting are now bitter enemies, in consequence of Ting having, immediately after his accession to office, forwarded large sums to Peking, Tsen and Li Hung-chang having previously been in the constant habit of reporting the impossibility of squeezing any money out of the impoverished province. Ting has applied for permission to repair to Peking, and obtain an audience of the Emperor. This step shows that he considers his case desperate, for the term of his sojourn at the capital will be pretty well filled up by determined attempts upon his purse, which will probably leave him nearly destitute before he can escape.

The new church is nearly completed, and the question of pew allotment is now engaging attention. Several proposals have been made with a view to solve the difficulty; among the rest, auction, ballot, allotment by a committee, separation into classes at different rents, and finally, perfect fredeom, the support of the Church being made dependent on voluntary contributions to the weekly plate. But that there is no unwillingness to devote money to Church purposes has just been proved by the promptitude wherewith the debt on the Seamen's Church at Pootung has been paid off. Appeals were issued, and the money was subscribed in about a fortnight.

A capital race meeting is promised for this spring, a large number of presentation cups being already on the list. The Race Club held its annual meeting on the 3rd inst., but did nothing save adjourn to the 6th. On the latter day it was decided to raise the minimum weight for ponies of 12 hands from 9 st. to 9 st. 7 lbs.,

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with an increase of 3 lbs. for every additional inch, the standard height for ponies being made 13 hands 3 inches.

The Philharmonic Society gave a most successful concert on the evening of the 4th inst.

The council of the North China branch of the Royal Asiatic Society have issued a circular, calling for subscriptions to defray the expenses of their recent purchase of the Wylie collection of books, and proposing to open a public library under the trusteeship of the council *pro tem.* Failing the council, it is proposed to vest the library property in the Consuls of Great Britain, France, America, and Prussia, and the Commissioner of Customs.

The Temperance Society have opened their series of lectures with one on "Reading," by Dr. Jamieson. The Rev. E. W. Syle, the Rev. Canon Butcher, and Dr. Macgowan, are to follow.

On the 5th inst. the Amateur Dramatic Club gave their thirteenth performance. The entertainment commenced with the broad farce, "Found in a Four-wheeler," followed by the translation of "Ruy Blas" which first introduced Mr. Fechter to a London audience. The papers are loud in praise of the company; but there is a somewhat absurd tendency to compare the merits of our local amateurs with those of the professionals of the London stage.

It is stated that a statue of the late Admiral Protet is expected to arrive shortly from France, and that the question of locality, whether in the French Consular grounds or in front of the Municipal Hall, is the only one awaiting settlement.

The insufficiency of tea-leads has recently been painfully brought before us by correspondence from your side. It is little wonder that there should be complaints when the mode of manufacture is considered. Two boards covered with leather are used, the lower being fixed upon a block of wood on the floor and the upper being detached. The workman has a small charcoal fire by his side, over which the lead is melted. He places his foot upon the upper board, raises it with his left hand, and taking a ladle full of the melted metal, pours it between the two services, shutting the boards together as sufficient lead is inserted. It is evident that the least air bubble or irregularity in the metal will, in this operation, leave a hole in the sheet; and further, that as the lead cools sufficiently to become solid almost as soon as it is poured between the boards, the shutting of the upper one like the lid of a box upon the semi-fluid metal will produce a wavy structure with cracks in places, which prevent the finished "lead" being impervious to moisture, if there is not sufficient thickness to counteract these defects.

The *Recorder* gives further particulars regarding the murder of the Catholic missionary in Szechuen, reported by last mail:—

"Two missionaries, it seems, were stationed in the town and held their services in a house between the Chihien's and the Tartar Commander's Yamens. Their teaching had given umbrage to a wealthy individual of the gentry class, who, apparently unable to get up a disturbance in the town, or perhaps fearing to raise the people, hired a mob of peasants from the country round. These entered the town, assembled in front of the house where one of the missionaries was performing service, attacked it, and forced an entrance. The missionary being at the altar they seized him, deliberately cut off his hands and feet, and then beheaded him. His companion, who was fortunately absent at the time, hearing of the event, fled in disguise, and so escaped. As at Yangchow, the officials entrusted with the good government of the city took no steps to prevent the outrage being carried on actually under their eyes."

Among the arrivals by the French mail are Senor de Quevedo, the new Spanish Minister at Peking, and Mr. Dabry, who will replace M. Brenier de Montmorand in the French Consulate General of Shanghai.

A war between sinologues on the question of translation into Chinese is now being waged, one party condemning the plan of rendering foreign scientific books into a "Eurasian jargon," the other as stoutly maintaing that it is only by translating Newton's "Principia" and such like into Chinese that science can be taught. I need hardly tell you that the general public take little interest in the matter. The people, competent and incompetent, that are employed make a very good thing out of it, and they would, of course, bitterly regret any change in the existing system.

From Kiukiang we hear of the murder of a Protestant missionary named Johnson, on the 14th October last, by the people of a village forty *li* from Joo-ning-fu, in the south east of Honan, No particulars have transpired, the mere fact having been learned by the Catholic Mission at Kiukiang. News of the death of Dr. Lethbridge, of that port, has arrived to-day.

Li Hung-chang, the new Governor-General of the Two Hu, arrived at Hankow, *en route* for Wuchang, on the 26th February. At the annual meeting of Hankow land renters the only business of importance transacted was the carrying of the following resolutions:—

"That wharfage dues be abolished, and that a tax called import and export dues be levied in their place; that merchants having their places of business on and adjoining the Concession pay the above dues, irrespective of the goods having entered their godowns, and that the assessment list on present scale be made up from the books of the Custom-house.

"That in view of the income not having equalled the expenditure of last year, H.B.M.'s Consul, with such aid as he may desire, be requested to assess the amount of taxes which ought to be paid for the past year by those who have their places of business on the Concession, and who have not paid a just proportion of wharfage dues.

"That the House and Land Tax be collected on the same basis as last year."

The Hankow Chamber of Commerce has communicated to the Shanghai Chamber a very valuable paper of notes compiled by a recent traveller in Szechuen, having reference to the cities of Chungking, Yoh-chew, Shahsi, J-chang, Suchew and Kiating. This paper has been published in all the local journals.

The only item of interest from Tientsin is an account of a visit paid to the foreign settlement by some of the eunuchs of the Imperial Palace. These gentlemen were very liberal with their money, having, as an example, given 500 dols. for a Geneva watch. The Mahomedan rebels, about 400 miles from Peking, are in their chronic condition of turbulence. Eleven spies were recently discovered in Peking, where they had bought and sent off no less than 5,000 saddles. They were sentenced to death without delay, and chopped into small pieces.

The Ningpo Book Club is continuing its series of lectures, the last having been delivered by Dr. McCartee, who gave a very comprehensive sketch of his experiences in China since the year 1844.

## HANKOW.

The following is a copy of the Memorial of the Hankow Chamber of Commerce on the subject of "subsidiary" ports:—

Hankow General Chamber of Commerce,
Hankow, Jan. 26, 1869.

SIR,—I beg to acknowledge the receipt of your despatch No. 1, of the 4th inst., enclosing copy of one from H.M. Minister, addressed to H.M. Consul at Amoy, having reference to the opening of "subsidiary ports."

The subject was under discussion before the meeting of members called for that purpose on the 18th instant, and it was resolved that the Chamber should recommend the opening of the city of Chungking, in Szechuen, to foreign trade. The great commercial importance of this large city has been amply testified by all the explorers who have recently visited it.

With the limited information possessed by the Chamber, however, it would be presumptive and indiscreet to offer any decided opinion on the merits and advantages of the other several ports on the Upper Yantsze, and it was decided that the committee should wait on you, for the purpose of requesting you to recommend a special Government survey of the Yangtsze from Hankow to Chungking, to inquire into the trade and the anchorages, &c., &c., of each place on the route, and also of the Tungting Lake, with the view of ascertaining the practicability of access for foreign vessels to the large mart of Siangtam, in Oonam.

Should it be determined to open Chungking, other places in the route thereto will naturally suggest themselves as important calling stations, such as are now meditated on the Lower Yangtsze.

Commending the suggestion of this Chamber of Commerce to your favourable consideration.—I have the honour to be Sir, your obedient servant, Signed, JOHN A. HANDY, Secretary.

G. W. Caine, Esq., H.B.M. Consul, Hankow.

## FOOCHOW.

COPY OF CHAMBER OF COMMERCE DESPATCH ADDRESSED TO THE BRITISH, AMERICAN, FRENCH, AND RUSSIAN CONSULS, JAN. 29, 1869.

For some time past, but more especially during the Tea Season just brought to a close, it has frequently happened that Teas have been sold to Foreigners by Chinese from chest musters purporting to represent certain chops in the country already packed, and in course of transmission to this port. On the arrival of the Teas, however, they have proved in numerous cases to be very different, and invariably inferior, to the musters from which they were originally bought.

Very great difficulty is usually experienced in adjusting these cases, and, as they have been of so frequent occurrence of late, it was unanimously decided at a general meeting of this Chamber that the matter should be brought to your notice and that of the other Treaty Consuls, in the hope that you might collectively, and in conjunction with the Chinese authorities, be able to take steps towards remedying the abuse.

The chief evil resulting from this is, that the buyer can seldom obtain an adequate allowance for the inferiority; the Chinese usually insisting that the purchase should be cancelled, and the Teas given back. This method is obviously unfair to the foreign buyer, as, having bought the Tea on the good faith that the bulk should turn out satisfactorily, he will necessarily have passed over other chops procurable at the same time, and which would have suited his purpose equally well, and in case of having bought for a special order, he may have lost his opportunity of acting under it. Further, should the market have advanced in the meantime, the seller will have a still greater inducement to decline a satisfactory adjustment.

The most reasonable course to follow in such cases is, in the opinion of the Chamber, that, failing a satisfactory settlement of any dispute with the seller, the matter shall be referred to two competent Tea Inspectors (and an umpire if necessary), one to be chosen by the buyer, and one by the seller, the finding of such arbitration to be accepted by both parties. Should the quality of the Tea prove wholly unsuited for the purpose for which it was bought, and the buyer not be in a position to supply its place on equally good terms, the arbitrators shall have the power of making any award as compensation which in their opinion they may consider fair and reasonable.

Should these proposals meet with the approval and support of the Treaty Consuls and Chinese authorities, the Tea trade at this port will be placed on a much more satisfactory footing than has hitherto been the case.

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## AMOY.

The residents at this port have sent in a Memorial giving their views on the propriety of opening "subsidiary" ports, of which the following is a copy :—

SIR,—We have much pleasure in responding to your request that we should give you our views regarding certain questions contained in H.E. Sir Rutherford Alcock's despatch to you, dated Peking, 11th of December, a copy of which you have circulated for our information. These questions are four in number, viz. :—

1. Are more ports required for British trade at present on the coast of China?
2. What do you mean by subsidiary ports in our Memorial of the 18th of October, 1867?
3. What ports do we propose should be opened as subsidiary?
4. How do we propose they should be worked without consular and customs establishments?

After due deliberation we beg now to lay before you the following answers :—

1. This question concerns the whole mercantile interests on the coast of China, and we are scarcely prepared to put forward an opinion upon it further than as concerns our own immediate neighbourhood. We are distinctly of opinion that unless the whole coast of China is opened to Foreign trade, there is no port between this and Foochow, on the one hand, and Swatow on the other, of sufficient importance to call for its being opened as a regular treaty port. We have already advocated the opening of the port of Wanchew, and we adhere to what we stated in our Memorial on the subject. We gave to your predecessor statistics of the trade that was done with Wanchew before the opening of the Custom-house here; these were unavoidably very incomplete, but they proved that a considerable business has been done, and we do not doubt that were Wanchew opened as a treaty port, the trade would revive and vastly increase. It is but fair to state, however, that probably the mercantile communities at Foochow and Ningpo would be equally able to judge of the desirability of opening Wanchew, and we think the opinions of those communities on this point ought to have as much consideration as ours.

2. By subsidiary ports we mean all ports which are not already open to Foreign trade, and which can be supervised by the existing consular and customs establishments, with the exception of those which, by reason of their importance, offer such advantages to general trade as would warrant the expense of additional Consular and Custom-house, as well as mercantile establishments.

3. In answering the third question, we confine ourselves to the vicinity of our own port, and we are of opinion that all ports, whether accessible by vessels of light or heavy draught, from Tong Sau inclusive on the south, and Huig Uha inclusive on the north, should be opened to Foreign trade to and from Amoy; and also all inland waters accessible from the coast between these two ports.

4. We conceive that subsidiary ports could be worked without Consular or Customs establishments with as little chance of smuggling as there is under the present coast trade system, were rules such as the following strictly enforced :—

1. To attach these subsidiary ports to the nearest treaty port, and give the Consular and Custom-house authorities jurisdiction over them.
2. The Custom-house to have an efficient steam revenue cruiser for each treaty port and its dependencies.
3. To have a rigorous system of bonds and penalties through which the slightest deviation from the rules, if any intention to defraud the revenue could be proved, would be severely punished, and disentitle the persons and vessels who break the rules to continue in the trade.
4. To prohibit any cargo from being taken to or brought from the dependencies except through the treaty port to which they are attached.
5. To stipulate that the vessels in the trade with the dependencies must be owned in the treaty port to which they are attached, and that no person shall proceed to any of the dependencies without giving security to the Consul, and obtaining special permit from him, countersigned by the native authorities.

These rules, together with such other as could easily be framed by the Inspector-general of Customs, would, we imagine, enable the trade to go on satisfactorily.

It appears, however, to be almost needless for us to enlarge upon this subject, as H.E. Sir Rutherford Alcock states in his despatch that the Chinese Government will not voluntarily consent to open any port without stipulating for the residence of Consular agents, and without themselves placing a Customs establishment at each place, and if this be the case the matter is at an end.

His Excellency in the paragraph immediately following states that the advantages sought by subsidiary ports are likely to be conceded to some extent in another manner. On looking over the paragraph it seems to us that the contemplated concession is restricted to the inland waters, and the vessels to be used must not be propelled by steam. This right we have already under the existing treaty if the trade under transit certificates could be properly carried out. His Excellency however considers that the concession, if ultimately agreed upon, "would enable merchants settled at any treaty port to trade directly with all the places along the coast, or up the rivers in the vicinity of their own ports, and in boats of their own, which they can build large or small, according to the ascertained requirements of such local trade."

This is very much what we asked for in our Memorial, but it appears to us that there is a want of distinctness about the contemplated concession which we would be glad to see removed, in order that there may be no possible cavilling about its clear meaning, as there has been about trading into the interior under transit certificates; and we should also be glad to see the clause framed so as to allow Foreigners to make use of native as well as foreign-owned vessels belonging to the treaty ports, and to include steamers. There is also another thing necessary to make this clause of practical use. Many of the large inland cities in the neighbourhood of this port—and doubtless the same applies to other ports—though accessible by water in boats of very small draught to within a very short distance, are not accessible by water the whole way, and there are others to which the water communication is not direct, that is, goods leaving the treaty port, after going some distance up one river have to be carried a few miles overland and reshipped on another river. To prevent extortion it would therefore be necessary so to frame this clause that goods should be exempt from imposts during their overland transit as much as during their transit by water, and that the coolie hire for carrying such goods should not exceed the customary tariff of the locality.

We earnestly trust that his Excellency will push the matter to a satisfactory conclusion.—We are, Sir, your obedient servants,

(SIGNED BY THE BRITISH RESIDENTS.)

Amoy, Feb. 8, 1869.

## SWATOW.

The following communication from one of the leading Firms in Swatow contains some valuable information regarding the origin and probable results of the stirring events that have recently taken place in the vicinity of this Port :—

SWATOW, Feb. 25, 1869..

From the Hong Kong papers you are doubtless aware of all the circumstances attending the attack with firearms on the boats of H.M. gunboat *Cockchafer*—out for exercise in this neighbourhood, under the command of Lieutenant Kerr—and of the subsequent measures for redress adopted by Commodore Jones, and as such account is very correct we need not refer to it here; but we may add—

That for many years we had been expecting a climax such as this to the disregard for and contempt of Foreigners exhibited on many previous occasions by the villages of this neighbourhood, and which was either apathetically overlooked or but partially and unsatisfactorily curbed. And to the Chinese authorities—who, when the port was first opened to foreign trade, instigated that class of Chinese known as literati to imbue the various villages with anti-Foreign sentiments—may be laid all the petty annoyances and outrages that have since occurred, culminating in what, but for the courage displayed by Lieutenant Kerr and his men, might have been the murder of some twenty of our countrymen.

The chastisement now inflicted by Commodore Jones on the offending villages, which from their position considered themselves beyond the reach of punishment, will prove most beneficial in its effects, and being tempered by leniency and clemency it merits not only the approbation of all Foreigners here, but has also its supporters among the mercantile classes of the Chinese, to whom these villages have been a constant source of terror by their feuds and "black mail," and who have long deprecated the action of the authorities and literati in instilling prejudices, though powerless to oppose it of themselves.

The able manner in which Mr. Consul Alabaster has smoothed the way of negotiations, and concluded what remained to be done after the display of force, deserves the highest commendation, and will, we hope, be favourably noticed by the Foreign-office—his quiet determination, combined with a sagacious knowledge of the motives which rule the Chinese in their dealings, possessed by but few in an equal manner, having resulted, as we but lately experienced, in a complete change in the attitude before adopted by the villagers; while the Chinese authorities, no longer able to conceal the true state of matters, find in performing their duty to Foreigners their own power established on a firmer basis.

Just as the anti-Foreign sentiment is readily fomented, so it is as easily allayed among the ignorant people who inhabit the villages of this neighbourhood, whose knowledge of events is confined to a radius of perhaps twenty miles, who are perfectly indifferent to what occurs elsewhere, and we have but little doubt that, with the wholesome lesson now taught them, time will unveil no more such tragedies as were enacted on the boats' crews of the *Cockchafer*. But we must, nevertheless, advocate a constant watch on the actions of the Chinese authorities, a class notoriously corrupt and unscrupulous, who never hesitate to advance deliberate falsehood as a cloak for their own ends, who willingly shield themselves by the sacrifice of the innocent when it so suits them, and who have pecuniary reasons to bewail the advent of Foreigners, accompanied as they are by the foreign collectors of Customs. Hence, if they are able to inflame the populace against Foreigners, and, with a show of regret which they are far from feeling, advance this sentiment to the British authorities as a potent reason for closing certain ports and marts for trade, the chances are they obtain a hearing in high quarters, their statements are believed and respected, and Foreigners are enjoined to deal kindly with a prejudice which in reality, or at least originally, did not exist, but which is fomented by the authorities as long as they can, till the irresistible march of time, pregnant with new inventions, ideas, and progress, either causes the overthrow of the barriers that had been raised, or, as in the recent course of events here, arrogance at length, with long impunity, reaches a point which brings with it its own downfall.

Such are our views regarding the recent occurrences here and what will be their probable result; but there are a few other points on which we should wish to touch; viz. :—

1st. The difficulty experienced here and elsewhere in enforcing just claims on Chinese subjects :—

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If a Foreigner owe money to a Chinaman his remedy is simple, for he has only to go to the Consulate, lodge his claim, and, if established, payment is forthwith ordered and enforced. But reverse the case, and let the Chinaman owe money to the Foreigner. He also states his claim to the Consul, who forthwith forwards it to the proper Chinese authority, and this official at once promises action. A runner, or policeman, is despatched to the delinquent, who, like his employer, being susceptible of bribery, ascertains how much they are likely to be gainers by the side they espouse, and having received his fee, makes his report accordingly. The Consul is meanwhile informed that measures are being taken to enforce payment; but in the course of time, as the Foreigner hears from unofficial sources that nothing is being done in the matter, he ventures again to request consular interference, with probably the same result; and unless the Consul be very energetic we have known many cases protracted for years, till at length, from very weariness, they are either dismissed or compounded. Governed as China is at present by corrupt officials, the reference of such matters to Peking is simply additional delay, and the only remedy that occurs to us is—

That if, after close investigation, the Consul finds such claims just and reasonable, and that they fail to be met owing to the negligence of the Chinese authorities within a reasonable time, it shall then be competent for him to stop the amount of the claims out of the Maritime duties collected at the port.

An order such as this would, we think, soon become a "dead letter," as the officials connected with the duties having to make good any such amounts subtracted, would quickly find measures to reimburse themselves, and probably take care not to incur in future any such responsibilities.

2nd. The disadvantages a Port incurs as soon as it is "opened," by which term of course the right of Foreigners to trade there is meant—The advent of foreign trade must now be marked by the collection of duties under Foreign superintendence, and the tariff dates are supposed to be substituted for what were before in force. As pressing equally on all, there at first sight appears no great hardship in this; but its effect is gradually to direct the trade to other neighbouring ports through which there may be access, even though difficult, with the consuming districts, and in which the officials still collect duties on a different and lighter scale; while, not having to account so rigidly to the Imperial Government for these, they do all in their power to foster the trade, which is thus gradually being absorbed from the open Ports.

Debarred from the same source of revenue at the open Ports, where the tariff duty is collected and accounted for to the Imperial Treasury, the local authorities devise measures to make up for the deficiency in their treasury by a tax called Lekim, too well-known now to require any description, which adds to the tendency of trade to withdraw to other places where such imposts are unknown; and the Foreign merchant who may have bought land and built warehouses finds that he is the possessor of a gradually depreciating property as the trade of the place dies away, and consequently falls into other and pettier hands.

Assuming that the collection of duties under Foreign superintendence is now a necessity of the times and of the Chinese Government, the remedy for this is to be found only in the Custom-house itself, which should be compelled to see that the same tariff prevails throughout the coast and is enforced by an effective coast-guard service. Were such protective measures taken in earnest there would be little advantage gained in opening other than perhaps one or two more ports; but otherwise we must advocate throwing open the whole coast of China, which attended, as it must be, by the establishment of the Foreign Custom House at each place as it developed itself, would probably be more expensive to the Chinese Government than a few efficient steamers under intelligent commanders.

3rd. Our last observation is perhaps premature; but as we have the disadvantages just enumerated, and support the Chinese Government by the faithful collection of maritime duties with a mixed service of Foreign and Chinese officials, it may be a matter for consideration whether a similar executive, civil, and military service would not, by administering justice without partiality or venality, attain the ends we have in view, and open up the country more efficaciously than any edict promulgated from Peking.

## HONG KONG.

From this port we have advices to the 23rd March. The outward mail of Jan. 29 arrived on March 12.

A correspondent writes:—Capt. George E. Lane, who has been in command of the Pacific Mail Company's steamer *Japan*, has been appointed by the directors to take charge of the Hong Kong agency, and this arrangement was effected on the 15th March. Mr. Bowman, the late agent, proceeds to Shanghai to open a special agency, in place of Messrs. Russell and Co. The company's steamers still cause much dissatisfaction by their long passages. The last steamer left San Francisco on Feb. 4, and arrived here on the 13th March, say thirty-seven days, while it is often done by sailing vessels in thirty-five to forty. Some change in the working of the line must be devised to reduce the time to twenty-five or twenty-six days. The narrative of the journey from Liverpool to Yokohama by this line, announced to appear in the next number of *The London and China Express*, is looked forward to with interest.

The *China Mail* expresses surprise that no official intimation has been published of the intended visit of the Duke of Edinburgh to that colony, although in the Singapore papers there appears a despatch to Governor Ord, announcing the *Galatea's* visit to the Straits Settlements.

Judgment has been given by the Chief-Justice in Regina *v.* Saint, for defendant, with costs of all the proceedings. It fills seven columns in the *China Mail*, so cannot be reproduced here in its entirety. It is, however, in all respects favourable to the proprietor of the *China Mail*, and shows that he has been most unjustly prosecuted. The decision has given great satisfaction in all quarters.

The *Mail* says:—"We hear that the steam yacht which was launched the other day for Government use in this harbour is to be disposed of. The new Ministry at home seem to be enemies to needless expenditure."

The prisoners accused of the murder of the late Mr. Holworthy have been committed for trial.

### CHAMBER OF COMMERCE MEETING.

The meeting of those interested in the opening of additional ports in China, called by the Committee of the Chamber of Commerce, was held on the 11th March. This meeting, it had been notified, was called for the purpose of discussing the draft letter proposed to be sent by the Committee to Consul Robertson, in reply to a despatch from Sir Rutherford Alcock, British Minister at Peking. Mr. Bryans, Chairman of the Chamber, was in the chair: and there were present:—Hon. J. B. Taylor, Messrs. Duncanson, Rowette, Pyke, Helland, Kresser, Delbanco, Macaulay, Olmstead, G. Heard, R. S. Walker, Crighton, Zimmern, Joost, Arnhold, Linstead, Belilios, C. D. Williams, H. Davis, W. M. Morgan, Chas. Morgan, Sandilands, Moss, Degenaer, Francis, and others.

There was a long discussion as to the extent to which the recommendations or requirements of the Chamber should go, but the results will be sufficient for our readers, and these are of course shown, in the letter itself, which (as ultimately adopted) reads as follows:—

Hong Kong General Chamber of Commerce, March 1869.

Sir,—1. In reply to your communication of the 12th January last, receipt of which I had the honour to acknowledge on the 23rd idem, covering despatch from his Excellency Sir Rutherford Alcock to Her Majesty's Consul Pedder, of Amoy, in which his Excellency invites an expression of opinion from the mercantile communities of China upon certain points of great importance likely to be raised in the revision of the Treaty of Tientsin, I have, on behalf of this Chamber, to express satisfaction that a subject of so much importance as the opening up of the country of China to foreign enterprise is likely so soon to be brought under discussion.

2. The system of subsidiary ports, as referred to by the Amoy memorialists, this Chamber thinks one which, if established upon a satisfactory basis, would be of considerable benefit to foreign trade.

3. His Excellency states that it is in contemplation to open to foreign boats or vessels not propelled by steam all inland waters within the limits of any Customs' district.

4. While hailing with pleasure any step likely to increase the facilities of direct intercourse with the inland marts of China, the Chamber cannot but express its disappointment and dissatisfaction that the means of communication is to be limited to boats *not* propelled by steam; such a limitation must nullify, in its opinion, to a great extent, the development of trade and the security to the same, which the conveyance of goods in vessels propelled by steam would afford.

5. The Chamber would particularly urge that steamers should be allowed to ply on the West Coast, including Hainan, as far as the Gulf of Tonquin; on the West River; on the river above Canton, and also the Eastern branch of the Canton River, for purposes of foreign trade.

6. The opening of subsidiary ports on the River Yangtze is a step which the Chamber cannot impress too strongly upon the attention of his Excellency, but as this subject has been so fully entered upon in the reply of the Shanghai Chamber of Commerce, of 1st February, to his Excellency's despatch, and as their knowledge of the requirements of trade in that great artery of China, from their juxta-position to it, must necessarily be much greater than that of the residents in the South of China, this Chamber merely ventures to give a general expression of its opinion as to the desirability of such a measure being adopted to the *fullest* extent possible, without entering into details.

7. With regard to the question of opening more ports on the coast, this Chamber would strongly recommend that those named by his Excellency should be opened to foreign trade, and while expressing this opinion, would not wish his Excellency to infer that the Chamber desires to limit the number of ports that should be opened to those specified in his Excellency's despatch, but would record it as its opinion that all ports which from the magnitude of their trade claim any pretensions to first class trading ports, should be thrown open to foreign enterprise.

8. The Chamber would specially call attention to the port of Kiungchow (Hainan), which, although provided for in the Treaty of Tientsin, of 26th June, 1858, has since remained to all practical purposes a closed port, owing to the almost prohibitory regulation imposed by the Maritime Customs, requiring that vessels bound to that port shall obtain their clearance at the port of Canton, under pain of confiscation. The Chamber feels convinced that a growing and important trade with this colony has been crushed by the restrictions above referred to.

9. The Chamber advocates the opening of more coast ports, without restriction, on general grounds, feeling assured that the more points at which Foreigners and Chinese come into direct commercial contact the cheaper will cotton manufactures and other merchandise be obtained by the consumers, and the larger will the consumption of such imports be. The same would be the inevitable results in regard to exports from the ports which may be opened.

10. In addition to the benefits which would accrue to the importers of Foreign goods, and the producers on this side—in short, the merchants,

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both Foreign and Chinese—shipowners, and the Chinese Customs Revenue, could not fail to be also largely benefited.

11. This Chamber would respectfully point out that it would not be necessary to incur the expenses of full Consular establishments on the opening of such ports, as agents could doubtless be chosen from the merchants who would settle at such places, and who, under the supervision of the nearest British Consul would be able to attend to all necessary business.

12. Intimately connected with the opening of new Ports is the system of Transit Dues, now conducted, this Chamber unhesitatingly asserts, upon the most unsatisfactory footing; and the Chamber cannot too strongly impress upon his Excellency the necessity of a radical change in the manner of levying such.

13. The boon intended to be secured to trade by Rule 7, appended to the Treaty of Tientsin, has, the Chamber need hardly point out, become null and void, by the heavy exactions made upon Imports in their transit from the Treaty ports to the places of consumption, and upon Exports in their transit from the districts of production to the port of shipment; and as a means towards the suppression of said illegal taxes, the Chamber would advocate strongly the opening *freely* of Inland marts to Foreign merchants, and the development of inland communication.

14. To secure the greater freedom of transit of goods into and from the interior the Chamber would strongly advocate the introduction of railways, and that permission should be granted to navigate the inland waters of China by steamers.

15. The Chamber is convinced that these are two of the most important concessions that ought to be insisted upon in the revision of the Treaty, and that the removal of the restriction put upon the navigation of the inland waters by steamers, and the introduction of railways, would be productive of inestimable advantage to Foreigners and Chinese generally, and do more to break up the present system of unreasonable imposts upon goods in transit than any compact which may be entered into with a weak and crippled Government, such as that of China.—I have the honour to be, Sir, your most obedient servant, W. J. BRYANS, Chairman.

D. B. Robertson, Esq., C.B., H.B.M.'s Consul, Canton.

# Commercial Report.

## STRAITS, CHINA AND JAPAN IMPORTS.

YOKOHAMA.—Since the close of the New Year holidays a little business had been done, and prices had in some instances improved; but the aspect of the market was still far from encouraging. In Yarns and Grey Shirtings business had been done, and the market closed firm. There was some inquiry for best qualities of Black Velvets only; the Chamber of Commerce had taken Assorted out of their list. A small business had been done in T. R. Cloth and Victoria Lawns; other fancy cottons not asked for. All Woollen goods quite stagnant; prices for Camlets nominal, with nothing doing. Metals generally dull, except Hoop Iron. Quotations:—Cotton Yarn: Nos. 16-24, per picul, $46 to 47; 28–32, $48 to 49. Grey Shirtings, 7 lbs., per piece, $2.50 to 2.60.; 8-4 to 8-8 lbs., $2.80 to 2.87½; White Shirtings, $2.80 to 3.60. T-Cloths, $1.70 to 2.20.; Camlets, S, per piece, $14 50 to 15; SS, $13.50 to 14; Long Ells, $8 to 9.50; Cloth, Broad, per yard, $1.50 to 2; Blankets, per lb., $0.50 to 0.55; Iron, nail rod, per picul, $3.40 to 3.70; hoop, $3.10 to 3.40; bars, $3.30 to 3.60; pig, $1.05 to 1.15; wire, $6.50 to 7; Lead, $7.50 to 8; Tin, $17 to 18; Tin plates, $6.75 to 7.

SHANGHAI.—Cottons: A large business in Plain Cotton Goods had been transacted. Foreign speculators had operated to a considerable extent, having in many instances made their purchases from native dealers. Importers generally were firm holders. The bulk of the stock of Cotton Goods was in the hands of Foreigners. Grey Shirtings had been sold at prices ranging from Tls. 2.1.9 to 2.2.5 for 8¼ lbs.; Tls. 1.9.5 to 2.0.0 for 7 lbs.; and Tls. 3.0.0 to 3.2.0 for 9 10-12 lbs., but at the close quotations were rather higher for the two former weights. Heavy Shirtings had been in good inquiry. T-Cloths had been in request, and advanced rates had been obtained. White Shirtings were in demand, and higher prices than those ruling last mail were offered for all qualities. Drills: American and English had not met with much attention. Fancy Cottons: A very small business had taken place in these, but inquiry was better, and prices firmer for most kinds. Woollens and Worsteds: These goods were dull of sale, and quotations show but little alteration. Camlets were only in little inquiry. Metals: Nail Rod Iron—Considerable sales of good assortments had taken place at rather higher rates. Demand was good, and stocks were much reduced. Bars scarce, and firmly held for prices which the trade declined to pay. Hence there are no transactions reported. Lead may be quoted at last mail's rates, with a little more desire on the part of holders to sell. Shipments of River and Coast had been large, being 8,818 piculs during the month, or something in excess of the import. Coals: The market remained inactive, and sales had been effected in small quantities only. The arrivals had been:—From Great Britain, 1,031 tons; Australia, 1,030 tons; Japan, 552 tons; in all, 2,613 tons. The current quotations at the departure of the mail were as follows:—Grey Shirtings, 7 lbs., per piece, Tls. 1.9.8 to 2.0.2; 8.4 to 8.6 lbs., Tls. 2.2.0 to 2.2.7. White Shirtings, Tls. 2.2.0 to 3.1.0. T-Cloths, 6 lbs., Tls. 1.4.0 to 1.8.0; 7 lbs., Tls. 1.6.5 to 2.1.0; 8 to 8.4 lbs., Tls. 2.0.5 to 2.5.5; Camlets, English, S.S., Tls. 12.5.0 to 12.7.5. Spanish Stripes, per yard, Tls. 0.5.8 to 0.8.0. Medium Broad and Habit Cloths, Tls. 0.9.0 to 1.6.0. Iron, nail rod, small size, per picul, Tls. 2.2.0 to 2.3.0; Fair to good Assorted, Tls. 2.4.0 to 2.5.5; Hoop, Tls. 1.8.0 to 1.9.0; Flat and Round, Tls. 2.5.5 to 2.7.0; Lead, Tls. 5.9.0 to 6.3.0; Tin Plates, per box, Tls. 4.3.0 to 4.8.0; Steel, per tub, Tls. 8.5.0 to 8.6.0. Coals (cargo quotations afloat), Cardiff, per ton, Tls. 10 to 10.5; North. Wales, Tls. 9.5. to 10; English, Tls. 9 to 9.5.; Anthracite, Tls. 10 to 10.5.

HANKOW.—A large business in Cotton Goods at somewhat higher prices had been transacted, and Woollens had met with rather more attention. Plain Cottons: Considerable sales had been made of 8¼ lbs. Grey Shirtings at Tls. 2.1.6. to 2.2.3., and 7 lbs. and heavy makes have been in good inquiry at an advance of one mace per piece on former rates. Closing quotations: Tls. 1.9.4. to 1.9.6. for 7 lbs., Tls. 2.1.6 to 2.2.2. for 8¼ lbs., and Tls. 2.8.5. to 3.0.8. for 9 10-12 lbs. T-Cloths: In better request, and rates slightly higher. White Shirtings had improved, and an advance of 5 candereens per piece was established. Drills: In no demand. Fancy Cotton Goods: In moderate inquiry, and prices steady. Woollens and Worsteds: Camlets continued in demand at previous quotations, and large sales were reported. Long Ells: Scarlet higher, and assortments in better favour. Figure Lustres: Quotations are rather better, but little had been done in these goods.

FOOCHOW—The transactions during the interval had consisted of 360 piculs. Lead at $9.50 per picul, and 120 pieces Camlets at $17 per piece.

HONG KONG.—The following is from Messrs. Olyphant and Co.'s Circular, dated 22nd March:—Cotton Yarn.—Transactions have been on an increased scale, but some slight concessions have been made in prices of Nos. 16 to 24, stocks being very large. A sale of 600 bales Nos. 28 to 32 was made to one buyers—Chinese—at $131 to 135, delivery in three months, and this has given tone to the market for the higher numbers, which are now slightly dearer. Piece Goods: Grey Shirtings have been taken to a moderate extent only, but 7 lb. to 8.4 lb. and 9.12 lb. to 10 lb. goods are very firmly held, while 8.8 lb. to 9.8 lb. are quoted 5 cents lower, former values being considered relatively higher than those of other weights. 6 lb. to 7 lb. T-Cloths have been dealt in to a fair extent at improved prices, sales of the latter weight embracing 5,000 pieces of superior quality, but 8 lb. to 10 lb. are somewhat lower. Within the past few days a sale of 32,000 pieces 8 lb. is reported to have been made at $2.63 to 2.75, and though there is no doubt that this quantity of goods has changed hands, the terms of the sale are by no means certain. White Shirtings are still wanted, and 54 to 66 reed command still higher values. White Brocades and White Spots have advanced with them, and Turkey Reds have been in some request for Japan at an advance of 10 cents per picul. Most of the lately arrived parcels of American Drills have been forwarded to Shanghai, and the small parcels remaining of Drills and Sheetings are not on offer. English Drills are again dearer, but Dutch have been selling on easier terms. In addition to the sales of the latter on the spot, some 2,500 pieces have been sold to a foreign House, "to arrive" at $4.95 per piece. These English and Dutch imitations of American Drills are interfering with the sale of the latter on this market, the imitators placing on them the same marks as the American goods bear. Woollens: The market is very dull, and Long Ells, Spanish Stripes, and Blankets have declined in value. Purple Long Ells could be sold at $9.30 to $9.50, but Importers are unwilling to break their assortments. Lastings, Crapes and Camlets are unchanged in value, but the latter only are in any request, and importers have been willing sellers. Dark blue are much wanted, and some 500 pieces have been re-sold by Chinese at $15.50 to 15.75. Metals: Nail rod, Bar, and Hoop Iron have recovered a portion of the decline last noted. Wire is again lower. Steel without material change. Lead was very dull during the first half of the interval, and sales were made at figures under our quotations, but there has been more inquiry in the past few days, and the market closes firm. Tin is weak. Tin Plates lower. Small sales of Quicksilver have been made at higher rates. Coals: The arrivals have been 650 tons West Hartley, and 680 tons Sydney, the latter to consumers. No sales have transpired. Ginseng: Dealers being in want of supplies, and unable to bring about any decline from former rates, have re-entered the market, and a good business has been done at fully previous prices. Sales amount to 24 barrels Crude at $116¼, 74 casks do. at $122, and 20 packages superior root at prices ranging from $140 to 270 per picul. Holders are very firm.

## STRAITS, CHINA AND JAPAN EXPORTS.

### TEA.

YOKOHAMA.—The market had been in an inactive state during the fortnight: a few small transactions, chiefly of medium grades, had taken place. The causes assigned in our last report, viz., smallness of stocks and firmness of holders, continued to affect the market, prices continued high, no concession having been obtained. Settlements were estimated at about 500 piculs, all for America. The John Norman and Brilliant, for New York, have sailed with 762,772 lbs., making the export to 9th March, nearly two-and-a-half million pounds over that at the same time last year. The J. Godfrey, for New York, was the only vessel loading. Quotations:—Common, $19 to 23 per picul; good common, $24 to 25; medium, $26 to 28; good medium, $29 to 32; fine, $34 to 37; finest $38 to 39; choice, $40 to 42.

SHANGHAI.—Black: Only one chop had been settled since last mail. Teamen were still firm, and rates had not fallen. Settlements for the fortnight, 300 chests; Reshipments on owners' account, nil; stock, 11 chops, or 3,680 chests. Quotations (duty paid, exchange for credits, 6 months' sight, at 6s. 0¾d. per tael, and freight at £3 10s. per ton) were for Ningchow 1s. 1¼d. per lb. Green: Some buyers, attracted by the decline in prices noticed in our last, entered the market during the early part of the fortnight, and a large business had been done for both England and America. As stocks were much reduced, this had given Teamen confidence, and they now held for, and had in most instances obtained, rather higher rates. Settlements: 16,420 half-chests Moyune and Teenkai, at Tls. 27 to 42; 2,616 half-chests Fychow, at Tls. 23¾ to 34; and 3,527 half-chests Shanghai-packed, at Tls. 23 to 30. Settlements for the fortnight, 22,563 half-chests; re-shipments on owners' account, 187 half-chests; stock, 62 chops, or 33,380 half-chests. Quotations (exchange, &c., as above) were as follows:—Gunpowder, 1s. 6d. to 3s. 7d.; Imperial, 1s. 2d. to 2s. 10d.; Young Hyson, 11½d. to 3s. 2d.; Hyson, 1s. 1½d. to 3s. 8d.; Twankay 8½d. to 1s. 6d. per lb.

HANKOW AND KIUKIANG.—No business had transpired during the interval.

FOOCHOW.—The business of the interval had been confined to the purchase of 500 chests Congous at previous rates. The arrivals had been 270 chests.

### SILK.

YOKOHAMA.—The business of the interval had not reached 50 bales. The owners of Silk had for the most part remained away, and silkmen were so little induced to meet buyers by a reduction, that the greater proportion of the stock was not offered for sale. Arrivals had been 150 bales, making the entire stock 850 bales. The quotations were quite ominal.

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SHANGHAI.—The following is from Messrs. C. J. Skeggs and Co.'s Circular:—Business has continued to be very moderate and dragging throughout the fortnight, settlements, including shipments on native account, being only estimated at from 500 to 600 bales. Chop Silks may be placed 5 taels lower by the purchase of a few "Dragons" at Tls. 560, Donkeys at Tls. 550, and Blue Flags at Tls. 500, the latter being rather common for chop; Medium and Common sorts have not followed this decline, last mail's prices being maintained, whilst exchange has advanced; Re-reels have been sold at easier rates; Trams at Tls. 500 to 510; and some Common Organzines at Tls. 530.

## EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

| At | Bank Bills. | Credits. | Documentary. |
|---|---|---|---|
| Yokohama, 6 m. s. ... | 4s. 6½d. | 4s. 6½d. | 4s. 6½d. |
| Hiogo & Osaka ,, ... | — | 4s. 6d. | 4s. 6d. |
| Shanghai ,, ,, ... | 5s. 11½d. | 6s. 0½d. | 6s. 0½d. |
| Canton ,, ,, | 4s. 5d. | 4s. 6d. | 4s. 6½d. |
| Hong Kong ,, ,, | | | |
| Macao ,, ,, | | | |
| Singapore ,, ,, ... | 4s. 5¾d. | 4s. 6½d. | 4s. 6½d. |
| Manila ,, ,, ... | 4s. 6d. | 4s. 6½d. | 4s. 6½d. |

MISCELLANEOUS.

| — | At Shanghai. | At Hong Kong. |
|---|---|---|
| Bills on India ... ... ... | 299 to 300½ | 222 |
| ,, Hong Kong ... ... | 25⅞ to 26¼ dis. | — |
| Bar silver ... ... ... | 111·5·0 | 9½ prem. |
| Mexican dollars ... ... ... | 75·1·0 | ½ prem. |

Bous, at Yokohama, 339½ per 100 dols.

SHARES.

Hong Kong and Shanghai Bank, New, 12; Old, 27 per cent. premium.
Hong Kong Gas Company, 41 dols. per share.
Hong Kong and Whampoa Dock, New 20; Old, 6 to 8 per cent. discount.
Union Dock Company, 45 per cent. discount.
China Traders' Insurance, 560 dols. premium.
Hotel shares, 50 to 55 per cent. discount.
Hong Kong and Macao Steamboat Company, 6 per cent. prem.

# Shipping Intelligence.

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## ARRIVALS.

At YOKOHAMA.—From London, March 5, Jeddo; from Cardiff, 8, Alexandra.

At SHANGHAI.—From London, March 8, Chinaman; 12, Weymss Castle; from Penarth, 8, Minden; from Liverpool, 10, Everest.

At HONG KONG and CANTON.—From London, March 21, Falcon; from Falmouth, 16, Ceres, Magdalena; from Bremen, 18, Johanna Smidt; from Touron, 16, Albatross; from New York, 11, Old Dominion.

At MANILA.—From Liverpool, March 12, Rosa de Turia; from Cardiff, 13, Cavalier.

At SINGAPORE.—From London, March 26, Belle of Southesk; from Liverpool, 18, Ribbleton; from Cardiff, 16, Insulaire; 17, Andreas; 21, Rusoer, Lizzy; 22, Queen of India; 29, Eastham; from Swansea, 16, Esperance; from Sunderland, 20, Ottercaps; 25, Foxglove; from Shields, 20, Attila; from Rotterdam, 27, Van der Palm; from Bordeaux, 28, Amiral Protet; from Milford, 21, Chaturanga; from Newport, Kanagawa; April 7, Agamemnon (str.), reported by telegram.

## DEPARTURES.

From YOKOHAMA.—For New York, Feb. 28, John Norman; for Boston, Brilliant; for Callao, 6, Brewster.

From FOOCHOW.—For Boston, March 3, Gabalva.

From HONG KONG and CANTON.—For London, March 14, United Service (str.)

From MANILA.—For London, March 5, Sarah Scott; for Liverpool, 4, Estrella; 13, Olano; for Cadiz, 10, Ercilla; for Cork, 4, Channel Queen; for Boston, Mutlah; for New York, 9, Harriot Erving, Agra; 13, Golden Fleece.

From SINGAPORE.—For London, March 28, United Service (str.); for Hamburgh, 29, Madagascar; for New York; 22, Sydpolen.

From PENANG.—For London, March 19, Vanguard; 23, Ulva; 26, for Falmouth, Ilmari.

## VESSELS LOADING.

At YOKOHAMA.—For London, Chrysolite; for New York, J. Godfrey.

At SHANGHAI.—For London, Undine, Everest; for New York, none.

At FOOCHOW.—For New York, Surprise.

At AMOY.—For New York, Rebecca, Benefactor.

At HONG KONG and CANTON.—For London, Amur.

At MANILA.—For London, The Sir Jamsetjee Family, Sir Henry Havelock, Solent; for Falmouth, Cissy; for Havana, Flora; for New York, Agnes, Bengal, Mindoro.

At SINGAPORE.—For London, Belle of Southesk, Queen of India; for Liverpool, Ribbleton; for Boston, Dunmore; for New York, Chaturanga.

## FREIGHTS AND CHARTERS.

At YOKOHAMA.—To London, per sailing vessel, £4 per ton of 50 cubic feet; to New York, £2 15s. to £3 per ton of 40 feet.

At SHANGHAI.—To London, £3 10s.; to New York, £3.

At MANILA.—The Sir Jamsetjee Family takes some 14,000 quintals tobacco at £4 10s. per 50 cubic feet, to London. The Sir Henry Havelock (Brit.), takes a full cargo of coffee to London, at £4 per ton of 20 cwt.

At SINGAPORE.—To London, £2 15s. dead weight, £3 light freight; to Liverpool, £3 dead weight, and £3 5s. light cargo.

## SHIPPING POSTSCRIPT.

—o—

ARRIVALS NOT IN THE TABLES.—April 7, at St. Nazaire, from Saigon, Plata; 30, off Portland, from Bankok, Arica.

DEPARTURES.—From Rotterdam, for Java, Hoek van Holland; from Hamburg, for Hong Kong, Maria Louisa Antoinette; 24, from Newcastle, for Sourabaya, Oceanus; 27, from Penarth, for Singapore, Ravenscliff.

LAID ON.—At London, for Yokohama, Rockliff; at Liverpool, for Shanghai, Mikado.

SPOKEN.—Pegasus (of Liverpool), London to Shanghai, April 24, 50 N., 7 W.; Aurelia (Dutch barque), Batavia to Rotterdam, Feb. 18, 25 S., 54 E.; Culloden (ship), Bangkok to Falmouth, March 24, 2 N., 23 W.; Jerfalcon (of Greenock), Glasgow to Penang, March 20, on the line, 22 W.

CASUALTIES.—Advices from Antwerp, dated April 29, state that the North American, Mitchell, from Batavia, to Rotterdam, which was beached at Belem, March 13, discharged and floated, had been condemned at Lisbon.

## LATEST TELEGRAMS.

—o—

(RECEIVED VIA GALLE, APRIL 26.)

### CHINA.

SHANGHAI, March 31.—Advices from Peking state that Sir Rutherford Alcock has entirely repudiated the assertion of Mr. Burlinghame to the effect that the Chinese desire progress. Sir Rutherford is about to proceed on a tour of exploration in the province of Sechuen, with a view to collecting information for the use of the treaty revisers. It is reported that some Catholic missionaries and several hundred native converts have recently been murdered in the province of Sechuen.

A second telegram says:—A despatch from Sir R. Alcock to the British Consul at this port, has been published on the subject of the introduction of railways and telegraphs into China. Sir Rutherford says that, notwithstanding the promises made by the Burlinghame Mission to Europe and America, the Central Government at Peking shows no desire for progress according to Western ideas and desires, but, on the contrary, will not yield to the introduction of any such projects except under pressure and coercion.

HONG KONG, April 5.—The death of General Brunker has been confirmed. Consul Swinhoe has been recalled on account of his proceedings in Formosa.

### COMMERCIAL.

SHANGHAI, March 31.—Grey shirtings, 6½ catties, 8¼lb., 2.28 tls. Cotton, Shanghai, 15¼tls. Silk firm. No. 3 tsatlee, 570 tls. Silk settlements since departure of last mail, 560 bales. Export to date, China and Japan, from commencement of season, 62,500 bales. Exchange on London—Bank bills, six months, 6s. 0½d. Freights—tea, £4.

HONG KONG, April 5.—Grey shirtings, 6½ catties, 8¼lb., $2 85c. Water twist, 16-24, $1 25c. Cotton, Bengal, fair medium, $17. Tea nothing doing. Total export, China and Japan, 138,000,000lb. Exchange on London—Bank bills, six months, 4s. 6d.

### RECEIVED APRIL 27.

### JAVA.

GALLE, APRIL 21.—Contradictory private advices have been received from Java reporting the outbreak of a general insurrection twelve miles from Batavia. Some Europeans are said to have been killed.

The Batavian newspapers have been prohibited from publishing particulars of the outbreak.

## BIRTHS, MARRIAGES, AND DEATHS.

—o—

### BIRTHS.

BOYD—On the 18th April, at Largo, Fifeshire, the wife of F. D. Boyd, Esq., merchant, Amoy, China, of a daughter.

FOBES—On the 5th March, at Shanghai, the wife of Mr. A. S. Fobes, of a daughter.

JÖRSS—On the 24th April, at Westfield Chapel, Allerton, near Leeds, the wife of H. F. Jörss, Esq., of a son.

WOOD—On the 9th April, at Barnsbury, North London, the wife of Joseph Leach Wood, Esq., of a son.

### MARRIAGES.

DUNCAN—LEAVESLEY.—On the 13th March, at the Union Church, Hong Kong, by the Rev. D. B. Morris, Mr. Robert Duncan, Superintendent of Aberdeen Docks, to Rose Hannah, daughter of Mr. Thos. Leavesley, late of Coventry. No cards.

JOHNSTON—CAZALY.—On the 16th March, at St. John's Cathedral, Hong Kong, by the Rev. Canon Beach, M.A., W. Cunningham Johnston, Esq., of Amoy, to Emily Alicia, youngest daughter of William Cazaly, Esq., London. No cards,

NEUFFERT—WEEKS.—On the 15th April, at St. James's, West End, by the Rev. Dr. Hatherell, Auguste Adolphe Heinrick Neuffert, Esq., of Edinburgh, to Emma, eldest daughter of John Weeks, Esq., Commander P. and O. Co.'s service, R.N.R., of Glen Lea, West End, near Southampton. No cards.

### DEATHS.

MORRISON—On the 6th March, at Jaffna, Ceylon, in her 25th year, Lizzie Constance, the beloved wife of Charles Morrison, of the Oriental Bank Corporation.

HALL—On the 12th March, at Shanghai, Mr. Hall, of the *Fen Wan. Shan* Force.

KOFOD—On the 11th March, at Hongque, Margaret, the beloved wife of Captain Charles E. Kofod, only daughter of the late Captain Trannack, of the Imperial Chinese Service, aged 28.

MCPHERSON—On the 1st March, at Yokohama, Captain McPherson, of the British ship *Chrysolite*, of typhoid fever.

MOSCROP—On the 12th March, at Shanghai, Mr. Henry Moscrop, of the P. and O. Company's steamer *Ottawa*, aged 29.

ORD—On the 13th March, at sea, on board the *Candia*, on his passage from Madras to Calcutta, Augustus W. Ord, Esq., formerly of Manchester.

RENNELL—On the 8th March, at Shanghai, Lydia Wallace, the wife of Thornton B. Rennell, Esq., Harbour-master.

WILLIAMSON—On the 12th April, at Bridge of Allan, Alexander Williamson, Captain P. and O. Company, son of the late Benjamin Williamson, M.D., Aberdeen, aged 39. Friends will please accept of this intimation.

BREAKFAST.—EPPS'S COCOA.—GRATEFUL AND COMFORTING.—The very agreeable character of this preparation has rendered it a general favourite. The *Civil Service Gazette* remarks:—"The singular success which Mr. Epps attained by his homœopathic preparation of Cocoa has never been surpassed by any experimentalist. By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected Cocoa, Mr. Epps has provided our breakfast tables with a delicately-flavoured beverage which may save us many heavy doctors' bills." Made simply with boiling water or milk. Sold by the trade only in ¼lb., ½lb., and 1lb. tin-lined packets, labelled—JAMES EPPS & Co., Homœopathic Chemists, London.

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# The London & China Telegraph.

*LONDON, SATURDAY, MAY* 1, 1869.

## THE TRUE SOURCE OF CHINESE HOSTILITY TO FOREIGNERS.

IN two articles, published in December last, devoted to the "Yangchow outrage," *The Times* stated with great emphasis that such attacks entirely originate in excess of zeal and want of discretion on the part of the missionaries, who are described as being ignorant of, or indifferent to, the modes of thought of the people whom they try to convert; as habitually assailing in the public streets the dearest convictions of the Chinese, and thereby rousing "furious antagonism" against themselves and their doctrines, which ever and anon boils over in the form of popular demonstrations, of which the sacking of the missionaries' houses at Yangchow, and the outrages committed on their persons are cited as examples.

Now, no picture could be more untrue than this. The Chinese are a remarkably utilitarian, unfanatical race; their irreligion, indeed, is a constant subject of reproach against them by propagandists of all creeds. Their "dearest convictions" have reference to comfort or wealth, and even their mythological systems are scarcely addressed to any less material instincts. The sacredness which they attach to their religious beliefs may be illustrated by an example taken from their New Year ceremonies. At the close of the year the kitchen god, represented by a rude picture on paper, is rolled up and burnt, and so despatched to the Celestial to make his report on the doings of the family during the year. The interrogatories that are addressed to him by the gods are—first, if the family have done evil? and, secondly, if they have done well? That he may give favourable answers to these questions, the family, before despatching him, feed him on candy and then on fruit. The candy makes his lips stick together, so that in answer to the first question he can only say "mg," which means "no;" but when it comes to the second the lips are free again, and the recollection of the last dish prompts him to say "fruit," which happens to mean "yes" in Chinese. That is a fair specimen of their so-called religious observancies. No one imagines that a practical people like the Chinese can attach any real importance to the belief in such a system of mere trickery. The ancient childish customs are perhaps thought innocent, if not amusing; they at all events afford opportunities for feasting and gaiety, but have no more to do with the "dearest convictions" than has the practice of throwing a pinch of salt over one's left shoulder when the salt-cellar has been upset. The worship of ancestors, again, which has been held up to so much admiration as the fundamental religion of the Chinese, amounts to little more than a bribing, by means of offerings of clothes and money, of the spirit of the dead not to molest the living. It is not veneration for the departed that prompts these observances, but a utilitarian idea of buying off their malevolent influences.

There are races of men who have convictions that are dear to them, and who are capable of being roused to frenzy by opposition to their beliefs; but the character of the Chinese is the antithesis of this. Persons in Europe can scarcely conceive such indifference to religion of any kind as is exhibited by these people. The four great systems which exist among the Chinese, so far from exciting furious mutual antagonism, live together in perfect harmony. Nay, more, the same individual is frequently an adherent of at least three out of the four. Confucianism, Taouism, Bhuddism, and Mahommedanism are held to be each good in its kind. If it can be imagined that the people of England could be reduced to a state of colourless latitudinarianism, in which no sense of incongruity would prevent them from owning a common allegiance to Dr. MANNING and Mr. SPURGEON, to the Comtists and the Ritualists, then some parallel would be found for the condition of the people of China. But in such a case it would be manifestly absurd to suppose that the preaching of one more doctrine among such a people would be received otherwise than with philosophical indifference.

It is true that the Chinese, in an argumentative mood, assert that their own systems contain all that is necessary to morality and religion; but they have also for the most part or until quite recently tried to believe that all knowledge is wrapped up in their old classics. And the teaching of the doctrines of electricity and the power of steam excites an opposition much the same, in kind, as that which the missionaries meet with in preaching Christianity. In fact, there is not, nor has there ever been, any feeling of antagonism to Foreigners, whether in the capacity of merchants or missionaries, on the part of the Chinese people. Every outburst of popular feeling that has occurred has been instigated by the ruling powers—at least the fact of such instigation has been proved in so many cases that we are warranted in assuming it in all instances of which we are imperfectly informed. The most formidable antipathy to Foreigners that ever has been experienced was that of Canton and the famous ninety-six villages; and the feeling was carefully nursed for many years by the high authorities of the province. Even there, however, the populations became civil and friendly the moment the power of the mandarins was suspended by the Anglo-French occupation of the city, thus showing that the people themselves bore no hatred to Foreigners, and were only made use of by the authorities to terrify the strangers from seeking to penetrate into the country. At Swatow also, where the inhabitants have earned a reputation for turbulance and for active dislike to Foreigners, it has been found that when they are left to themselves they are perfectly friendly to Europeans of all classes. Mr. Consul ALABASTER states that it was only when intending visitors to the city of Chao-chao-fu gave notice to the authorities that they were mobbed and insulted, and that when they made their way thither without such notice the people were found remarkably well disposed. The same experience is testified to by every traveller in China, and it is an old maxim with such that there is never any trouble if only you keep clear of the mandarins. Whatever conflict of opinion, therefore, may be found between the missionaries and the Chinese, it has never developed into personal hostility, and is never likely to do so.

Nor is it at all surprising that the Chinese people should be favourably disposed towards foreigners. Nothing can gratify any commercial community so much as the opportunity of cultivating relations with another commercial community. Englishmen and Americans are pre-eminently and of necessity commercial, and if in the passion for the interchange of commodities they are excelled by any other people in the world, it is by the Chinese. Trade is the ruling principle of the Celestials, in a greater degree even than of any European races. When the Foreigner shows himself in the distant interior he is eagerly asked, above all things, what he has to sell. Every labourer and domestic servant is a merchant in embryo. Their great ambition is to save a few dollars from their wages to open a shop. To whatever part of the country the master may travel the servant is certain to have scraped some capital together to enable him to carry, stowed amongst the baggage, the products of his native place for sale at a distance, and to bring home other commodities in return. In one province hats are good and cheap; in another shoes, or silks, and so forth. The remarkable circumstance is that the poorest and least educated amongst Chinese are conversant with the usages of trade, and the values of all kinds of goods, in all manner of places. The Foreigner is often astonished to see the menial who has been for years blacking his boots, and standing behind his chair, suddenly develop into an accomplished merchant, knowing in all the technicalities of his craft, and as impervious to the assaults of fraud as if he were to the manner born. But, indeed, they are born merchants. The universal trading instinct and almost intuitive faculty of acquiring commercial knowledge which we see among the Chinese is scarcely equalled in the world. HODGE in the furrowed field and JEAMES in the pantry are fit to discuss

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financial prospects with ROTHSCHILD as soon as they have exchanged their cotton garments for the silken textures conventional to men of commerce. If, therefore, we had no practical experience of the Chinese people, we should infer from their character that they would receive strangers with open arms, if their visits were for purposes of trade. With an engrossing passion for buying and selling, a person with whom to deal must always be a desideratum. What conveys more pleasure to the shopman than a constant relay of customers? But while we might with certainty have predicated of the Chinese that they would receive foreign merchants with tokens of welcome, we are not left to a mere deduction, for the fact itself has been proved a thousand times. From every corner of the Empire concurrent testimony has been furnished that the people of China, when left to themselves, receive foreign visitors with demonstrations of friendship, and the truth of this testimony is not in the least affected by occasional rudenesses which have been experienced at the hands of unpaid, ill-disciplined, and mutinous soldiery. And it may further be admitted, without invalidating the general statement, that certain class interests may be opposed to foreign intercourse where the special is antagonistic to the general welfare. As for example, if an individual or a class enjoyed a monopoly, say in salt, that class would naturally oppose foreign or any other competition in that particular article. But, on the broadest view of the subject, the people as a whole would welcome all foreign traders to every town and market in the Empire. The Chinese are intelligent enough to see that the *foci* of foreign trade have outstripped all other centres of wealth and prosperity in the country, and they would only be too glad to see similar ameliorations effected in the inland cities. It ought not to be necessary to repeat such common-places as these, but unfortunately the truths which they contain are constantly forgotten, at least practically so; and when we hear rumours of Foreign traders being prohibited from going where their presence is "inimical," it is time to point out that, so far as the mass of the people is concerned, such places do not exist in China.

Yet there is, in another quarter, a hatred to Foreigners, an opposition to increased intercourse, and a strong desire even to curtail that already established. The governing class in China resists the influx of Foreigners into the country, not so much from ignorance of their character and their purposes as from a perfectly intelligible dread of progress and change. The vast amount of trouble the Government have taken to stop further intercourse proves how much they have the matter at heart. First of all they have sent Mr. BURLINGHAME with his "associate envoys," inspired after the manner of the prophets of AHAB, to persuade the European Governments. The objects of that mission are but thinly disguised. Two subordinates from the Peking Foreign-office, with Mr. BURLINGHAME as their mouth-piece—all three bearing the title of envoys, but none of them probably possessing the authority which the title implies—are despatched to Europe to watch and report, to use what influence they may acquire in staving off the question of extended intercourse, and in making the impending revision of the Treaties as restrictive and retrogressive as possible. If Mr. BURLINGHAME or his associate envoys were tempted to go beyond this, and commit the Chinese Government to any engagement, his or their acts would be as conveniently repudiated, at the proper time, as was the creation of the Lay-Osborn fleet. The retrogressive character of Mr. BURLINGHAME'S mission is proved by the fact that since the news of his reception in the United States and of the treaty which he made there reached Peking, it has been remarked that the Foreign Board there have become less conciliatory, and more impracticable. That is a matter of fact, and it is important as showing what the Chinese mean by a mission to Europe. And while the Peking Government have thus resorted to a very costly, and wholly unprecedented expedient to propagate their views abroad, they have also organised a most elaborate system at home by which to create arguments to support the retrogressive policy. The cardinal doctrine which Mr. BURLINGHAME is instructed to preach in Europe is that the Chinese Government are willing to open the country to Foreigners, so far as they can do so with safety, and with a due regard to the interests, wishes, and prejudices of the people. There are not wanting symptoms that such a doctrine will meet with credence in England; and if the Chinese Government once succeed in gaining credit for so much good faith, it will only remain for them and their agents to obtain or create facts to show that at such and such places the presence of Foreigners is objectionable. This task they have accordingly set themselves to do with a diligence most remarkable.

The English Treaty provides that British subjects shall be free "to build or open houses, warehouses, churches, hospitals, or burial-grounds, and shall make their agreement for the land or buildings they require, at the rates prevailing among the people equitably." (Treaty of Tientsin, Art. 12.) To the exercise of this right the authorities make no open objection; but when it comes to their knowledge that a British subject is in treaty for a house beyond the limits of the space usually occupied by Foreigners, they at once warn the owners of the property that they must not complete the transaction, which is in consequence there and then broken off. Sometimes, however, negotiations may have proceeded several stages further. The owners (who are generally very numerous) have agreed, the price has been paid, and the deed of transfer signed. All that remains is to take possession of the premises and to have the deed of sale registered in the official records. At this point the mandarins become aware of the circumstances, and, enraged that the preliminary negotiations should have escaped their vigilance, they put their machinery of falsehood and intimidation energetically in motion, and in a few days they have reduced some one of the joint proprietors to such a state of abject fear that he forswears his action, either declaring that his alleged signature to the deed was a forgery, or that it was obtained under compulsion; anything, in fact, that he is made to say he will say. The Foreigner resents this official interference, and claims the protection of his Consul. The matter is then "investigated," as the phrase goes, but the poor Consul is thoroughly bamboozled by the evidence of the sons of Belial, and in despair the matter is referred to the Minister at Peking, where the following farce is enacted:—

Minister, to high Chinese official:—"Why do you not allow my people to buy or rent houses according to treaty?" Chinese official:—"We have given stringent orders that the treaty shall be everywhere respected, but in this case it appears the British subject attempted fraudulently to take possession of the property without the owner's consent. Please tell all your people that they may buy up the whole country if they like, if only they can make their bargain with the rightful owners." The Minister is non-plussed, as the Consul was, and such is the tyranny of diplomatic etiquette in China, that Sir RUTHERFORD ALCOCK not only affects to believe what has been told him, but even stoops to the hypocrisy of addressing to the British subject a kind of reprimand, which is duly published in the newspapers, and so the mandarins are appeased. All this happened, not long ago, at Chefoo, and the main features of it are of frequent occurrence.

But the mandarins are sometimes taken so unawares that the premises are actually occupied by the Foreigner before official notice has been attracted to it. The matter is then, of course, more serious; ejection in that case can only be effected by personal violence; but as that might compromise the authorities, great caution must be used. This was the case at Yangchow. Mr. TAYLOR and his party were in peaceable possession of their house in that city, when the literati, moved by a higher power, excited the populace by means of the foulest libels to commit the outrage which has since become so famous. The literati, it must be remembered, are quite a different body from that which would go by the same name in England. If CARLYLE, FROUDE, TROLLOPE, DICKENS, GLADSTONE, DISRAELI, KINGLAKE, STUART MILL, DEAN STANLEY, and such like men happened to form a society, say at Scarborough, and we heard at a great distance that they had all taken one side in some "row," of which we could only learn the merest outline, we should reasonably enough conclude that, though we could not understand the merits of the case, yet somehow these men must be in the right. But there is no analogy between the literati of England and the so-called (or so-translated) literati of China. All candidates for Government employ in China must take a literary degree, and no man would think of so doing except with a view to seeking such employment. The literati are therefore as a class perfectly identical with the mandarins, being either candidates for appointments or men

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who have retired from public life to enjoy the wealth they have accumulated while in office.

The ringleader of the literati at Yangchow was one Yen, who, having been a viceroy, had, while in active service, become enormously rich, and had settled there with his family. Whatever is done by the literati in China is done by the governing class. It was they that set on the mob at Yangchow; but it is well-known that they were themselves instigated by TSENG-KWO-FAN, the Viceroy. No intelligent Chinaman doubts this, and it must have been known to Mr. MEDHURST, when he asked the Viceroy to punish the offenders, that the Viceroy had himself planned the whole scheme, though, here again, etiquette compelled him to negotiate on a basis which both parties knew to be false. Similar outbreaks to that at Yangchow, though on a smaller scale, have occurred in other parts of the country, but have not received their share of public attention, in consequence of their happening at a distance from newspapers. They all tend in the same direction, and widely separated as are the scenes, the organisation of the attacks afford evidence of a common origin.

The ability to manœuvre a mob is a recognised accomplishment in Chinese state-craft. The official class think and talk of the people as sheep, to be driven by whomsoever possesses the skill to manage them. The bugbear of the savagery of the inhabitants of Canton and the ninety-six surrounding villages, which the mandarins kept up for a quarter of a century, has already been alluded to. But the most interesting exhibition of the mob tactics is the one which has recently occurred at Swatow. The natives there have for centuries borne a character for turbulence. When Swatow was first made a treaty port it was thought unsafe to approach nearer than to a place called Double Island. By-and-by, however, mercantile houses were opened in Swatow, and the unruly temper of the population was found to be a myth. But the city of Chao-chao-fu, higher up the river, which was the real Consular station according to the Treaty of 1858, remained closed to Foreigners until 1868, in consequence of the representations made by the authorities of the animosity of the populace. It was precisely an analagous case to that of Canton, which was kept closed for more than twenty years by the same kind of false representations. The Foreign representatives, however, at last determined to test the value of these reports, and in December last the city of Chao-chao-fu was formally opened. The population, as usual, proved to be friendly. So far everything seemed satisfactory, and the mandarins were sadly disconcerted. Towards the end of January, however, a strange movement was observable among the villages lower down the river and behind Swatow. The boats of the *Cockchafer*, when out for exercise, and without known cause of quarrel, were attacked by the natives, compelled to defend themselves, and to fight for their retreat. From this one thing led on to another, until some five thousand natives banded themselves together, erected mud forts, armed themselves for war, and in the most reckless manner defied the foreigners offering rewards for their heads. Reparation for the first outrage was of course scornfully refused, and matters were only brought to a head by a squadron of British vessels being brought to the scene. The hostile villagers were then soon dispersed, and some of the villages of the ringleaders burnt, with apparently little loss of life on either side. Some foolish accounts of the proceedings have appeared in the Hong Kong papers, calculated to give an impression of levity and wantonness to the affair. That is a common misfortune of colonial newspapers. But the facts are simple enough. The authorities excited the people by secret means to make this hostile demonstration, they themselves keeping in the background or professing to be trying to arrange matters. The "braves" naturally refuse to hear reason; and the mandarins shrug their shoulders and lament their inability to control their people. It is nothing more than the old, old story, which has been repeated scores of times, and it is as certain that the authorities are at the bottom of this otherwise unaccountable outbreak at Swatow as that they incited the populace of Canton in former days to insult Foreigners. The murderous attack on two foreign merchants in Formosa in October last, by a band of coolies, for the nominal offence of occupying a house in a new district partakes of the same character as those already described. This was clearly shown by the insulting manner in which the native authorities received the Consul's complaint of the assault. In short, Foreigners have received no molestation at the hands of the Chinese that has not been organised by the Government.

Seeing, then, that there is no absolutely new features in the attacks on Foreigners now enumerated, what is it that gives these occurrences their peculiar interest at the present moment? Simply this, that such an unusual number of anti-foreign demonstrations happening within the space of six months in every part of China, from Shantung to Kwangtung, is the result of a comprehensive plan, specially designed to influence the crisis in Chinese foreign relations which is believed to be impending. A secret edict has undoubtedly gone forth from Peking, which has set these various forces in motion in one direction. The important object with the Government at the present moment is to check the progress of European intercourse with China. This they will seek to do by both fair means and foul, by Mr. BURLINGHAME and by the village braves. Mr. BURLINGHAME is taught to deprecate the opening of China at a faster rate than the Government desire it. He is taught to warn the Governments of Europe against permitting Europeans to go where they are not liked, and where the authorities cannot guarantee them protection. It is, moreover, considered by the statesmen of Peking that a general popular outcry against Foreigners at the present juncture would strengthen their agent's hands, and enable him to prove that the extension of foreign intercourse would be fraught with much evil and danger. The American Treaty, it must be allowed, gives them grounds to hope for success in the policy of aggression and outrage which they have pursued so consistently for the last six months.

If the Chinese rulers trusted the lessons of experience, they would know that such outrages as have lately taken place not only lead, sooner or later, to retaliation, and the humiliation of the Government, but they give Foreigners a pretext for demands which they would not otherwise have thought of advancing. And since they are so much at fault in comprehending the meaning of events that have happened in their own country, and in which they have themselves been actors, it is not to be expected that they will be more fortunate in interpreting the views expressed by the organs of Foreign Governments. When they hear of non-interference in China insisted on as a principle of policy, they ignorantly assume that they may treat Foreigners as they please, and that no notice will be taken of it. Thus the doctrine preached by certain politicians is a mere crying of peace when there is no peace. A firm uncompromising attitude towards the Chinese is the only guarantee for peace and friendship. Concessions on the part of Foreign Governments have always led to, and will always lead to, one result, aggression and insult on the part of the Chinese, which in turn may lead to reprisals which are to be deplored on all sides. If, as appears to be the case, the new American treaty be considered by the Chinese as an indication that Foreign Governments can be satisfied with platitudes, and if some similar success is achieved by Mr. BURLINGHAME in Europe, there is too much reason to fear that the inevitable consequence will be disastrous, in the first place, to foreign residents, but ultimately to the Chinese Government, in whose supposed interest the retrogressive policy is promoted.

## CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

The fifteenth ordinary general meeting was held on the 21st ult., at the London Tavern; Mr. T. A. MITCHELL, M.P., in the chair.

The report, which has been published, was taken as read.

The CHAIRMAN moved its adoption, observing that it stated accurately the actual position of the bank, which was satisfactory, the profits made being at the rate of 11½ per cent. for the year. They had to sustain a severe competition with neighbouring institutions, and had suffered, like all who were engaged in trade, by the commercial depression which had extended all over the world, but they could still congratulate the shareholders on maintaining pretty nearly the same dividend as heretofore, and occupying the same position as they did at that time last year. So far as the credit of the bank and its position in the East was concerned there was no change, or, if any, it was a change for the better. (Hear, hear.) They had not in the report brought in the word capital, because as they were now become an old established concern, they thought it supererogatory to state every year that the capital of the bank was unimpaired. It had been thought that this ought to have been stated in the report, but he did not think it necessary; at all events he assured them that the capital and position of the bank were unchanged. They had written off from the old bad debts account a further sum of £21,213. Every year, before balancing the books, they went deliberately and carefully into the outstanding bad debts, and valued them according to the best information they could obtain at the time. The old bad debts arose

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mainly from three concerns—to two of these he had alluded on former occasions. In the one which he had not hitherto mentioned they had obtained a judgment in the Consular Court in China; but two years ago the case was transferred, on appeal, to the Privy Council here, which had decided against the bank, and the consequence was a loss of £6,500, which, however, was included in the £21,213. The second was the Commercial Bank, and until the matter was finally settled, the directors had a right to assume that the Commercial Bank, being an unlimited liability corporation, would pay 20s. in the pound. Now that the estate was in course of final settlement and early payment, it appeared that 17s. in the pound would be realised instead of 20s., and the difference upon the gross claim of £38,000 necessarily involved a considerable deduction. The third loss was in connection with a house of world-wide reputation in the East, which they had every reason to believe when they calculated their bills, as had been done, at one-half that they would pay in full. A certain sum had been written off this debt twelve months ago, and a further sum was written off now, because there was some doubt whether the realisation would come up to the estimate previously made; but the amount to which the debt was now reduced was so limited as compared with the dividend already received from the house in question that he hoped no further deduction would have to be made. Such was the explanation of the difference in the amount of bad debts now as compared with the estimate of twelve months since. In October last he informed them that in recommending a dividend at the rate of six per cent. the board anticipated from the rate of profit they were then making they would be able to place a handsome addition to the reserve at the end of the year. The directors were still of opinion that the prosperity of a bank depended very much on its credit, and that for the purposes of that credit it was necessary to build up as rapidly as possible a substantial reserve. (Hear, hear.) At the same time they had no notion of building it up by adding to it fictitious sums; and as they had made a fresh bad debt since then, they had not thought it right to add fictitiously any part of the £21,300 to the reserve, but had left it contingent, to be applied hereafter as the affairs of the bank might warrant. This new bad debt had occurred at Batavia. Though he did not think it advisable on that or any other similar occasion to go into details of figures, anyone who imagined that the loss was so great as to be in any way likely to impair the credit or the resources of the bank was mistaken. The firm in question was Morgan, Melbourn, and Co., an English house of forty years' standing in Batavia. For two or three years the bank refused to open an account with that firm, but six or seven months ago, in consequence of further information, an account was so far opened that the board authorised their manager not to take the bills of the firm, or give credits on the London branch, but to take what securities they had to offer, being mainly bills drawn under credits on houses in Europe, and chiefly in London. The liabilities the bank had incurred arose almost entirely from these, and they held under these credits bills taken by their manager in Batavia, which had not been honoured by the parties who lodged them. There was one amount of £10,000, by a party at Bremen, lodged with a great commercial house here, which refused acceptance, stating that the credit had been withdrawn two days before the bills were presented for that purpose. All these claims were in existence, but they were so mixed up with questions of English, Dutch, and German law that it was impossible at present to say to what extent payment of the credits could be enforced, or what would be the final result. It was, however, satisfactory to know that, whatever the result, it could scarcely be injurious to the bank. It was impossible in a business such as theirs, conducted in a peculiarly speculative part of the world, to avoid occasional losses; but such losses were met by occasional large profits; and they had every reason to be sanguine as to the future of the bank.

In reply to Mr. HUGGINS, Mr. COLES, and other Shareholders,

The CHAIRMAN added that the credits against the debt of the Batavian firm were to a large amount in sugar and other produce in transit, and of which they held the bills of lading. He could not say positively that the £21,300 would cover the entire of the losses from the old bad debts, but if it should be necessary to write off anything beyond it would be but a very small sum as compared with the usual scale of profits. The Batavian affair had occurred since the date of making up the accounts, 31st Dec., and was not included. The total amount of the bad debts on the 31st Dec. was £56,000, and during the past five years they had written off £289,000 bad debts, and all the time maintained a good dividend, the capital being intact. Of the 17s. in the pound paid by the Commercial Bank, 7s. in the pound remained to come in.

The motion was then put, and, having been seconded by Mr. JONES, was unanimously carried.

The dividend, at the rate of 6 per cent. per annum, payable on and after the 28th ult., was agreed to, the retiring directors and auditors were re-elected, and the usual compliment to the chairman and directors concluded the business.

# PARLIAMENT.

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## HOUSE OF COMMONS.

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### RANGOON AND WESTERN CHINA.

(April 22nd.) Colonel GRAY asked the Under Secretary of State for India if any, and, if any, what steps were being taken by Her Majesty's Government to promote the communication between Rangoon and Western China through a portion of the Shan States; and if the survey of that route was being proceeded with.

Mr. G. DUFF: Nothing further has been done with regard to promoting communication between Rangoon and Western China since the survey was discontinued, in 1867, after it had been carried on for 245 miles, nearly to the extreme boundary of our territory. I hope the Government of India will see its way to renew the unfinished work. If it does so we shall be glad. But, at the same time, the Secretary of State for India would not dream of pressing the Government of India to continue that survey if they were deliberately of opinion that by doing so they would be involved in grave political complications or incur any very great expense. The whole question of communication between India and Western China, of which the project for a communication through the Shan States is merely a fragment, and not a very large fragment, is one of very great interest; but it will, I think, become of greater practical importance to the next generation than to ours. But, interesting as it may be, and important as it may become, I think the hon. gentleman, and many hon. members connected with the North of England, who are interested in this question, will admit that in the Chinese Peninsula, as in Abyssinia, we may possibly buy gold too dear. Some papers that will presently be laid upon the table will more fully explain the present state of the question.

### RELATIONS WITH CHINA.

(April 29th.) Mr. DILKE asked the Under Secretary of State for Foreign Affairs whether his attention had been called to a telegram, dated Shanghai, March 31, and published in the London newspapers of yesterday, in which it was stated that in a despatch from Sir Rutherford Alcock to the British Consul at Shanghai, the former says that "The Government of Peking shows no desire for progress according to Western ideas and desires, but, on the contrary, will not yield to the introduction of any such projects, except under pressure and coercion;" and whether such a despatch from Her Majesty's Minister in China to a Consul had been published by the authority of the Foreign-office.

Mr. OTWAY said the Government had only seen the statement in the papers, and, therefore, they could not have authorised its publication. From another portion of the telegram, to which his hon. friend had not referred, he thought it very likely that such a despatch had not been sent. The China papers would soon be on the table, and from the first despatch his hon. friend would see how clearly Lord Clarendon laid down the policy of this country towards China.

## THE COMING TEA SEASON.—BROKERS' CREDITS.

(To the Editor of the *London and China Telegraph.*)

SIR,—Having read the leading article in your issue of the 19th inst., headed "The Coming Tea Season," with great interest, I cannot help pointing out to you one feature in the Tea trade as now conducted that has a very material bearing upon its want of prosperity, and which you apparently are either not aware of or have overlooked. It is the practice of Tea Brokers in London furnishing large amounts of credits to young men in China for the purpose of buying tea to be consigned to them here for sale.

Much has been written lately upon the subject of banks interfering with merchants in the Australian trade by advancing upon wool consigned to the head office in London for sale, and it seems to be generally agreed upon that the system is a wrong one. Not so, however, is the system of banks, which you allude to in your able article as follows:—"Many are disposed to blame the banks for too readily affording facilities to buyers who are devoid of capital." It is quite competent to banks to purchase bills of exchange upon London offered for sale abroad, it is also quite within their province to contract to purchase bills that it may be notified are likely to be for sale in course of a season in China, under such conditions as they may think fit to impose for their own safety. In neither case do they interfere with the business of the merchant.

The case of the Tea Broker granting facilities to buyers in China is as much an interference with the business of the London merchant as the system reprobated in the wool trade, and it is one that, so long as practised, must have a prejudicial effect upon the prosperity of the tea trade. Young fellows fresh from school—at all events the school of tea—are sent out to China with most liberal salaries, in return for which they engage to fulfil the duties that may be imposed upon them by their employers. Before they can possibly know even the rudiments of the business to which they are annexed, they receive from England a credit for ten, twenty, thirty, or perhaps fifty thousand pounds, to be employed in buying tea for consignment to the broker who has sent it; the temptation is too great, and the precipitation with which the money is spent is not to be wondered at.

I do not think it will be found an exaggerated estimate of the extent to which brokers supply credits to young men and others in China if put at a million sterling, which sum is about a tenth of the value of the season's export of tea to the United Kingdom. If this is fair and legitimate, well and good, but it naturally leads one to inquire what are the functions of a broker, and why should a broker have the double advantage of being both broker and merchant, while the merchant can only follow one vocation? If it is because the broker binds himself in a penalty of £1,000, finding two sureties of £250 each, "to truly and faithfully execute and perform his office and employment between party and party, without fraud or collusion," then the sooner the merchant binds himself to do the same, and adds broker to his title, the sooner shall we have the tea trade conducted on a clearer footing.

I cannot, however, help thinking that there is something wrong in this double system of business, and I shall be very glad if any of your correspondents can enlighten on the subject.—Your obedient servant,

A CHINA MERCHANT.

London, April 28, 1869.

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# Monetary and Commercial.

The annual meeting of the proprietors of the Oriental Bank Corporation was held on the 22nd instant, at the offices, Threadneedle-street, Mr. J. Blyth in the chair, when the report was adopted, and a dividend at the rate of 12 per cent. per annum, free of income-tax, declared. The retiring directors and auditors were re-elected, and on the motion of Sir H. Anderson, seconded by Dr. Thom, an unanimous vote of thanks was accorded to Mr. Gordon, the late chairman, for his past services.

The annual meeting of the Chartered Bank of India, Australia, and China was held on the 21st April, Mr. T. A. Mitchell in the chair. The directors' report was adopted, and a dividend declared at the rate of six per cent. per annum. The chairman explained that a further sum of £21,213 had been written off the old bad debts account, but a new bad debt had been incurred in Batavia, which, however, was not of sufficient magnitude to injure the position of the bank, which remained as good as ever, and with its capital intact. The statement was received with satisfaction, and the retiring directors re-elected.

The report of the Singapore Gas Company states that the profits for the half-year ending the 31st of December last were £1,227 after writing off for depreciation of works and plant at the rate of three-quarters per cent. per annum, which, together with a balance of £40 from last half-year, made the available balance £1,267, out of which the directors recommended the declaration of a dividend at the rate of 7½ per cent. per annum on the amounts paid up on the original capital, free from income-tax, leaving a balance of £25. Mr. E. J. Wells, the manager, stated in his report that the Labuan and Australian coals worked very well together. For the half-year the gas produced was 9,090 cubic feet per ton of coals. The whole of the coke and nearly all the tar had been disposed of. The total number of lights burning on the 31st December last was 6,245.

The Secretary of State for India in Council has given notice that tenders for Bills of Exchange on Calcutta and Madras will be received at the Bank of England on Wednesday, the 5th of May next, on the usual terms, to the amount of 35,00,000 rupees.

In view of the resumption of the drawings by the India Government there has lately been less demand for bar silver, and sales have been effected during the last few days at 60½d. Mexican dollars have been settled at 59⅜d., and being scarce are now firm.

Messrs. Sanderson and Co., of 14, St. Helen's-place, announce that Mr. Thomas Smith, late of China, became a partner in their firm on the 1st of January last, and that from the 1st of May next he will be a partner also in their China house (Messrs. John Silverlock and Co., Foochow.

Mr. R. S. Butterfield, of Bridgehouse-mills, Haworth, and of Bradford, has notified his retirement from the business hitherto carried on under the firm of R. S. Butterfield and Co., which will be continued by Messrs. Redman and Holt, in their own name.

At a meeting of creditors of Messrs. William Dickinson and Sons, cotton spinners, manufacturers, and machinists of Blackburn, held last week, the statement of affairs submitted showed liabilities of £73,604, of which about £40,000 is secured. The assets show 10s. 6d. in the pound. A committee of four was appointed to investigate, and report to a future meeting.

A meeting of the creditors of Messrs. Ogden and Co., and Messrs. Oldfield and Co., of Halifax, the former in business as woolstaplers and the latter as worsted-spinners, Mr. Ogden being a partner in both, has been held. The liabilities are stated at £45,000. The assets, it is said, will amount to not more than £5,000.

The suspension has been announced of Mr. William Bottomley, of Grove-mill, Bradford, stuff manufacturer, with liabilities said to be large.

## EXPORT OF COTTON GOODS TO THE FAR EAST.

The following is a summary of Mr. Sam Mendel's tables for the past month, which contain details of the quantities and value of the cotton manufactures and yarn shipped from the ports of London, Liverpool, Southampton, and the Clyde, to Hong Kong, Shanghai, Japan, Singapore, Penang, Batavia, Manila, and Ceylon, during the month and twelve months ended 16th April of the present and two preceding years :—

### HONG KONG AND WHAMPOA.

PLAIN COTTONS.—Export for the month ended 16th April, 1869, 1,432,940 yards; for the twelve months 1869, 46,074,327 yards; for the twelve months, 1868, 62,845,251 yards; for the twelve months 1867, 37,003,115 yards. Decrease for 1869 against 1868, 16,770,924 yards.

COLOURED COTTONS.—Export for the month ended 16th April, 1869, 78,515 yards; for the twelve months 1869, 1,295,724 yards; for the twelve months, 1868, 2,650,587 yards; for the twelve months, 1867, 2,717,775 yards. Decrease for 1869 against 1868, 1,354,863 yards.

PRINTED COTTONS.—Export for the month ended 16th April, 1869, 2,000 yards; for the twelve months 1869, 1,829,738 yards; for the twelve months 1868, 1,216,685 yards; for the twelve months, 1867, 914,816 yards. Increase for 1869 against 1868, 613,053 yards.

COTTON YARN.—Export for the month ended 16th April, 1869, 224,000 lbs.; for the twelve months 1869, 5,060,390 lbs.; for the twelve months 1868, 8,031,466 lbs.; for the twelve months 1867, 4,207,868 lbs. Decrease for 1869 against 1868, 2,971,076 lbs.

VALUE.—For the month ended 16th April, 1869, £48,233; for the twelve months 1869, £1,234,580; for the twelve months 1868, £1,841,884; for the twelve months 1867, £1,262,811. Decrease for 1869 against 1868, £607,314.

### SHANGHAI.

PLAIN COTTONS.—Export for the month ended 16th April, 1869, 17,660,704 yards; for the twelve months 1869, 237,551,754 yards; for the twelve months 1868, 186,050,263 yards; for the twelve months 1867, 118,982,925 yards. Increase for 1869 against 1868, 51,401,491 yards.

COLOURED COTTONS.—Export for the month ended 16th April, 1869, 819,515 yards; for the twelve months 1869, 7,604,799 yards; for the twelve months 1868, 8,705,763 yards; for the twelve months 1867, 13,528,599 yards. Decrease for 1869 against 1868, 1,100,973 yards.

PRINTED COTTONS.—Export for the month ended 16th April, 1869, 227,776 yards; for the twelve months 1869, 2,607,896 yards; for the twelve months 1868, 5,394,916 yards; for the twelve months 1867, 6,695,780 yards. Decrease for 1869 against 1868, 2,787,020 yards.

COTTON YARN.—Export for the month ended 16th April, 1869, 50,193 lbs.; for the twelve months 1869, 313,773 lbs.; for the twelve months 1868, 395,100 lbs.; for the twelve months 1867, 168,932 lbs. Decrease for 1869 against 1868, 81,327 lbs.

VALUE.—For the month ended 16th April, 1869, £392,890; for the twelve months 1869, £4,202,468; for the twelve months 1868, £3,392,939; for the twelve months 1867, £3,091,878. Increase for 1869 against 1868, £809,529.

### JAPAN.

PLAIN COTTONS.—Export for the month ended 16th April, 1869, 2,952,006 yards; for the twelve months 1869, 19,514,398 yards; for the twelve months 1868, 25,295,950 yards; for the twelve months 1867, 17,562,637 yards. Decrease for 1869 against 1868, 5,781,552 yards.

COLOURED COTTONS.—Export for the month ended 16th April, 1869, 171,360 yards; for the twelve months 1869, 1,188,972 yards; for the twelve months 1868, 2,998,853 yards; for the twelve months 1867, 2,873,849 yards. Decrease for 1869 against 1868, 1,809,881 yards.

PRINTED COTTONS.—Export for the month ended 16th April, 1869, 10,911 yards; for the twelve months 1869, 811,334 yards; for the twelve months 1868, 688,204 yards; for the twelve months 1867, 1,537,055 yards. Increase for 1869 against 1868, 123,130 yards.

COTTON YARN.—Export for the month ended 16th April, 1869, 375,948 lbs.; for the twelve months 1869, 4,475,804 lbs.; for the twelve months 1868, 4,878,080 lbs.; for the twelve months 1867, 1,477,460 lbs. Decrease for 1869 against 1868, 402,276 lbs.

VALUE.—For the month ended 16th April, 1869, £82,243; for the twelve months 1869, £650,075; for the twelve months 1868, £865,189; for the twelve months 1867, £653,118. Decrease for 1869 against 1868, £215,114.

### SINGAPORE AND PENANG.

PLAIN COTTONS.—Export for the month ended 16th April, 1869, 2,753,336 yards; for the twelve months 1869, 44,051,989 yards; for the twelve months 1868, 61,816,109 yards; for the twelve months 1867, 52,797,840 yards. Decrease for 1869 against 1868, 17,764,120 yards.

COLOURED COTTONS.—Export for the month ended 16th April, 1869, 263,893 yards; for the twelve months 1869, 4,440,520 yards; for the twelve months 1868, 6,457,461 yards; for the twelve months 1867, 10,317,253 yards. Decrease for 1869 against 1868, 2,016,941 yards.

PRINTED COTTONS.—Export for the month ended 16th April, 1869, 264,390 yards; for the twelve months 1869, 2,171,033 yards; for the twelve months 1868, 3,735,463 yards; for the twelve months 1867, 5,005,682 yards. Decrease for 1869 against 1868, 1,564,430 yards.

COTTON YARN.—Export for the month ended 16th April, 1869, 44,478 lbs.; for the twelve months 1869, 1,436,580 lbs.; for the twelve months 1868, 2,727,965 lbs.; for the twelve months 1867, 2,226,947 lbs. Decrease for 1869 against 1868, 1,291,385 lbs.

VALUE—For the month ended 16th April, 1869, £57,584; for the twelve months 1869, £966,199; for the twelve months 1868, £1,459,586; for the twelve months 1867, £1,685,620. Decrease for 1869 against 1868, £493,387.

### BATAVIA.

PLAIN COTTONS.—Export for the month ended 16th April, 1869, 677,213 yards; for the twelve months 1869, 16,958,931 yards; for the twelve months 1868, 17,307,177 yards; for the twelve months 1867, 31,143,399 yards. Decrease for 1869 against 1868, 348,246 yards.

COLOURED COTTONS.—Export for the month ended 16th April, 1869, 779,466 yards; for the twelve months 1869, 6,403,077 yards; for the twelve months 1868, 12,066,787 yards; for the twelve months 1867, 12,825,695 yards. Decrease for 1869 against 1868, 5,663,710 yards.

PRINTED COTTONS.—Export for the month ended 16th April, 1869, 939,102 yards; for the twelve months 1869, 5,088,111 yards; for the twelve months 1868, 11,024,826 yards; for the twelve months 1867, 14,526,724 yards. Decrease for 1869 against 1868, 5,936,715 yards.

COTTON YARN.—Export for the month ended 16th April, 1869, 28,330 lbs.; for the twelve months 1869, 469,605 lbs.; for the twelve months 1868, 713,740 lbs.; for the twelve months 1867, 762,276 lbs. Decrease for 1869 against 1868, 244,135 lbs.

VALUE.—For the month ended 16th April, 1869, £52,831; for the twelve months 1869, £599,060; for the twelve months, 1868, £926,415; for the twelve months 1867, £1,391,293. Decrease for 1869 against 1868, £327,355.

### MANILA.

PLAIN COTTONS.—Export for the month ended 16th April, 1869, 164,060 yards; for the twelve months 1869, 16,975,013 yards; for the twelve months 1868, 16,686,935 yards; for the twelve months 1867, 14,441,748 yards. Increase for 1869 against 1868, 288,078 yards.

COLOURED COTTONS.—Export for the month ended 16th April, 1869, 91,687 yards; for the twelve months 1869, 15,605,640 yards; for the twelve months 1868, 13,936,151 yards; for the twelve months 1867, 16,061,544 yards. Increase for 1869 against 1868, 1,669,489 yards.

PRINTED COTTONS.—Export for the month ended 16th April, 1869, 128,715 yards; for the twelve months 1869, 1,395,029 yards; for the twelve months 1868, 741,642 yards; for the twelve months 1869, 1,089,740 yards. Increase for 1869 against 1868, 653,387 yards.

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COTTON YARN.—Export for the month ended 16th April, 1869, nil; for the twelve months 1869, 285,207 lbs.; for the twelve months 1868, 303,173 lbs.; for the twelve months 1867, 117,634 lbs. Decrease for 1869 against 1868, 17,966 lbs.

VALUE.—For the month ended 16th April, 1869, £8,627; for the twelve months 1869, £687,736; for the twelve months 1868, £708,864; for the twelve months 1867, £817,213. Decrease for 1869 against 1868, £20,628.

## CEYLON.

PLAIN COTTONS.—Export for the month ended 16th April, 1869. 1,181,478 yards; for the twelve months 1869, 24,010,998 yards; for the twelve months 1868, 15,992,356 yards; for the twelve months 1867, 22,638,109 yards. Increase for 1869 against 1868, 8,018,642 yards.

COLOURED COTTONS.—Export for the month ended 16th April, 1869, 45,428 yards; for the twelve months 1869, 874,747 yards; for the twelve months 1868, 802,871 yards; for the twelve months 1867, 1,483,146 yards. Increase for 1869 against 1868, 71,876 yards.

PRINTED COTTONS.—Export for the month ended 16th April, 1869, 151,509 yards; for the twelve months 1869, 2,674,162 yards; for the twelve months 1868, 1,330,763 yds.; for the twelve months 1867, 4,027,200 yards. Increase for 1869 against 1868, 1,343,399 yards.

COTTON YARN.—Export for the month ended 16th April, 1869, 42,960 lbs.; for the twelve months 1869, 404,647 lbs.; for the twelve months 1868, 411,385 lbs.; for the twelve months 1867, 748,249 lbs. Decrease for 1869 against 1868, 6,738 lbs.

VALUE.—For the month ended 16th April, 1869, £25,075; for the twelve months 1869, £490,270; for the twelve months 1868, £355,735; for the twelve months 1867, £750,943. Increase for 1869 against 1868, £134,535.

# Shipping Intelligence.

## ARRIVALS.

| Date. | Ship. | Captain. | From. | At |
|---|---|---|---|---|
| Apl. 9 | Luctor and Emergo... | Ouwehand..... | Padang, for Amstdm. | Off the Wight |
| — 14 | Bacchante ..... | McLeod ... .... | Ceylon ..... | London |
| — 21 | San Fernando ..... | — | Yloilo ..... | Deal |
| — 15 | Mikado ..... | Ilbery ..... | Saigon ..... | Falmouth |
| — 15 | Claverhouse ..... | Strachan..... | Bangkok ..... | Do. |
| — 12 | Gelderland ..... | Mulder ..... | Tjilatjap ..... | Texel |
| — 11 | Lucie ..... | Didier ..... | Macao ..... | Havana |
| — 14 | Kinfauns Castle ..... | Holmes ..... | Singapore ..... | Glasgow |
| — 15 | Skjold... ..... | Jensen ..... | Foochow, for Hmbg. | Falmouth |
| — 15 | Annie Grey .. ..... | More ..... | Bangkok ..... | Do. |
| — 15 | Timour ..... ..... | Spooner ..... | Do. ..... | Do. |
| — | Duke of Northmberld. | Lewis ..... .... | Akyab ..... | Milford |
| — 15 | Carmencita ..... | Acordagoechea | Zebu ..... | Liverpool |
| — 14 | Louise..... | Vuurhaard..... | Batavia ..... | Texel |
| — 16 | Harlaw ..... | Phillip..... | Shanghai ..... | Deal |
| — 16 | Elmstone ..... | Tomlinson ..... | Do. ..... | Do. |
| — 16 | George Peabody ..... | Churchill ..... | Maulmain ..... | Do. |
| — 16 | Kelso ..... ..... | Vowell ..... | Macao..... | Do. |
| — 15 | Sindbad ..... | Kooy ..... | Java, for Amsterdam | Off Dungeness |
| — | William ..... ..... | — | Maulmain ..... | Cowes |
| — 16 | Johannes Lodewyk .. | Dil ..... | Batavia ..... | Plymouth |
| — 14 | Maria and Elisabeth | Bonjer ..... | Sourabaya, for Rtrdm. | Off the Eddystone |
| — 16 | Juliana ..... | Gastranaga ... | Yloilo ..... | Liverpool |
| — 15 | Lord of the Isles ..... | Craigie ..... | Manila ..... | Queenstown |
| — 15 | Chancellor ..... .... | Thomson ..... | Akyab ..... | Do. |
| — 15 | Kronprinsessen ..... | Bothen ..... | Bangkok ..... | Havre |
| — 5 | Bertha ..... | Wagner ..... | Hong Kong, & Singp. | New York |
| — 5 | Nuova Santa Anna ... | Castelano ..... | Hong Kong ..... | Do. |
| — 6 | Galatea ..... | Cook ..... | Manila ..... | Do. |
| — 6 | Anna ..... ..... | Schjetman..... | Do. ..... | Do. |
| — 17 | Roslin Castle ... ..... | Alexander ..... | Canton, &c. ..... | Deal |
| — 15 | Huydecoper ..... | Browning ..... | Banjoewangie ..... | Brouwershaven |
| — 19 | Serafin ..... | Goitia..... | Manila ..... | London |
| — 7 | Dartmouth ..... | Elsden..... | Shanghai ..... | New York |
| — 7 | Alexandra ..... | Laby ..... | Yokohama..... .... | Do. |
| — 18 | Venus ..... | Christensen ... | Bangkok ..... | Falmouth |
| — 18 | Lord Raglan ..... | Edwards..... | Do. ..... | Do. |
| — 18 | Exonian ..... | Whitburn ..... | Yloilo..... | Do. |
| — | Julawar ..... | Caruthers ..... | Do. ..... | Queenstown |
| — 20 | Johanna Maria..... | Schult..... | Yokohama..... | London |
| — 20 | Ophir ..... | — | China ..... | Deal |
| — 20 | Peru ..... | Woollenhemer. | Manila ..... | Do. |
| — 19 | Clytie ..... | Whiting..... | Do. ..... | Liverpool |
| — 15 | Bestevaer ..... | Rosier..... | Banjoewangie ..... | Texel |
| — 16 | Taffarette ..... | Rocher ..... | Hong Kong ..... | Havre |
| — 17 | Atalanta ..... | Ballingall ..... | Bangkok..... | Do. |
| — 17 | Victory ..... | Quance ..... | Do. ..... | St. Nazaire |
| — 16 | Deux Freres ..... | Gillard ..... | Singapore ..... | Bordeaux |
| — 13 | Florida Blanca ..... | Villetta ..... | Manila ..... | Cadiz |
| — 17 | Noach II. ..... ..... | Hoefman ..... | Batavia ... ..... | Brouwershaven |
| — 20 | Mountain Laurel..... | — | Colombo ..... | London |
| — 19 | Aldebaran..... | — | Java ..... | Off Dungeness |
| — 19 | Doesborgh ..... | Spaanderman. | Samarng., for Amdm. | Off Hastings |
| — | Arica ..... | — | Bangkok..... | Queenstown |
| — | Naomi... ..... | — | Akyab ..... | Do. |
| — 19 | Zeenymph ..... | van Roggen ... | Batavia ..... | Texel |
| — 20 | Glenaros ..... | — | Foochow ..... ..... | New York |
| Mar 30 | Golden Horn ..... | Crocker ..... | Hong Kong ..... | San Francisco |
| Apr 21 | British Envoy ..... | — | Colombo ..... | London |
| Apr. 22 | India ..... ..... | Crawford ..... | Java ..... | Falmouth |
| — 9 | Geo. Green..... | Kirby..... | Singapore ..... | New York |
| — 21 | Admiral de Ruyter ... | Hitting ..... | Banjoewangie ..... | Texel |
| — 21 | Alblasserdam ..... | Hoen ..... | Do. ..... | Brouwershaven |
| — 21 | Plata ..... | Jubin .. ..... | Saigon ..... | Belle Isle |
| — 20 | Havilah ..... | Robertson ..... | Yokohama..... | New York |
| — 21 | Frederick ..... | Armstrong..... | Manila ..... | Do |
| — 20 | River Dee ..... | Lawson ..... | Bassein ..... | Brouwershaven |
| — 23 | Jedo ..... | Schmid ..... | Batavia, for Rotrdm. | Off Plymouth |
| — 23 | Cholula ..... ..... | Cox ..... | Colombo ..... | Do. |
| Mar 26 | Aurora ..... ..... | Garcia..... | Macao, &c..... | Havana |
| Apr. 21 | Onrust ..... | Weissenbruch . | Do. ..... ..... | Do |
| — 20 | s'Gravenhage ..... | Alberto ..... | Batavia ..... | Off Dungeness |
| — 14 | Schwan ..... | Rowell ..... | Do. ..... | San Francisco |
| — | Queensland ..... | — | Bangkok ..... | Queenstown |
| — 26 | Laurel..... | Smith ..... | Foochow .. ..... | New York |
| — 24 | Joutsen ..... | Martinson ..... | Java, for Rotterdam . | Off Dungeness |
| Mar 20 | Schiller ..... | Harber ..... | Hong Kong ..... | San Francisco |
| Apr. 17 | N. B. Palmer ..... | Low..... | Yokohama..... | New York |
| — 12 | Lauderdale ..... | Moodie ..... | Foochow ..... | Do. |

## DEPARTURES.

| Date. | Ship. | Captain. | For. | From |
|---|---|---|---|---|
| Apr. 14 | Pegasus ..... | Mackey ..... | Shanghai ..... | London |
| — | Concurrent ..... ... | Singer ..... | Batavia ..... | Rotterdam |
| — 10 | Catalina ..... | Antagen ..... | Manila ..... | Cardiff |
| — 12 | Killarney ..... ..... | Holmes ..... | Shanghai ..... | Shields |
| — 2 | Asteria ..... | Ranlett ..... | Manila ..... | Penarth |
| — 15 | Passover ..... | Pearson ..... | Colombo ..... | London |
| — 12 | Isabella ..... .... | James ..... | Philippine Islands ... | Cardiff |
| — 14 | Oliver Cromwell ..... | Tarabecchia ... | Singapore ..... | Swansea |
| — 16 | Neville ..... | Hemsworth ... | Hong Kong ..... | London |
| — 17 | Georges ..... | Malzard ..... | Yokohama..... | Do. |
| — 17 | Albuera ..... | Grissing'..... | Shanghai ..... | Do. |
| — 6 | Fleetwing ..... | Thatcher ..... | Manila ..... | San Francisco |
| — 1 | Akbar ..... | Crocker ..... | Hong Kong ..... | Do. |
| — 18 | Gysb K. Graf v. Hofendorp ..... | — | Batavia ..... | Off Dover |
| — 5 | Great Republic (str.) | — | Yokohama & H. Kong | San Francisco |
| — 20 | Emerald..... | Cathie..... | Newport & Hg. Kong | London |
| — 19 | Sea Drift ..... .... | Staines ..... | Hong Kong ..... | Cardiff |
| — 17 | Joaquina Victoria ... | — | Manila..... | Liverpool |
| — 17 | Doune Castle ..... | Erskine ..... | Singapore ..... | Clyde |
| — 20 | Glamorganshire ..... | Gilley..... | Yokohama..... | Cardiff |
| — 16 | Ball ..... ..... | — | Batavia ..... | Liverpool |
| — 1 | Witch of the Wave... | Bacheldor ..... | Hong Kong ..... | New York |
| — 2 | Yokohama ..... | Paul ..... | Shanghai ..... | Do. |
| Mar 29 | Bunker Hill ..... | Davis ..... | Hong Kong ... ..... | Boston |
| Apr. 5 | Game Cock ..... | Sherburne..... | Do. ..... | New York |
| — 6 | Resolute ..... | Holt ..... | Shanghai ..... | Do. |
| — 7 | Horatio Sprague ..... | Small ..... | Yokohama..... | Boston |
| Apr. 19 | Mary Falconer ..... | Riddell ..... | Penang ..... | Clyde |
| — 17 | Baltic ..... | Jessen..... | Singapore ..... ..... | Lisbon* |
| — 7 | Fleetwing ..... ... | Thatcher ..... | Manila ..... | San Francisco |
| — 23 | Yevealand..... | Briggeman..... | Newcastle & Bangkok | London |
| — 22 | Gladiateur..... | Couteur ..... | Shanghai ..... | Liverpool |
| — 24 | Isabella Ridley..... | McRae..... | Hong Kong ..... | London |
| — 24 | John Lidgett ..... | Polson ..... | Shanghai ..... | Do. |
| — 24 | Oliver Cromwell ..... | Hawood ..... | Cardiff & Hong Kong | Do. |
| — 23 | Eugenio ..... ..... | Lenaz ..... | Hong Kong ..... | Liverpool |
| — 13 | Ringleader..... | Hamlin ..... | Manila ..... ..... | San Francisco |
| — 13 | Endeavour..... | Warwick ..... | Do. ..... | Do. |
| — 24 | Isurium ..... | Sampson..... | Yloilo ..... | Glasgow |
| — 26 | Tyburnia ... ..... | Stephens..... | Shanghai ..... | London |
| — 20 | John George..... | Barron ..... | Hong Kong ..... | Harwich* |
| — | Baron v. Rosendaal ... | — | Batavia ..... | Amsterdam |
| — | Sumatra..... | Buyser ..... | Do. ... ..... | Rotterdam |
| — 24 | Oceanus..... | — | Do. ..... | Shields |
| — 27 | Havelock ..... | Maddon ..... | Yokohama ..... | London |
| — 26 | Ensign ..... ..... | Duncan ..... | Nagasaki ..... | Cardiff |
| — 24 | John Paul ..... | Currie..... | Penang ..... | Glasgow |
| — 28 | Champion ..... | Jandron ..... | Hong Kong f..... | London |
| — 28 | Parmenio ..... | Laird ..... | Yokohama & Hiogo... | Do. |
| — 28 | Peri..... | Westwater..... | Penang ..... | Do. |
| — 28 | Ocean Chief ..... | Pennie ..... | Shanghai ..... | Do. |
| — 29 | Invincible ..... | Beeching ..... | Hong Kong ..... | Do. |
| — | Kati ..... | Warkmeister... | Do. ..... | Hamburg |
| — 28 | Louis Meyer ..... | Steur ..... | Singapore ..... | Cardiff |
| — 27 | Frederica ..... | Allan ..... | Nagasaki ..... | Liverpool |
| Mar 29 | Borneo ..... | Bursley ..... | Batavia ..... | Rio de Janeiro |
| Apr. 27 | County of Stirling ... | Dalgarno ..... | Do. .. ..... | Clyde |
| — 14 | William Wilson ..... | Wilburn ..... | Shanghai ..... | New York |
| — 14 | Samuel Larrabee..... | Thompson ..... | Do. ..... | Do. |

* After repairing.

(See Commercial Postscript and Correspondents' Letters.)

## LOADING.

At LONDON.—For Nagasaki and Hiogo: Esperanza, Eastern Chief. For Hiogo and Yokohama: Johanna Maria, Westbury. For Yokohama: Ta Lee, Miako, Crest of the Wave. For Tientsin and Chefoo: Belle, Premier. For Hong Kong, Amoy, and Foochow: Eastern Star. For Shanghai: Ornate, Antrim, Shun Lee, Kelso. For Hong Kong: Countess Russell, River Eden, Star of the North, Elmstone. For Singapore: Christian Rankin, Pactolus, Otter. For Batavia and Sourabaya: Sperwer. For Colombo: Asphodel, Ocean Rover, Percy Douglas, Southern Cross, Elfin.

At LIVERPOOL.—For Yokohama: Malacca, Syringa, Grenadier. For Shanghai: Lizzie Iredale. For Hong Kong: Petchelee. For Singapore: Khimjee Oodowjee, Penrith, Clyde. For Batavia and Sourabaya, Perpetua. For Manila: Victoria, Doriga, Juliana, Pedro Plandolit.

At GLASGOW.—For Yokohama: Diana. For Shanghai: Melrose Abbey. For Hong Kong: Chili, Hirondelle, Marchioness of Londonderry. For Manila: Maria de C. For Singapore: Eliza Thornton, Kinfauns Castle. For Ceylon and Madras: Glenaray.

At NEW YORK.—For Hong Kong: Benefactress.

## SPOKEN.

JANE AND MARGARET, Foochow to New York, Feb. —, 28 S., 52 E.
GOLDEN CITY, Sourabaya to Amsterdam, March 3, 35 S., 19 E.
ARABIA, Bangkok to Queenstown, March 15, 17 S., 5 W.
FREDERICA, Penang to New York, Feb. 26, 32 S., 39 E.
AMIGOS, Manila to Liverpool, March 14, 18 S., 3 W.
BRITISH CROWN, Batavia to Amsterdam, March 26, 17 S., 3 W.
BERTHA AND PAULINE, Penang to New York, March 4, 35 S., 18 E.
BURG. V. MIDDELBURG, Cardiff to Singapore, Feb. 11, 24 S., 29 W.
HONIGBY, Rotterdam to Batavia, March 9.
CHALLENGE, London to Shanghai, March 6, 15 S., 28 W.
JEUNE AUGUSTA, Cardiff to Singapore, March 17, 5 N., 26 W.
SCHARNHORST, Bremen to Batavia, Feb. 18, 8 S., 31 W.
SAMUEL RUSSELL, New York to Hong Kong, March 20, 19 N., 40 W.
ANTJE, Rotterdam to Batavia, 46 N., 7 W.
RACHEL (barq.), Cardiff to Singapore, March 19, 3 N., 22 W.
JENNY (Brem. barq.), Cardiff to China, March 20, 2 N., 23 W.
SULTAN, Shields to Singapore, March 20, 2 N., 23 W.
LANERCOST (of Lvrpl.), New York to Shanghai, March 28, 17 N., 36 W.
SERINGAPATAM (barq.), Shields to Shanghai, Nov. 28, 22 S., 29 W.
HAVILAH, Yokohama to New York, March 21, 16 N., 50 W.
JOALE (?) (Dutch ship), Sourabaya to Amsterdam, 34 S., 85 E.
JUPITER (Dutch ship), Amsterdam to Batavia, March 10, 3 N., 24 W.
No. 137, 4TH D.P. (iron barq.), Colombo to Lndn., Mar. 20, 16 N., 36 W.
MAIDEN QUEEN, London to Shanghai, March 7, 13 N., 29 W.
AMIRAL PROTET, Batavia to Amsterdam, April 2, 35 N., 36 W.

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EMPRESS, Liverpool to Japan, Feb. 23, 6 S., 33 W.
GERDA, Marseilles to Cochin China, Feb. 20, 1 N., 22 W.
ALFRED, Japan to New York, Jan. 30, 27 S., 61 E.
SCAWFELL, Cardiff to Hong Kong, March 8, 18 S., 29 W.
CATTERINA V., Hong Kong to London, Dec. 19, 12 S, 104 E.
EDWARD HERBERT, Liverpool to Japan, March 18, 29 W.
SHELDRAKE, Colombo to London, March 25, 37 N., 30 W.
GROOTMEESTER NATIONAAL, Rotterdam to Bat., April 11, off the Owers.
SOPHIA, Tyne to Singapore, March 4, 7 S., 29 W.
BALBINA, Amsterdam to Batavia, March 10, 17 S., 32 W.
PHÆTON, London to Japan, March 21, 14 N., 26 W.
JERFALCON, Clyde to Penang, March 20, 2 N., 23 W.
DOROTHY, Sourabaya to Rotterdam, April 2, 20 N., 36 W.
GENL. DE STUERS, Rotterdam to Batavia, March 7, 14 S., 31 W.
INDIA, Sourabaya to Portsmouth, Feb. 24, 44 N., 14 W.
WESTMINSTER, Zebu to Liverpool, March 26, 4 N., 25 W.
ELIZABETH, Amsterdam to Sourabaya, March 15, 8 S., 31 W.
A 3-masted Bremen barque, Cardiff to Hong Kong, March 10.
METIS, Cardiff to Singapore, March 8, 17 S., 29 W.
AIR (?) Bangkok to Falmouth, March 1, 15 S., 7 W.
JOHANNES, Liverpool to Singapore, March 28, 41 N., 13 W.
CAVALIER, Cardiff to Manila, 138 days out, 1 N., 131 E.
COLUMBUS, Waterford to Hong Kong, March 7, 1 N., 22 W.
NYASSA, Cardiff to Singapore, March 15, on the Line, 25 W.
WESTERWICK, Rotterdam to Batavia, March 10, 20 S., 31 W.
H. MANLIUS (?), Batavia to Amsterdam, April 13, 48 N., 15 W.
VIOLET, Cardiff to Singapore, March 15, 26 S., 28 W.
HERALD OF THE MORNING, Clyde to Singapore, steering S., March 25, 11 N., 24 W.
RIFLEMAN, London to Yokohama, April 9, 48 N., 8 W.
SINGAPORE (Dutch vessel) Cardiff to Singapore, March 19, 43 N., 11 W.
JUANPORE, London to Shanghai, March 20, 1 N., 23 W.
No. 8,605, or 8,635 (Eng. ship), Lpool. to Shanghai, March 15, on Equator.
JAMES CARTHY, Clyde to China, March 18, 1 N., 27 W.
FRANK MARION, Batavia to Amsterdam, March 8, 20 S., 1 W.
SUSAN PARDEW, London to Colombo, March 15, 9 S., 30 W.
ELEONORE, Bangkok to Bordeaux, Feb. 4, 31 S., 13 W.
MELBREK, Liverpool to Shanghai, March 11, 3 N., 23 W.
OVERMANN (barque), London to Shanghai, March 13, 5 N., 26 W.
JOSEPH SPROTT, for Shanghai, March 13, 5 N., 25 W.
VANGUARD, Shields to Singapore, March 25, 3 N., 23 W.
CATHARINA ELIZABETH, Amstm. to Sourabaya, March 16, 8 S., 31 W.
GLEANER, Bangkok to Bordeaux, Jan. 9, 26 S. 51 E.
MARY TATHAM, Bangkok to Falmouth, April 10, 20 N., 39 W.

## FREIGHTS AND CHARTERS.

Berth freights remain without change; Coal freights from the Northern outports still continue low, although for one or two ports there is a slight advance.

Current rates of freight for vessels on the berth:—To Yokohama: 40s. weight or meast. To Nagasaki: 45s. weight, 50s. meast. To Hiogo: 60s. weight or meast. To Tientsin: 60s. meast. To Chefoo: 60s. weight or meast. To Newchwang: 55s. meast. To Shanghai: 40s. weight, 30s. meast. To Hong Kong: 40s. weight, 30s. meast. To Manila: 40s. weight, 70s. meast. To Batavia: 25s. weight, 30s. meast. To Singapore: 25s. weight or meast. To Penang: 40s. weight or meast. To Ceylon: 20s. to 25s. weight, 20s. meast. At New York to China; $12 to $15 per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—For Yokohama: £43. For Shanghai: £43. For Hong Kong: £32. For Singapore: £24. For Galle: £23. From Newport, Cardiff, or Swansea per ton.—For Yokohama: £2 7s. For Chefoo: £2 2s. For Shanghai: £2 4s. For Hong Kong: £1 13s. For Singapore: £1 5s. For Galle: £1 5s.

The Admiralty have invited tenders for the conveyance of small stores to Colombo and Hong Kong.

## MISCELLANEOUS.

The opium clipper steamer Hindostan, built for Messrs. Apcar and Co., of Calcutta, by Messrs. J. Wigham Richardson and Co., of Newcastle-upon-Tyne, and engined by Messrs. Thompson, Boyd, and Co., has been tried at the measured mile, and has attained a speed of 12½ knots, on a mean draught of water of seventeen feet, and the impression was that had the vessel been fifteen inches by the stern a much greater speed would have been attained. The cylinder of this vessel's engines has a diameter of 64 inches, with a three feet stroke, and developed an indicated horse power of 1,440. The dimensions of this splendid steamer are:—Length, 300 ft. 6 in.; breadth, 35 ft. 2 in.; depth, 22ft. 6 in. The saloon is fitted to accommodate forty first-class passengers, and, together with the sleeping berths, is most elegantly furnished and decorated; and every care appears to have been taken to adapt everything to the climate for which the vessel is intended. From her trial we may look with confidence for a very rapid passage of the vessel out to India, and on her arrival out the residents of the Far East may consider such an addition to the available means of transit a very great boon.

At ST. VINCENT, C.V.—April 1, C.J. Textor (s.s.), from London, and left 4 for Japan.

At CAPE OF GOOD HOPE.—March 31, Nestor (s.s.), from Liverpool, for Mauritius, Singapore, China, &c.

At TENERIFFE.—Diomed, (s.s.), from China, Singapore &c., and left April 24, for Liverpool.

Advices from Gibraltar, dated April 24, state that the Continental Erving, from Cardiff to Yokohama, which was towed in there previous to March 29, after being on shore, was advertised for sale by public auction on May 5.

The Wallasea did not arrive at Liverpool from Singapore, April 6, as reported in our last issue.

## LAUNCHES.

Messrs. Steele and Co. launched from their yard at Greenock on the 14th ult. a handsomely-modelled China clipper, named Wylo, of 799 tons register. She is the property of Messrs. Killick, Martin, and Co., London, and is in every respect the same as the Woosung.

Mr. W. Pile, North Sands, Sunderland, has launched the Miacho, a very fine clipper composite barque, of 700 tons O.M., 500 tons register, classed 16 years; 165 feet length, 30½ feet beam, 17½ feet hold; built for Messrs. Killick, Martin, and Co., London, and intended for the Japan trade.

On the 28th ult. Messrs. Charles Connell and Co. launched from their west shipbuilding-yard at Overnewton a finely modelled composite sailing ship of 1,174 tons, named the County of Nairn, to class 16 years A1 at Lloyd's. She is owned by Messrs. R. and J. Craig, of Glasgow, and is intended for their Java line of packets.


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In accordance with the Resolution adopted at a Special Meeting of Shareholders, held in Shanghai on 18th Nov., 1867, Messrs. Ashton and Co. have ceased to act as Agents in London, and a Special Branch has been opened as above.

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London, 1st January, 1869.

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WALL LIGHTS and LUSTRES for Gas and Candles.
CHANDELIERS in Bronze and Ormolu.
MODERATOR LAMPS and LAMPS for INDIA.
TABLE GLASS of all kinds.
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## NOTICE.

THE PARTNERSHIP hitherto existing between JAMES DOW, JAMES H. WRIGHT, and WILLIAM S. MACLEAN, under the Firm of DOW and Co., ceases this day by efflux of time; the affairs of the Firm will be liquidated by Mr. JAMES DOW, who will sign the firm "in liquidation."

Shanghai, Dec. 31, 1868. DOW AND Co.

## NOTICE.

THE PARTNERSHIP hitherto existing between THOMAS BLAKE GLOVER, FRANCIS A. GROOM, EDWARD HARRISON, and RYLE HOLME, under the firm of GLOVER and Co., of Japan and Shanghai, ceases this day by efflux of time. The business in Shanghai will be conducted on and after the 1st Jan., 1869, under the style of GLOVER, DOW, and Co., in which Firm FRANCIS A. GROOM and JAMES DOW will be partners.

Shanghai, Dec. 31, 1868. GLOVER AND Co.

## NEW MUSIC.

BRAG. Serio-comic Song. Written and Composed by ALFRED SCOTT GATTY.

PUT IT DOWN TO ME. Comic Song. Written and composed by ALFRED SCOTT GATTY.

WHEN THE ROSES BLOW. Song. Written by R. REECE. Composed by G. B. ALLEN.

THE DAYS WERE SWEET IN SUMMER TIME. Song. Written by R. REECE. Composed by G. B. ALLEN. Post free for 19 stamps each.

Messrs. R. COCKS and Co., New Burlington-street.

We have had occasion to favourably notice Mr. Gatty's comic songs, and the two under notice do not alter our opinion of their character. "Brag" is a comic song of a mild order, but hardly to be ranked as serio-comic. It is all fun. "Put it Down to Me" is more pungent, and broader in tone, but without approaching coarseness. It is sung nightly by the St. George's Hall Christy's, and hardly ever fails to be warmly encored. Both songs are in marked contras, with the music-hall type, and deserve a wide circulation. "When the Roses Blow" is a ballad which has also obtained much favour with the Christy's, and it well merits it. The melody is very taking, and quite equal to any of Mr. Allen's uniformly excellent settings. "The Days were Sweet in Summer Time" is another excellent song, and if it reaches a front place in the thousand and one new compositions before the public it will fully deserve it.

HAMILTON'S MODERN INSTRUCTIONS for the PIANO. 673rd Edition. 70 large folio pages. 4s.—Order of all Musicsellers and Booksellers; and of the Publishers.

CLARKE'S CATECHISM of the RUDIMENTS of MUSIC.—121st Edition. Free by post 13 stamps. "Every child learning music should have this book."—Morning Chronicle.

London: ROBERT COCKS and Co., New Burlington-street, and of all Musicsellers.

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UPWARDS OF FIFTY YEARS' experience has fully confirmed the superior reputation of these Lozenges in the cure of ASTHMA, WINTER COUGH, HOARSENESS, SHORTNESS OF BREATH, and other PULMONARY MALADIES

Sold in boxes, tins, and bottles of various sizes.

## KEATING'S CHILDREN'S WORM TABLET

A PURELY VEGETABLE SWEETMEAT, both in appearance and taste, furnishing a most agreeable method of administering a well-known remedy for INTESTINAL or THREAD WORMS.

It is a perfectly safe and mild preparation, and is especially adapted for children.

Sold in tins and bottles of various sizes.

## KEATING'S PERSIAN INSECT DESTROYING POWDER.

This Powder is QUITE HARMLESS TO ANIMALS, but unrivalled in destroying Fleas, Bugs, Emmets, Flies, Cockroaches, Beetles, Gnats, Mosquitoes, Moths in Furs, and every other species of insect in all stages of metamorphosis.

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☞ The public are particularly requested to observe that all the above preparations bear the Trade Mark as herein shown.

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## OVERLAND ROUTE.—

Communication by Steam with INDIA, CHINA, JAPAN, AUSTRALIA, &c., via EGYPT, from SOUTHAMPTON and MARSEILLES.

The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their Steamers for—

| | From Southampton. | From Marseilles. |
|---|---|---|
| GIBRALTAR ... | Every Saturday, at 2 P.M. | — |
| MALTA ..... | ,, ,, | — |
| ALEXANDRIA. | ,, ,, | Every Sunday, at 7 A.M. |
| ADEN ..... | ,, ,, | ,, ,, |
| BOMBAY ..... | ,, ,, | ,, ,, |
| GALLE ..... | ,, ,, | ,, ,, |
| MADRAS ..... | Saturday, April 3, 2 P.M. | Sunday, Apr. 11, 7 A.M. |
| CALCUTTA ... | And every alternate Saturday thereafter. | And every alternate Sunday thereafter. |
| PENANG ..... | | |
| SINGAPORE ... | | |
| CHINA ..... | | |
| JAPAN ..... | | |
| USTRALIA ... | Saturday, April 17, 2 P.M. And every fourth Saturday thereafter. | Sunday, Apr. 25, 7 A.M. And every fourth Sunday thereafter. |

Arrangements having been made with the British India Steam Navigation Company, Passengers, Cargo, and Parcels are now booked through to any of the Ports touched at by that Company's Steamers.

For full particulars as to Freight, Passage, and Insurance, apply at the Company's Offices, 122, Leadenhall-street, London; or Oriental-place, Southampton.

## MAIL ROUTE FOR CALIFORNIA, JAPAN AND CHINA, VIA PANAMA.

THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamers from NEW YORK on the 1st, 11th, and 21st, and from PANAMA on the 9th, 19th, 24th, and 29th of every month for SAN FRANCISCO (calling at ACAPULCO and MANZANILLA *en route*), thence to YOKOHAMA, NAGASAKI, SHANGHAI, and HONG KONG, on the 4th of every month. Passengers from England may connect with this line at New York by any of the following lines:—

Cunard Line, leaving Liverpool every Saturday.
Inman Line, leaving Liverpool every Wednesday.
National Line, leaving Liverpool every Wednesday.
Guion's Line, leaving Liverpool every Tuesday.
Hamburg-American Line, from Southampton every Friday.
North German Lloyd's Line from Southampton every Tuesday.
And at Panama by the steamers of the
Royal Mail Line, from Southampton on the 2nd and 17th of month.
West India and Pacific Line, from Liverpool 5th and 20th of month.
Generale Transatlantique Line, from St. Nazaire 8th of month.

Passengers by this route are less than ten days in the tropics.

For further particulars and through passage rates apply to H. STARR and Co., Passenger Agents, Pacific Mail Steamship Company, No. 22, Moorgate-street, London.

## OVERLAND ROUTE VIA MARSEILLES. — SERVICES MARITIMES DES MESSAGERIES IMPERIALES OF FRANCE.—

FRENCH MAIL STEAM PACKETS LEAVE MARSEILLES AS FOLLOWS:—

| | | |
|---|---|---|
| 23 January<br>20 February<br>15 May<br>12 June | For | Alexandria, Aden, Point de Galle (Ceylon), Pondicherry, Madras, Calcutta, Singapore, Batavia, Saigon, Hong Kong, Shanghai and Japan. |
| 9 January<br>9 February<br>9 March<br>20 March | For | Alexandria, Aden, Seychelles, Reunion, Mauritius. |

9th, 19th, and 29th of every month for Alexandria.

For Passage, Freight, and information, apply to B. W. and H. HORNE, 4, Moorgate-street, London; G. H. FLETCHER and Co, Liverpool; at the offices of the Services Maritimes des Messageries Imperiales in Paris, Lyons, Bordeaux, and Marseilles; or to Smith and Co., Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

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THE WEST INDIA AND PACIFIC STEAM SHIP COMPANY (Limited) sign through bills lading for goods to Yokohama Nagasaki, Hong Kong, and Shanghai, via San Francisco, by the Pacific Mail Steam Ship Company's new line of mail steamers rom that port.

Passengers will find excellent accommodation, and the fares more reasonable than by any other route.

For terms, &c., apply to the Agents, J. M. CURRIE, Esq., 21, Quai d'Orleans, Havre, or 7, Rue Scribe, Paris or at the Company's Offices, 117, Leadenhall-street, London, and The Temple, Dale-street, Liverpool.

ARTHUR B. FORWOOD, Managing Director.

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Passengers and goods arebooked

| | |
|---|---|
| For the South Pacific, Central America, West Coast of Mexico, California, British Columbia ... ... | By steamer from Southampton on 2nd and 17th of each month. |
| For Japan and China... ... | 17th of each month. |

For further particulars apply to

J. M. LLOYD, Secretary.

Royal Mail Steam Packet Company, 55, Moorgate-street, London, E.C.

CHINA AND JAPAN.

ROBERTSON and CO. will despatch the following first-class clipper VESSELS:—

| Destination. | Ships. | Class. | Dock. | Last Shipping Day. |
|---|---|---|---|---|
| Hong Kong Amoy and Foochow | Eastern Star | A1 10 yr. | W.I.D. | With des. |
| Hong Kong | Countess Russell ... | A1 | W.I.D. | May 13 |
| Hong Kong | Star of the North ..... | AA1 | W.I.D. | To follow |
| Shanghai ... | Beemah ..... | A1 11 yr. | W.I.D. | With des. |
| Yokohama (Kanagawa) | Ta Lee ... . | A1 14 yr. | W.I.D. | With des |
| Ditto ..... | Rockcliff ... | A1 13 yr. | W.I.D. | To follow |
| Hiogo and Yokohama | Jhnne.Marie | 3-3rds L1 | W.I.D. | With des. |

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

CHINA and JAPAN. — The following splendid first-class SHIPS will be despatched as under:—

| Port. | Ship. | Class. | Dock. | Last Shipping Day. |
|---|---|---|---|---|
| Shanghai ... | Kelso ..... | A1 10 yr. | E.I.D. | May 5 |
| Ditto ..... | Wylow, n. clr | A1 16 yr. | E.I.D. | To follow |
| Ditto ..... | Omba ..... | A1 16 yr. | E.I.D. | To follow |
| Hong Kong | Jas. Shephrd | A1 13 yr. | W.I.D. | With des. |
| Yokohama (Kanagawa) | Miako, new clipper ... | A1 16 yr. | E.I.D. | With des. |
| Nagasaki & Hiogo ..... | Eastern Chief ... .. | A1 14 yr. | E.I.D. | With des. |

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GELLATLY, HANKEY, SEWELL and CO. will despatch the following high-classed SHIPS from the East India Docks, as under:—

| Port. | Ship. | Class. | Tons. | To Sail. |
|---|---|---|---|---|
| Bombay..... | Thomas Bell | AA1 | 838 | May 5 |
| Do. ..... | Burlington | A1 13 yrs. | 652 | May 20 |
| Calcutta..... | Calcutta..... | A1 20 yrs. | 1039 | May 5 |
| Do. ..... | Clive ..... | A1 13 yrs. | 591 | May 8 |
| Do. ..... | Savoir Faire | AA1 | 1396 | May 20 |
| Do. ..... | Brit. Envoy | AA1 | 1265 | June 5 |
| Madras ..... | John Masterman ... | A1 13 yrs | 602 | May 10 |
| Shanghae ... | Ornate ..... | A1 10 yrs. | 739 | May 5 |
| Do. ..... | Lauderdale . | A1 15 yrs. | 851 | To follow |
| Port Philip . | Zenobia..... | A1 15 yrs. | 1145 | May 12 |

For Freight or Passage apply to GELLATLY, HANKEY, SEWELL, and Co, No. 8, York-street, Manchester; or 27, Leadenhall-street, E.C.

JOHN C. CAMPBELL will despatch the following splendid first-class VESSELS:—

| Destinatn | Ships. | Class. | Tns. | Dock. | Date of Sailing. |
|---|---|---|---|---|---|
| Colombo .. | Ocean Rover..... | A1 16 yr. | — | W.I.D. | May 15 |
| Bombay ... | B. Lawn ... | A1 11 yr | 551 | E.I.D. | May 4 |
| Cochin, Calicut, Cannanore, & Mangalore ... | Antipodes . | A1 9 yr.. | — | — | May 5 |

No. 22, Great St. Helen's, E.C.

CHINA, JAPAN & BRAZIL.—NORRIS and JOYNER will despatch the undermenentioned first-class Clipper Ships as under:—

| Ports. | Ships. | Class. | Docks | Last Shipping Day. |
|---|---|---|---|---|
| Tientsin and Chefoo ... | Belle ..... | A1 10 yrs. | W.I.D | With des. |
| Hiogo and Yokohama... | Westbury ... | A1 10 yrs. | E.I.D. | With des. |
| Ditto ..... | Crest of the Wave ... ..... | A1 13 yrs | E.I.D. | With des. |
| Pernambuco | Rio Grande | A1 10 yrs. | L.D. | With des. |

For Freight or Passage apply to NORRIS and JOYNER, 60, Cornhill, E.C.

BOMBAY DIRECT (to sail on the 5th of May), the splendid, Clyde-built, clipper ship THOMAS BELL, AA1, 838 tons register; GEORGE WYLIE, Commander; loading in the East India Docks. This magnificent vessel presents a most desirable opportunity to shippers of fine goods. Last outward passage, Liverpool to Bombay, 79 days. Has room for a few more first class passengers.

For Freight or Passage, apply to GELLATLY, HANKEY, SEWELL, and Co., 8, York-street, Manchester; or 27, Leadenhall-street, London, E.C.

CALCUTTA Direct (to sail punctuall on the 5th May), the magnificent clipper ship CALCUTTA, A 1 20 years, 1,039 tons register; A. YOUNG, Commander; loading in the East India Docks. This vessel's last five passages from London to Calcutta and back have averaged 95 days.

For Freight or Passage, apply to GELLATLY, HANKEY SEWELL, and Co, 8, York-street, Manchester; or 27 Leadenhall-street, E.C.

MADRAS DIRECT, first ship, will receive goods all day Friday April the 30th, the magnificent fast sailing clipper ship LOBELIA, A1 13 years (owned by Messrs. John Lidgett and Sons); 924 tons register; T. R MOWATT, Commander; loading in the East India Docks. This splendid vessel is strongly recommended to shippers.

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Malabar Coast. First season ship. Will meet with the usual quick despatch.

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Mate's receipts must be left before bills of lading can be signed.

L. H. and B. will not be responsible for demurrage on craft sent alongside without their instructions.

With Immediate Despatch.

DIRECT FOR BOMBAY, the well-known clipper BOLDEN LAWN, A1, eleven years; W. HOPPER, Oommander; 551 tons register. East India Docks. This splendid vessel (newly coppered), having a large portion of her cargo engaged, offers a first-rate opportunity to shippers of fine goods.

For Freight or Passage apply to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

Regular Line of Packet Ship. With despatch.

FOR HONG KONG, the splendid Clipper RIVER EDEN, AA1, 508 tons register; ROBERT VALDER, Commander; East India Docks.

For Freight or Passage, apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

To sail on the 5th May.

FOR SHANGHAI, the splendid Clipper SHUN LEE, A1, fourteen years, 640 tons register; JOHN JAMES MILBANK, Commander; East India Docks. Has superior accommodation for passengers.

For Freight or Passage, apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

FOR HONG KONG (to sail on the 20th May, last shipping day 17th), the splendid composite clipper ship ELMSTONE, A1 14 years, 698 tons register; TOMLINSON, Commander; lying in the East Indian Docks. This magnificent vessel, well known in the China trade for her rapid passages and sound delivery of csrgo, offers a favourable opportunity to shippers of fine goods.

For Freight or Passage apply to J. W. JONES, 19, Chapel-walks, Manchester; or to MARTIN MOORE and JORDISON, 147, Leadenhall-street, E.C.

Printed for the Proprietors by RICHARD KINDER, Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Saturday, May 1, 1869.

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FRENCH MAIL EDITION.]

# The London and China Telegraph.

## JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON THE ARRIVAL OF THE FORTNIGHTLY ENGLISH, AND MONTHLY FRENCH MAILS FROM CHINA, JAPAN, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A SUMMARY OF NEWS FOR THE OUTWARD MAILS.

VOL. XI.—No. 312.] LONDON, SATURDAY, MAY 8, 1869. [Price 9d., with Sup., 1s. 3d.—Sub. 30s. per ann. postage, included. Sup. 12s. extra.

## Latest Advices.

| Ports. | From London. | Arrived out. | HOMEWARD. Received this day. |
|---|---|---|---|
| JAPAN — Yokohama | — | — | Mar. 21 |
| Yedo | — | — | Mar. 19 |
| Osaka and Hiogo | | | |
| Hakodadi | | | |
| Nagasaki | — | — | Mar. 20 |
| CHINA — Peking | | | |
| Tien-tsin | | | |
| Chefoo | | | |
| New-chwang | | | |
| Hankow | — | — | Mar. 20 |
| Kiu-kiang | — | — | Mar. 21 |
| Chin-kiang | | | |
| Shanghai | Jan. 29 | Mar. 17 | Mar. 23 |
| Ningpo | | | |
| Foochow | — | — | Mar. 24 |
| Formosa—Tamsuy | | | |
| Amoy | — | — | Mar. 25 |
| Swatow | | | |
| Hong Kong | Feb. 12 | Mar. 25 | Mar. 30 |
| Canton | — | — | Mar. 29 |
| Macao | — | — | Mar. 29 |
| PHILIPPINES— | | | |
| Manila | | | Mar. 21 |
| COCHIN-CHINA— | | | |
| Saigon | — | — | Apr. 4 |
| SIAM — Bangkok | — | — | Mar. 25 |
| BORNEO—Labuan | — | — | Mar. 25 |
| Sarawak | | | |
| JAVA — Batavia | — | — | Apr. 1 |
| MALACCA STRAITS— | | | |
| Singapore | Feb. 26 | Apr. 2 | Apr. 7 |
| Penang | Feb. 26 | Mar. 31 | Apr. 9 |

### THE MAILS, &c.

The present inward (French) mail reached Marseilles at noon on the 6th instant, and should have been delivered early this morning, instead of coming in by instalments through the day. The fault, of course, is not with the Messageries Imperiales, as they delivered it a day before its due date, but with the French postal service.

The next inward mail will be that leaving Hong Kong April 6th, which reached Suez yesterday morning, and is due here on Monday, the 17th inst.

Telegrams were yesterday received *via* Galle in advance of the mail with Hong Kong dates to April 20th; and *via* Kiachta, from Shanghai, to the 21st April (only sixteen days in transit).

## List of Passengers.

### PASSENGERS INWARD.

Per *Diomed*, steamer, which left Shanghai 10th Feb.; Hong Kong, 20th; Singapore, 28th; Mauritius, March 17th; Cape, 31st; Teneriffe, April 24th; and arrived at London, May 4.—From Shanghai: Mr. and Mrs Aitken and three children, Mrs. Smith and three children, Mrs. Jamieson and one child. Mr. Hudson. From Hong Kong: Revs. J. Cox and W. Rogers, Mrs. Holworthy and three children, Mrs Clark. Government passengers: Lieuts. Noel and Dickson, Sub-Lieuts. Goldney and Deane, Assistant Paymaster Tongue, R.N., Assistant Surgeon Hains, R.N., Lieut. Huntley, 10th Regiment, Staff Assistant Surgeon Jackson, Messrs. Coope, Jeffries, Cooper, White, Herring, Harvey, Isaac, Thompson, Atkinson, Harris, Jones, Searle, and 157 men, 48 invalids, 22 women and children, 3 distressed seamen. From Singapore: 21 men, soldiers and sailors, 4 women and children.

### PASSENGERS OUTWARD.

Per P. and O. steamer *Delta*, from Southampton, May 1.—To Shanghai: Mrs. Stokes. To Hong Kong: Mr. W. A. Whyte, Mr. A. Falconer, and four second-class passengers. To Ceylon: Col. and Mrs. Drewe, and one second-class passenger. To Calcutta: Mr. F. Berkeley, Rev. Mr. and Mrs. Allan Ramsay, Asst. Surg. Reynolds, Mr. C. E. Gouldsbury, Mr. Donaldson, and ten second-class passengers. To Bombay: Mrs. J. H B. Hallen, Mr. and Mrs. A. F. J. Fisher, Mr. Beeston, Capt. A. M. Lockie, Capt. Sproule, Mr. W. Hodding, Mr. D. T. Maclean, Mr. W. Macbay, and nine second-class passengers. To Madras: Capt. and Mrs. J. Gordon, Mr. Dacres Thomas, Mr. and Mrs. J. Reid and two children, Mr. Sutherland, Mr. Hugh Crawford, and four second-class passengers.

Per P. and O. steamer *Poonah*, from Marseilles, May 9.—To Yokohama: Signors Vigano, Bassani, Bossoli and Civetta. To Shanghai: Mr. B. Powell Seare, Mr. E. J. Hogg. To Hong Kong: Mr. H. D. Williams, Mr. W. T. Lay, Mr. and Mrs. E. Hitchcock, and servant, Mr. G. W. Stiles, Mr. F. Burgess Smith. To Singapore: Mr. and Mrs. J. Campbell, Miss Hamilton, Mrs. Lessler, two children and servant. To Ceylon: Mr. C. Roberts, Mr. T. Blew. To Calcutta: Mr. H. J. Phillips, Mr. W. Young. To Madras: Mr. C. V. McSwiney, Major and Mrs. C. S. Hearn, Mr. J. Rohde, Major R. A. Clementson. To Bombay: Mrs. Tanner, child and servant, Capt. T. M. Harris, Mr. E. de C. Williams, Mr. J. Hyde Edwards Mr. G. C. Watson, Mr. J. H. Adams.

Per P. and O. steamer from Suez, May 16.—To Yokohama: Mr. Mazzocchi, Mr Vinetich, Mr. Damioli. To Ceylon: Mr. W. H. Anderson. To Madras: Captain E Berkeley. To Bombay: Capt. H. G. Paski.

Per P. and O. steamer *Pera*, from Southampton, May 15.—To Yokohama: Mr. F. L. Pollard. To Hong Kong: Mr. George Collingwood, Mr. G. A. K. Honey. To Penang: Mr. G. Clemen. To Ceylon: Major-Gen. and Mrs. Renny, Capt. Chichester, Mr. and Mrs. R. W. Jenkins, Mr. and Mrs. G. Vane and child, Miss Vane, Miss E. Iron, Mr. Corfe.

Per P. and O. steamer *Ceylon*, from Marseilles, May 23.—To Hong Kong: Mr. H. C. Heywood. To Ceylon: Sir Hercules Robinson, Lady Robinson, two children, and two Misses Robinson, Mr. and Mrs. W. Sabonadière and two children.

Per P. and O. steamer from Suez, May 30.—To Yokohama: Dr. Orio, Signor Velini.

Per P. and O. steamer *Delta*, from Marseilles, June 4.—To Yokohama: Mr. Andreis. To Shanghai: Mr. Brodie. To Batavia: Mr. Otto Sielcken.

## Summary of News from the Far East.

### CHINA.

#### SHANGHAI AND THE NORTH.

From this Port we have advices to the 23rd March. The outward mail of Jan. 29 was received March 17. Our correspondent's letter appears to have miscarried, but there is little news, the following items being all we can glean from the local papers. From Japan we have no advices whatever.

The chain-gang system of punishment is revived again. As it is much dreaded by the natives, we believe it will have a good effect in lessening the numerous instances of petty theft by house-boys, which occupy so much of the magistrates' attention at the Mixed Court.

Chen, the Chinese magistrate, has expressed his private opinion that for the recent attack on Foreigners at Pootung there was not the remotest provocation, but that much ill-feeling has been raised among the villagers by the bad treatment offered to themselves and to their property by the sportsmen who frequented the place during the late shooting season.

An adjourned inquiry into the Pootung outrage was held on the 14th, but nothing of importance was elicited except that one of the party seemed under the influence of drink.

The *Evening Courier* says, "There is every prospect of a good Spring Meeting this year, and a large number of presentation Cups are on the list of those to be run for. The German Cup will, we hear, worthily represent the liberality of its donors. The Compradores give a plate, and the sons of Nimshi contribute of their spoils. The Hunt Cup will be also subscribed for, and a 'heavy weight' presents a prize in the name of the Jockeys, for ponies and riders who have never won a race. In addition to these is the attraction of the Ladies' Purse, the annual favour of the fair patronesses of sport."

It is stated that the Mahomedan Rebels, who have for many years possessed Suchau, the capital of Kansuh, were severely defeated on the 15th of January, by Ling Suh, the Major-General of Wu-lu-muh-tsi, or Oroumsti, a town in Gourgiaria. It appears that the Major-General, hearing that the Rebels were in a state of exhaustion for want of food, took advantage of the opportunity to attack them, and his victory resulted in the capture of Sun Fook and other rebel chiefs, the recapture of the city, and the extirpation of the rebellion.

The northern papers contain the news of the appointment of Vcte. Brenier de Montmorand, the Consul-General for France at Shanghai, to the port of Consul-General at New York. This promotion is well-merited, but will be heard of not without feelings of regret, by those who know how well qualified Vcte. Brenier is to fill the post which he at present occupies, and how little likely it is that so able a man can be found as his successor. Vcte. Brenier de Montmorand combined with great tact and knowledge of the world, in his conduct towards his countrymen and other foreign residents, an accurate appreciation of Chinese character; and, on more than one occasion, did good service by his just estimate of the subtlety and finesse with which attempts

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at encroachment on the rights of foreigners were made by the Chinese. His departure will be a subject of regret, both in his public and private capacity, as by it the community will lose not only an able official and diplomatist, but a courteous and refined gentleman, who by his simple but graceful kindliness and dignity won to himself the esteem and affection even of those who differed with him upon public questions. The worthy gentleman is a passenger by the present French mail.

H.B.M.'s gunboat *Insolent* has, we hear, been sold to Messrs. Janssen, Vassmer and Co., of Chefoo, for the sum of Tls. 5,000.

The *Costa Rica* took 2,500 dozen eggs for the San Francisco market, where by last advices they were selling at four cents each.

The party of foreigners on whom the attack at Pootung was recently made, have presented Sergeant Mellor, of the river police, with a splendid gold ring, as an acknowledgment of their appreciation and gratitude for the timely assistance which he rendered them on the occasion of the attack.

Several private memorials on the subject of opening new ports are in the course of publication. The text of the first, from Mr. F. M. Canny, of Chinkiang, appears in the *S. C. and C. Gazette* of the 20th inst. Mr. Canny advocates generally the advisability of opening up the country to further intercourse with Foreigners; specifies several ports which he considers should be opened as subsidiary ports on the Yangtze; and then passing on to the question of transit dues, suggests, first, that the whole revenue arising from these dues be handed over to the provincial authorities for the government of their various jurisdictions; secondly, that the present amount of 2½ per cent. *ad valorem* be raised to 4 or even 5 per cent., if necessary—thus bringing the whole amount levied as import and transit traffic on British merchandise to 10 per cent. *ad valorem*; and thirdly, that some guarantee be obtained from the Government for the due fulfilment of whatever new stipulations may be agreed upon regarding this question.

His Excellency the United States Minister had arrived at Shanghai.

A meeting of the silk inspectors took place on the 19th inst., at which the following resolutions were passed:—Resolution 1. That in order to assimilate, to some extent, the practice of China to that of foreign countries, no smaller weight than one pound avoirdupois be used in weighing silk, and that a bale weighing 107 lbs. is to be held to weigh 80 catties only, and nothing over allowed for. Resolution 2. That muster bales be taken at actual weights. Resolution 3. That a committee of reference of five be chosen by ballot by the present meeting to receive any complaint or grievances from both Foreigners and native silk dealers, to be laid before a meeting to be called every six months to discuss all questions relative to the trade. That the committee appointed be requested to have the resolutions printed in English and Chinese, and copies be delivered to those silk brokers and dealers who signed the Circular of May, 1865. Resolution 4. That the committee be requested to ascertain the average loss of weight on the different kinds of silk to the different European markets. Resolution 5. That an allowance for tares on Throwns and Re-Reels be made a universal custom in the silk trade. Resolution 6. That the resolutions with regard to weighing and tares, take effect from the 1st June. Resolution 7. That the committee be requested to communicate with the Commissioner of Customs and the agents of the mail steamers to endeavour to arrange for a more convenient mode of paying the export duty on silk than that at present in vogue. Resolution 8. That the proceedings of this meeting be sent to the Chamber of Commerce for the information of that body.

An interesting and amusing case with reference to registration has been before the Supreme Court, Mr. Robinson, solicitor, being the defendant, and raising all the points he could; but being, nevertheless, fined 10 dols. and costs.

## TELEGRAPHS IN CHINA.

Dr. Macgowan has reopened the subject of telegraphy in China by addressing a despatch through the U.S. Consul to the U.S. Minister at Peking, a copy of which was also forwarded to Sir Rutherford Alcock, who, in the course of a reply, gives utterance to words which seem the utter abandonment of all hope of progress in China, except such as the officials are forced to.

The following is the full reply from Sir Rutherford Alcock to the despatch from Doctor Macgowan, concerning telegraphs in China:—

British Consulate, Shanghai, March 20, 1869.

Sir,—I have the honour to forward for your information the accompanying copy of a despatch, which I have received from his Excellency Sir Rutherford Alcock, K.C.B., in reply to mine, submitting your communication to me of the 19th ultimo, in which you advocated the expediency of continuing to press upon the attention of the Chinese Government the uses and benefits of telegraphy.

You are at liberty to make any use of the enclosure which you may think fit.—Your obedient servant, W. H. MEDHURST,
Dr. D. J. Macgowan. H.B.M. Consul.

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PEKING, March 12th, 1869.

Sir,—I have received your despatch No. 17, of the 22nd February, with its enclosure from Dr. Macgowan, advocating the expediency of continuing to press upon the attention of the Chinese Government the uses and benefits of telegraphy. As to the expediency of this course, that must in some degree depend upon the probability of any beneficial result following. So far the effect of all the arguments adduced and the constant representations made of the advantages to be derived from railroads and telegraphs has not been such as to encourage any sanguine hopes of progress in this or any other direction.

You may inform Dr. Macgowan, however, that there is no argument in favour of telegraphy referred to in his letter which has not been repeatedly and earnestly pressed upon the attention of the Ministers of the Tsung-li-Yamen; and no objection to it, on the part of the Chinese, that has not been met, in the way he would indicate, by my colleagues and myself. You may also add that, of the desire for progress which the Chinese Mission, now in Europe, assured Dr. Macgowan's countrymen was so ardent and general with the rulers in China, there is no evidence here. If any hopes are built upon its existence, therefore, I fear there is nothing but disappointment in store for those who indulge in them. Projectors of telegraphic lines, railroads, and other plans for the sudden development of the resources of this country, are but losing their time, while the Government here shows no disposition to entertain their projects. I think it is in the interest of all who are occupied, that they should know the truth, than be deluded by false hopes, and expectation of changes which are still far in the distance.

It seems to be forgotten that all treaties hitherto made with China have been such as were dictated by Foreign Powers, and in accordance with their views rather than those of the other contracting party. The revision at present in contemplation will take place under totally different circumstances. Nothing new can find place therein which is directly contrary to Chinese views of their interests in relation with Foreign Powers. If the rulers of China cannot be made to see the advantage to themselves and the nation, as well as the practicability and safety of inland steam navigation, railroads, and telegraphic lines, or the working of mines, and residence of merchants in the interior with exterritorial privileges attaching, it is very certain they will not yield to any force of argument and reason, or earnestness of friendly counsel. And if these do not prevail, what other means remain, apart from the employment of force and means of coercion? But this would be to make the refusal to listen to our suggestion and demands for increased advantages a *casus belli*. It cannot be necessary to remind Dr. Macgowan that, so far as this ultima ratio of Governments and nations is concerned, the United States of America could be no party after the signature of the "additional articles," and the assurances they contain. It is quite certain they will not force telegraphy or any other improvement upon an unwilling Government here. And, I may add, it is equally certain that such a course would be contrary to the tenor and spirit of the instructions of the British Government, and opposed to the whole course and tendency of public opinion at home. Whatever, therefore, may be the desire of the best friends of China, and of foreign merchants, to see her advance in the path of progress and enjoy the increased prosperity which the adoption of the several improvements referred to would do so much to secure, I cannot feel justified in the present aspect of affairs in holding out any hopes of material modification in the policy or disposition of the Chinese Government in regard to telegraphs and other similar innovations on established customs and habits.

You are at liberty to forward a copy of this despatch to Dr. Macgowan for his information.—Your obedient servant,
W. H. Medhurst, Esq., &c., &c. R. ALCOCK.

## THE CUSTOMS' TRADE RETURNS FOR THE YEAR 1868.

The *Shanghai Recorder* thus sums up the main features in the above:—

The first feature to be noticed in the new returns is the very great expansion of foreign trade (pure and simple) which has taken place since the year 1864, and which has increased from the value of Tls. 105,000,000 in the former year to Tls. 140,000,000 in the latter, being an increase of one-third within five years. This increase is all the more satisfactory that the statistics of the five years show that it has been gradual, and that there does not seem any need of seeking for its causes in accidental or temporary circumstances. The second feature is the very satisfactory position which Great Britain occupies in the field. Of a total of exports and imports, amounting to the value of 140 millions and a quarter, no less than one hundred and twenty-two and a-half were either direct with Great Britain or her dependencies, representing therefore 87 per cent. of the entire. Next to Great Britain comes the United States, the entire of whose trade amounts to the sum of less than seven and a half millions, or a fraction over five per cent. Of this amount the trifling item of Tls. 833,000 represent the value of the imports into China from the United States. Curiously enough, while the value of the English trade with China has increased from Tls. 97 millions in 1864 to 122½ millions in 1868, or nearly thirty per cent., that of the United States has actually decreased. We recommend these figures to the notice of the *New York Herald* and the other newspapers which have been assuming on behalf of the States an influence comparable with that of Great Britain. Another noteworthy feature is the decrease in the consumption of foreign opium, the quantity imported having decreased from 64,500 piculs in 1866 to 54,000 in 1868. This decrease in the importation is, however, as has been shown by a contemporary, probably more than counterbalanced by the increased consumption of the

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native drug. In shipping England cannot claim the same pre-eminence as in 1866. This is of course principally to be attributed to the increased number of American steamers plying on the river Yangtsze or on the coast in connection with the Hankow trade. The opening of the Pacific Mail line has likewise had a considerable effect. In the former year 57 per cent. of the tonnage entering and leaving Chinese ports was British. In 1868 this had diminished to 51 per cent., with an actual decrease in the gross tonnage. A considerable increase however in both tonnage and number of vessels has taken place since the year 1864. Next to British and American shipping, and composing about 8 per cent. of the whole, comes that of the North German States. The gross tonnage of vessels under the German flags, even with a portion of the Danish shipping transferred after the cession of the Schleswig-Holstein provinces, showed, contrary to general belief, an actual though slight decline.

The document is in every respect an interesting one; the tables have been arranged to give at a glance information most required. It is satisfactory to find, in the face of all that has been predicted, that the China trade still shows signs of healthy increase.

At the head of the first table in the Trade Returns the pithy sentence appears:—"It has to be remembered that the want of trade statistics at Hong Kong makes the returns of the Treaty Ports but an imperfect statement of the imports and exports of China," and adds:—"In this opinion we most cordially concur; we cannot but look upon it as a disgrace that with all the Governmental machinery at work in that colony no proper trade returns have ever been kept. Hong Kong is the great distributing centre for southern as Shanghai is for northern China. Without tables of its imports and exports we have advanced only half way towards a set of perfect statistics."

## HANKOW.

A correspondent at Hankow writes us as follows:—Excepting the arrival of Li Footai, nothing worthy of note has occurred here lately. He encamped outside the city, where, I am informed, numbers of Chinese officials did homage to him in the most obsequious manner. He has been similarly toadied throughout his entire passage up the river, many of the mandarins preparing sumptuous banquets, brilliant pageants, &c., only one of which he deigned to honour with his presence. It is stated that he sent up from Shanghai a small quantity of water, intended, I presume, as a hint that he wished the late Viceroy's palace to be well cleansed for his reception. Li has disbanded most of his army. He brought with him only two hundred of his body guard and a number of officers. He remained on board his junk, which has no "pesky bilers," during nearly the whole time of his passage up, she being towed by the *Tung-Chi*. I hear he purposes removing the Nanking arsenal up to this place, but, I presume, will first have to induce the Emperor to second the motion, which, for obvious reasons, he may not be inclined to do.

## HONG KONG.

The present mail left on the 30th March. The outward mail of January 29 was received March 12. The following items are from the *China Mail* and *Daily Press*:—

It is understood that Mr. E. W. Goodlake, who has now for some time been one of the magistrates of this colony, goes home on sick leave. Mr. Goodlake has received ten months' leave, and will, it is stated, go home in H.M.S. *Perseus*, for the benefit of the sea voyage. The name of Mr. Goodlake's successor has not transpired, but it would appear that some difficulty will be found in getting a suitable legal gentleman to take up the position of the departing justice.

The death of Major-General Brunker, commander of H.M.'s Forces in China, and Lieut.-Governor of Hong Kong, has caused deep regret in this colony. Although for some time he had not been in good health, no idea of his indisposition being of a dangerous nature was entertained, and his demise was a shock as sudden as it was severe. Major-General Brunker was gazetted as a cornet in 1825, and a Major-General in Nov. 1865. His service in the army thus extends over forty-four years. His career was one of unpretending usefulness and dignity; and, if not marked by any great military achievements, is nevertheless one that will long and respectfully be remembered on account of his personal qualities and considerate and kind disposition. The wife of Major-General Brunker died about nine months ago, and since that time he appeared more and more depressed. Shortly after Mrs. Brunker's death he went to Japan, and returned to this colony somewhat improved; but he seems never to have recovered from the shock which his wife's death occasioned.

The remains of the late Major-General Brunker were interred in the Cemetery at the Happy Valley with full military honours. The procession was marshalled on the Parade Ground, and started punctually at half-past three. A field battery led the way, and then, to the solemn strains of the "Dead March in Saul," the 75th Regiment marched slowly into the Queen's-road and towards the Cemetery. They were followed by the band of their regiment and that of the 29th Native Infantry. Then came the coffin, placed upon a gun-stand, and covered with the national ensign, the pall bearers consisting of Colonel Gore, Commandant, Doctor Hefferman, Inspector of Hospitals, Colonel Delsults, commanding the Royal Engineers, Commodore Jones, R.N., the Hon. J. Gardiner Austin, and Captain Raby, R.N.V.C. Following next to them, according to a touching custom in military funerals, the General's old charger was led by two soldiers of the 75th, and immediately behind were his Excellency the Governor, Captain Maxwell, D.A.A.G., Captain Shaw, D.A.G.G., and Captain Thompson, A.D.C., the chief mourners. The members of the Executive Council came next, and after them the 29th Regiment Native Infantry, followed by a large number of English, American and other naval officers, and, finally, by the civil servants of the colony, who were all in attendance, and a large number of private gentlemen.

The crowd at the parade ground was very large, and the road to the cemetery was nearly the whole length lined with spectators. The procession slowly wended its way in time to the music, broken by the booming of the minute guns, and passing the Guard-house, turned to the Praya, and marched by that route to the Cemetery. The hills surrounding the Wong-nei-chong valley were covered with spectators. On reaching the cemetery the soldiers of both regiments were told off on either side of the road, leaning upon their reversed muskets. The remainder of the procession followed the coffin to the chapel, while the soldiers took up their position outside the grave destined to receive the mortal remains of their late commander. The service was impressively read by the Rev. Canon Beach, assisted by the Revs. J. Piper and Kyle; and the coffin was then brought out and borne to its last resting place. As it was lowered into the grave the men of the 75th fired three volleys, which were answered by the minute guns hard by, and the impressive ceremony being closed, the troops were marshalled, and the procession returned homewards.

In addition to those mentioned as taking part in the ceremony, a large number of persons of distinction were present, among whom were Rear-Admiral Rowan, U.S.N., and Capts. Row and English, U.S.N.; the Hon. J. Smale, chief justice of Hong Kong; Sir Edmund Hornby, chief judge of the Supreme Court for China and Japan; M. Du Chesne, Consul for France; Mr. Helland, Danish consul; and Mr. Overbeck, Austrian consul, in their official uniforms; Mr. Pollard, Q.C.; Mr. Hayllar; Dr. Murray, colonial surgeon, and others. The 29th Regiment was under the command of Major Ritherdon, Capt. Grant, and Adjutant Prendergast. Captain-Superintendent Deane, who took command of the police, did good service, and was ably seconded by Mr. Assistant-Superintendent Creagh, who took charge of the Sikhs, and by Deputy-Superintendent Jarman, who was also very busy.

The Postmaster-General of Hong Kong has published a report, showing that reforms of a very extended nature have been made. The amount of orders transmitted from Hong Kong to the United Kingdom, in the course of the three months during which the system has been in operation, is £2,150; from Shanghai, £442; and from Yokohama, £220. A feature by no means unworthy of notice is the large amount that has been realised by the sale of postage stamps. Probably few people would be inclined to believe that as much as 133,802 dols. worth of stamps were sold at Hong Kong and the ports during the year 1868.

The report of the Union Insurance Society is issued in readiness for the meeting appointed for the 1st April. It shows a credit balance of 395,408.89 dols., in addition to the paid-up capital of 250,000 dols., and shows satisfactory progress, the business for the first quarter of 1869 showing an increase of 30,000 dols. on the corresponding period of the previous year.

The *China Mail* says, referring to some comments in the *Daily Press* on the gambling question, "Our contemporary this morning indulges in a homily on the vice of gambling, *apropos* of the last interview between the Secretary for the Colonies and the deputation from the Social Science Association on the subject of the gambling farm in Hong Kong. But it condemns the sins it is opposed to for the sake of those it is inclined to. It denounces the vice of gambling, but makes not the slightest allusion to the sin which the association denounces, namely, the deliberate utilization of that vice for the purposes of the Colonial Revenue. It is simply childish thus to avoid what is the real grievance in the complaint against his Excellency's policy in this respect. We believe, as we have said before, that it is necessary to legalise gambling among the Chinese in this colony in order to regulate it and keep its powers of mischief within a minimum area; and this may be done effectively without Her Majesty's Government here profiting in any other than a proper social and moral sense. As thus—Let the same number of houses be licensed as now exist; but instead of taking from the licensees a fee for regular absorption into the public revenue, let it be held as a cautionary deposit to be forfeited in the event of a breach by them of the Government rules, and conditionally on their affording assistance to the Government in discovering unlicensed gambling houses—an assistance which it would be obviously their interest to render, in order that their monopoly might be complete. The money thus forfeited might be absorbed in the general revenue, inasmuch as it would accrue as a fine for a breach of law, as a fine for drunkenness does, and would not be the direct result of legislation for revenue. To this mode of 'repression' Earl Granville would not object, and the suggestion we make may possibly remove the difficulty felt by the *China Express* and other home papers, as to what should be the shape of our repressive legislation in the matter of gambling. There would then be, no doubt, a defi-

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ciency in the colonial revenue to a very serious extent; but there are two modes open to his Excellency by which he may recoup himself. He can apply the elastic qualities of the Stamp Act to the emergency, and bring into operation what he deems its chief merit as being the fairest mode of taxation in a colony like this; and he may reduce Government expenses, which we think on inquiry will be found utterly out of proportion to the actual requirements of the colony, either for the despatch of its enormous business, or in any respect of its Imperial position. But that will be a topic for discussion when the disgrace of the gambling revenue is removed—as we hope it will be soon."

The Portugese troop ship *Maria Pia*, which is daily expected from Lisbon, has on board about 200 soldiers for the garrison at Macao. Only two vessels now remain at Macao for despatch to Havanna with coolies. The present Governor, Admiral de Souza, has taken very strict precautions against the abuses which formerly existed in this traffic. The Emigration agent at Canton for the West Indian Committee (Mr. Sampson) has not sent any coolies forward this year, owing to the restrictions laid down in Sir R. Alcock's notification.

At a public meeting, held on St. Patrick's-day, the Governor made some rather disparaging remarks on the Chamber of Commerce, and these have led to a long and somewhat acrimonious controversy. The following letter will serve as a specimen:—

"Sir,—Is it possible that, after the Governor's remarks the other evening, no one will come forward to advocate a Representative Government? Are we men, are we infants, or are we fools? Is there no one amongst the leading merchants who will be bold enough to stand up and ask for a remedy against such a glaring evil as we have, official members of the Council (five to two against us) being *compelled* to vote for the Governor's measures? If no other person will 'bell the cat,' I will do so myself, but surely it is the province of the Chairman of the Chamber of Commerce, not personally, but *ex-officio*. I do not wish to endorse the Governor's remarks about the inefficiency of the Chamber, but I certainly will if some movement is not at once made in this very important matter. At present we are a set of children, with Sir Richard as our 'papa.'—I am, Sir, your obedient servant, "T. N. M."

### HONG KONG MARKETS.

The *Daily Press* of March 30 gives the following:—

A very large business has been doing to-day in the market for piece goods, and transactions have been on a large scale, especially for T-Cloths. The largest purchasers have been foreigners, on speculation, but the natives have also been liberal buyers. The Chinese have also been anxiously inquiring for yarn, but they invariably refuse to come up to the demands of holders. Upon the whole, the market must be considered to have slightly improved, both in tone and in rates, although some of the goods placed today have hardly realised a satisfactory return. Sales amount to 7,500 pieces 8-4 Grey Shirtings at 2.77½dols. to 2.85dols.., 500 pieces 7lbs. at 2.55dols., 9,850 pieces 7lbs. T-Cloth, fine quality, at 2.40 dols., 7,500 pieces Mexicans at 2.32½ dols. to 2.34 dols., 2,000 pieces Eagle chop at 2.26½ dols., 10,100 pieces ordinary quality, at 2.20 dols. to 2.24 dols., 3,000 pieces Singapore Cargo, 56 reed, at 2.15 dols., 1,000 pieces 7-8lbs. at 2.55 dols., 7,000 pieces 6lbs. at 1.90 dols., and 5,000 pieces 8lbs., 36 inches, at 2.87½ dols., 600 pieces 10lbs. T-Cloths at 4 dols., 250 pieces White Shirtings at 3.25 dols., and 400 dozen Blue Handkerchiefs at 73 cents. Raw Cotton is still very quiet, but the market is very firm, and prices advancing. There has not been much doing in shares. Small lots of both Old and New Banks have been placed at yesterday's rates. A small parcel of Steamboat found a buyer at 8 premium.

SHARES.

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| Hong Kong Bank Shares, Old ... ... ... | 27 prem. |
| Do. do. New ... ... ... | 14 prem. |
| Hong Kong and Wampoa Dock, Old ... ... ... | 8 dis. |
| Do. do. New ... ... ... | 20 dis. |
| Hong Kong, Canton, and Macao Steamboat Shares ... | 8 prem. |
| China Traders' Insurance Company's Shares, 560 dols. prem. | |
| Hong Kong Fire Insurance Company's Shares, 80 dols. prem. per share. | |
| Union Dock Shares ... ... ... ... ... | 45 dis. |
| Hong Kong Hotel Shares ... ... ... ... | 60 dis. |

EXCHANGE.

| | |
|---|---|
| ON LONDON.— | |
| Bank Bills, at six months' sight ... | 4s. 5½d. |
| Credits, at six months' sight ... ... | 4s. 6¼d. to 4s. 6½d. |
| Documentary Bills, at six months' sight | 4s. 6½d. |
| Bank Bills on demand... ... ... | 4s. 4d. |
| ON SHANGHAI.— | |
| Bank, three days' sight ... ... ... | 74¼ |
| Private, thirty days' sight ... ... | 75¼ |
| ON CALCUTTA.—Bank, three days' sight ... ... | 222 |
| „ BOMBAY.—Bank, three days' sight ... ... | 222 |

## COCHIN CHINA.

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### SAIGON.

Advices by this mail come down to the 4th April. The demand for rice, the chief staple of export, had slackened, owing to the absence of demand for China. The crops in China being ample—this, of course, is due to the absence or the quelling of the rebellion, for which the Chinese have to thank England. The vessels now loading here are for Japan, and include the *Black Prince*, *Guinevere*, *Northfleet*, &c. Some are loading, also, for Europe, but the prices are not encouraging. Great progress is making here in buildings, &c., and in a short time Saigon will be quite a large place.

The European residents already number some five hundred, and the naval and military forces about eight thousand. There are new docks talked of, although the floating one of Randolph, Elder, and Co. still works well. Rice mills have also been erected by Mr. Nelson, an English engineer.

The telegraph wires, besides connecting the various stations for some ten or twenty miles, also extend to the entrance of the river Cape St. Jacque, and in a few months will be extended to the Gulf of Siam, from whence they can be connected with the India lines. Samples of silk go home by this mail reeled at Saigon. Indigo and cotton will soon be produced in quantities.

But fancy the freedom of the press in a new colony being so burked that nothing can be commented on—what a mistake!

The British Consul, Mr. Caswell, gets on smoothly, and it is supposed a U. S. Consul will be appointed soon.

## BORNEO.

—o—

### LABUAN.

Advices from this Colony are to the 25th March. The birth of a son to the Governor is announced, who was baptised on the 17th of March by the Very Rev. Padre Cuarteron, and called John Patrick Hope Hennessy. The sponsors, by proxy, were Mr. Monsell, M.P., and the Princess Sulkowska.

A correspondent writes under the above date:—"The Legislative Council Session for 1869 opened to-day, for the first time in public, on the occasion of the colony being no longer in dependence on a grant-in-aid from Parliament, and the event will be further inaugurated by the lighting of the town on the night of the 1st April next. From that date Victoria Town will be placed solely under the charge of the municipal commissioners, consisting of six of the principal native merchants, who highly appreciate the confidence reposed in them by Government. The colony remains healthy, and new roads are being made, leading to all parts of the island. There is a mania among the natives for land, in lots varying from 20 to 50 acres, for agricultural purposes, owing to the abolition of the land tax and the disturbances in Brunei. Numbers of Kadyans, with their families, are removing from Brunei."

"The Sulu trade continues to increase. The past year was a very profitable one to the traders here. The general trade of the colony is healthy.

"The coal mines are steadily improving, and good coals are being now obtained. The company's steamer *Vine* left for Saigon on the 20th inst., with a cargo of coals."

## STRAITS SETTLEMENTS.

—o—

### SINGAPORE.

Dates hence are to April 7. The outward Mail of Feb. 26 was received on the 2nd April. The following items are from the *Singapore Daily Times*:—

It is stated in some quarters that the Governor will most likely leave the settlement for Europe at the close of the year, having applied for leave of absence.

We learn from the late home papers received by last mail that the Straits Settlements are to be placed under the See of Hong Kong, and not under that of Madras, as was formerly intended.

A fine steam-boat was launched from the works at Tanjong Pagar Dock, with steam up, and immediately proceeded on her trial trip. She is the property of a gentleman of this place, and is intended chiefly to visit the neighbouring islands in search of rare species of Orchids, and is therefore characteristically called the *Orchid*. The trial trip was very successful, the boat attaining a speed of seven knots with 45 lbs. of steam. Although costing only about one-third of the price of the new Government launch, the *Mata Mata*, the *Orchid*, contrasts favourably with that boat both in point of speed, and the superior finish of the work, which reflects great credit on the builder.

There is hope that Government House will be ready after all in time for the reception of Prince Alfred. According to the China papers Sir Harry Keppel has written home strongly recommending the postponement of H.R.H.'s visit to China until the cool weather sets in. There is a chance, therefore, that H.R.H. may make a longer stay in Australia or New Zealand or Japan so as to escape the hot weather of Shanghai and Hong Kong in August. We hope so, in order that longer time may be allowed to finish Government House, because we very much fear that the hurry-scurry with which the work is being pushed on at present will leave anything but a satisfactory result, and, besides being more expensive in itself, will entail far more expense from the endless repair which will hereafter be found necessary.

In connection with the Council, we have to note that there are now two seats of unofficial members vacant. There have never been more than four unofficial members appointed. But the charter constituting the colony contemplated the appointment of five. The honourable Dr. Little has resigned his seat, and no

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one has yet been named in his place. The public are very anxious who will be appointed. The delay in filling the vacancy is attributed to the difficulty of finding any one willing to take the appointment, which is a significant indication of the estimation in which the Council is held by business men.

During the latter part of the fortnight considerable talk has been caused by the arrest of the two partners of Messrs. Locke, Hong Ghee, and Co. in whose store the fire which took place on the 17th ultimo originated, on a charge of arson. A coolie in their employ deposed circumstantially that he actually saw one of the partners setting fire to some straw in the back part of the store just before shutting up. The defendants were liberated upon bail for 10,000 dollars each, and the case came on for investigation before the sitting magistrate yesterday. The coolie then swore that his previous deposition, under which the arrest was made, was totally false and without any foundation. The defendants were liberated at once, and the coolie committed for perjury. It is to be hoped that he will be made an example of.

The *Daily Times* publishes the half-yearly report of the Tanjong Pagar Dock Company, and adds: "It is satisfactory to find this company continuing in its course of prosperity." At the meeting, the Chairman explained that the wharf having been by 6,430.02 dols. less profitable than during the half-year ending 30th June ultimo, mainly through the decrease in coal business, the showing of the balance sheet was not as satisfactory as could be desired. Beside which, the dock having been open but a little over two months, and the competition during that time having been most severe, the profits, though increased to the extent of 2,085 dols. from this source, were insufficient to cover the deficiency. In reference to an inquiry made by the Honourable Dr. Little, it was explained that the expenditure for the construction of the works being, with the exception of a very small outlay for dredging the dock entrance, now finished, a system of accounts which would be much more explicit was initiated, from which the shareholders would learn the exact amount of profit derived from each source more readily and satisfactorily. The directors again waived their claim to remuneration for services during the past half-year, and the report was adopted.

The Ocean Company's steamer *Agamemnon* arrived on the 3rd April, from Liverpool, and would sail from Hong Kong on the 8th.

## DIPLOMATIC AND CONSULAR STAFF IN CHINA, 1869.

### PEKING.

Sir Rutherford Alcock, K.C.B.

| | |
|---|---|
| Hugh Fraser ... ... ... ... | Second Secretaries. |
| Richard Conolly ... ... ... | |
| Thos. Adkins ... ... ... ... | Acting Chinese Secretary. |
| Rev. J. S. Burdon ... ... ... | Chaplain. |
| S. W. Bushell ... ... ... | Surgeon. |
| Ed. McKean ... ... ... ... | Acting Accountant. |

STUDENT INTERPRETERS AT PEKING.

| | |
|---|---|
| Ed. C. Baber, | Colin McKenzie Ford, |
| Aug. R. Margary, | C. W. Everard, |
| B. C. G. Scott, | W. C. Hillier, |
| Pelham L. Warren, | C. J. Andrews, |
| Henry B. Bristow | W. R. Carles. |

### TIENTSIN.

| | |
|---|---|
| Jas. Morgan ... ... ... ... | Consul. |
| H. G. Howlett ... ... ... | First Assistant. |

### TAKU.

| | |
|---|---|
| Jas. B. Goddard ... ... ... | Acting Vice Consul. |

### NEWCHWANG.

| | |
|---|---|
| Walter E. King ... ... ... | Acting Consul. |

### CHEFOO.

| | |
|---|---|
| John Markham ... ... ... | Consul. |
| Ed. Solbé ... ... ... ... | Acting Interpreter. |

### SHANGHAI.

| | |
|---|---|
| Walter H. Medhurst... ... ... | Officiating Consul. |
| R. J. Forrest ... ... ... ... | Acting Vice Consul. |
| W. G. Stronach ... ... ... | Acting Interpreter. |
| J. P. M. Fraser ... ... ... | First Assistant. |
| A. S. Harvey... ... ... ... | Third Assistant. |
| W. H. Tapp ... ... ... ... | Shipping Clerk. |

### CHINKIANG.

| | |
|---|---|
| C. F. R. Allen ... ... ... | Asst. in charge of Consulate. |

### KIUKIANG.

| | |
|---|---|
| W. H. Lay ... ... ... ... | Acting Consul. |
| W. M. Cooper ... ... ... | Acting Interpreter. |

### HANKOW.

| | |
|---|---|
| G. W. Caine ... ... ... ... | Officiating Consul. |
| A. Davenport... ... ... ... | Interpreter. |
| E. G. Oxenham ... ... ... | Acting Assistant. |

### NINGPO.

| | |
|---|---|
| W. H. Fittock ... ... ... | Consul. |
| F. C. Porter ... ... ... ... | Acting Interpreter. |

### FOOCHOW.

| | |
|---|---|
| Chas. A. Sinclair ... ... ... | Consul. |
| Thos. Waters... ... ... ... | Acting Interpreter. |
| Geo. Jamieson ... ... ... | Assistant. |

### PAGODA ANCHORAGE.

| | |
|---|---|
| Charles Carroll ... ... ... | Vice Consul. |

(To be relieved by H. F. W. Holt.)

### AMOY.

| | |
|---|---|
| W. H. Pedder ... ... ... | Consul. |
| Geo. Phillips ... ... ... ... | Interpreter. |

### SWATOW.

| | |
|---|---|
| Chas. Alabaster ... ... ... | Acting Consul. |
| Byron Brenan ... ... ... | Acting Assistant. |

### TAKAO.

| | |
|---|---|
| Robt. Swinhoe ... ... ... | Consul. |

(Absent on special service.)

| | |
|---|---|
| John Gibson ... ... ... ... | Acting Consul. |

### TAMSUI.

| | |
|---|---|
| Wm. Gregory ... ... ... | Vice Consul. |
| H. P. McClatchie ... ... ... | Assistant. |

### CANTON.

| | |
|---|---|
| D. B. Robertson ... ... ... | Consul. |
| W. F. Mayers ... ... ... | Vice Consul and Interpreter. |
| A. Frater ... ... ... ... | Assistant. |

### WHAMPOA.

| | |
|---|---|
| H. F. Hance ... ... ... ... | Vice Consul. |

# Shipping Intelligence.

## ARRIVALS.

At SHANGHAI.—None.

At HONG KONG and CANTON.—From Cardiff, March 26, Trega; from Newcastle, 28, Ille et Vilaine; from Rotterdam, 23, Constance.

At SINGAPORE.—From Liverpool, March 31, Eleanor Dickson; April 3, Agamemnon (str.); from Cardiff, March 30, Joseph Holm; from Newcastle, March 31, Mohely; April 1, Sidonie.

## DEPARTURES.

From SHANGHAI.—For New York, March 15, Monkchester.

From HONG KONG and CANTON.—None.

From SINGAPORE.—For Liverpool, April 3, Ribbleton; for Hamburg, March 30, Madagasca; for Boston, April 3, Dunmore.

## SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.— —, off Dungeness, from Akyab, for Antwerp, Chancellor; May 5, at Spithead, from Macao, for Hamburg, Glenisla; at Falmouth, from Samarang, for Amsterdam, Standard; from Colombo, Pacific; 6, at Deal, from Singapore, Bristow; from Foochow, Sovereign of India; 7, at London, from Colombo, Oriental; at Deal, from Foochow, James Shepherd; 6, at Motherbank, from Manila, Ardanza; at Falmouth, from Foochow, Victoria; from Saigon, Patria; from Bangkok, Psyche, West Australian; 7, from Maulmain, Almira; 3, off Scilly, from Batavia, for Rotterdam, Susanne; 4, from Philippine Islands, Cyclone; April 30, at Gibraltar, from Bangkok, Deucalion; 22, at Boston, from Foochow, Kjobenhavn; 24, from Singapore, Elizabeth; May 7, at London, from Maulmain, William; —, off Portsmouth, from Cochin China, Paulus; 7, at Falmouth, from Saigon, Princess Somawatty; April 28, at Boston, from Singapore, Margaret; May 7, at Falmouth, from Bangkok, Mary Tatham; off Dungeness, from Java, Golden City; —, at Crookhaven, from Bangkok, Florence Nightingale.

DEPARTURES.—From Newcastle, for Java, Regina Maris; from Rotterdam, for Singapore, Tollens; May 7, from London, for Batavia and Sourabaya, Sperwer; for Shanghai, Shun Lee; for Cardiff and Hong Kong, Serafin; 6, from Liverpool, for Yokohama, Grenadier; April 3, from San Francisco, for Hong Kong, Akbar.

LAID ON.—At London, for Shanghai, Beemah, Bristow; at Liverpool, for Shanghai, Aracan.

CASUALTIES.—The Burnside, Pendergrace, from Shanghai, arrived at New York, April 22, with loss of lower foretopsail, and other damage sustained during a cyclone, April 14.

## BIRTHS, MARRIAGES, AND DEATHS.

### BIRTHS.

BAKER—On the 20th March, at Shanghai, the wife of Mr. Geo. Baker, of the Astor-house, of a son.

BRERETON—On the 16th March, at Rangoon, the wife of Lieut. C. W. Brereton, Adjutant, Royal Artillery, Pegu Division, of a son.

DOW—On the 23rd March, at Shanghai, Mrs. James Dow, of a son.

GOIS—On the 30th March, at Pearl's-hill, Singapore, the wife of Mr. H. E. Gois, of a son.

HENNESSY.—On the 7th of March, at Government-house, Labuan, the wife of his Excellency Governor Pope Hennessy, of a son.

JOAQUIM—On the 15th March, at Tanjong Pagar, Mrs. P. Joaquim, of a daughter.

LEWIS—On the 31st March, 1869, at Labuan, Mrs. J. W. N. Lewis, of a son.

PEAKE—On the 22nd April, at 13, Ladbroke-road, Notting-hill, London, the wife of Arthur Peake, Esq., of a daughter.

RITHERDON—On the 26th March, at Hong Kong, the wife of Major A. W. Ritherdon 29th Regt., M.N.I., of a son.

TARN—At Singapore, the widow of the late Capt. E. R. Tarn, of a daughter.

### MARRIAGES.

JARDINE—BORROW.—On the 23rd April, at St. Mary's, Renfield-street, Glasgow, by the Rev. J. Palmes, rector of Escrick, Yorkshire, uncle of the bridegroom, assisted by the Rev. R. Oldham, incumbent, Manfred L. P. Jardine, 67th Regt., younger son of the late J. Bruce Jardine, Esq., of Hallside, Lanarkshire, to Jane, daughter of William Geddes Borrow, Esq., of Seafield Tower, Ayrshire, N.B.

KOENITZ—PETERSON.—On the 11th March, at Sarawak, by the Rev. C. Hawkins Andrew Light Koenitz to Miss Alice Judith Peterson.

### DEATHS.

BRUNKER—On the 24th March, at Headquarter-house, Hong Kong, suddenly, Major-General Brunker, aged 62.

CANNON—On the 25th March, at Sinpapore, Ada Henrietta Toop, the beloved wife of Sampson Cannon, Sergeant Major, Royal Artillery, aged 30 years.

ROYLE—On the 17th April, at Lisbon, on board H.M.S. *Penelope*, Thomas Royle, Esq., aged 31, Paymaster of the Royal Navy and Secretary to Rear-Admiral Ryder.

WALTER—On the 22nd Feb., at Shanghai, China, in his 42nd year, after a long and painful illness, Theodore, fourth son of the late Joseph Walter, Esq., marine artist, of Bristol.

WOOD—On the 13th March, aged 34, John Key Wood, Esq., of San Francisco

WOODS—At Singapore, on the 7th April, the wife of R. C. Woods, Esq.

BREAKFAST.—EPPS'S COCOA.—GRATEFUL AND COMFORTING.—The very agreeable character of this preparation has rendered it a general favourite. The *Civil Service Gazette* remarks:—"The singular success which Mr. Epps attained by his homœopathic preparation of Cocoa has never been surpassed by any experimentalist. By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected Cocoa, Mr. Epps has provided our breakfast tables with a delicately-flavoured beverage which may save us many heavy doctors' bills." Made simply with boiling water or milk. Sold by the trade only in ¼lb., ½lb., and 1lb. tin-lined packets, labelled—JAMES EPPS & Co., Homœopathic Chemists, London.

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# Foreign Intelligence.

## GERMANY.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, May 4.

After the defeat of Count Bismark on the question of appointing responsible Federal Ministers, one would have thought he would have been cautious of provoking further opposition from the Parliament, instead of which he has produced some new measures for raising the wind, the result of which appears to me to be very problematical. As the army and navy, as well as a few other branches of the public service, are now supported by the Confederation, the expenses are very heavy, and greatly exceed the revenue. The latter, indeed, consists of only one or two heads, principally the receipts of the Custom-house (or rather the share of the Confederated States out of the proceeds of the Zollverein) and the surplus of the Post and Telegraph-offices, so that the deficit in the last two annual Budgets had to be made good by means of what in German official financial jargon is called a *matricular-umlage*, which is a division of the sum amongst the separate States in the proportion of their population, leaving it to the different Governments to tax their own subjects in any way they liked best, so that the money was forthcoming. Count Bismark, however, who—with all respect for his thorough knowledge and experience of diplomacy be it said—has never paid much attention to the subject of finances, now appears in the new character of a Federal financier, and makes his *debût* before the Parliament with the proposal to create Federal taxes in partial mitigation of the above-mentioned mode of repartition. With this object his mind takes a wide range of articles suitable for taxation according to his notions, but in which he will probably be met by much determined opposition. They embrace spirits, beer, stamps, petroleum, and gas. In bringing in the Bill Count Bismark, on the part of the Federal Council, stated that money was required for the purposes of the Confederation, and gave them to understand he was not particular as to where it came from, so that they might make their choice of objects proposed to be taxed. It is proposed to fix an import duty of fifteen groschens (half a dollar, or 1s. 6d.) per centner on petroleum, and raise an inland tax of 2½ groschens per 1,000 cubic feet of gas, which is considered the equivalent, it being assumed that 1,000 feet of gas of the usual average quality give as much light as from 17 to 20 lbs. of refined petroleum. This tax is calculated to produce an annual revenue of 500,000 dollars per annum, and, if passed, is to come into operation on the 1st of September next. It is further proposed to make all contract notes for the sale and purchase of goods and merchandise of all descriptions, as well as of funds, shares, and other securities dealt in on the Stock Exchange, liable to a stamp-tax of one groschen. This is estimated to produce 300,000 dollars annually, it being taken as the basis of the calculation that at Berlin 5,000 such contract notes are made out every day, which in three hundred business days would give 100,000 dollars, whilst the other 200,000 dollars would be raised at Hamburg, Bremen, Frankfort, Cologne, Breslau, and Leipzig. These measures have for the present been referred to the Committee for Finances, to be examined and reported on, with what result remains to be seen.

An amusing scene was acted in the sitting of the Federal Parliament last week, when the proposed law for the abolition of franking letters and telegrams was under discussion. When the Parliament was created, three years ago, the members had the privilege of receiving and franking letters to an unlimited extent, but this was subsequently found to interfere so materially with the revenues of the Post-office, that the Federal Council required the members of Parliament to renounce their privilege. This was agreed to, but with the amendment of Count Renard, that the Chancellor be requested to bring in a Bill for a general revision of the existing exemptions. The provisions of this new Bill limit the right of receiving and transmitting letters and telegrams to the Heads and Members of the Sovereigns of the Confederation, the Federal authorities, and the Federal Parliament. For the present, however, the naval and military authorities are to retain the privilege, but all other exceptions are to be abolished. Dr. Becker, member for Dortmund, in proposing an amendment, complained of the loss of revenue by these privileges of franking, which amounted last year to no less than two and a-half millions of dollars. In support of his amendment he exposed some of the abuses that more especially required putting down, among which, not the least one, was that the free telegrams took precedence of those that were paid for, which was very inconvenient for the public, as the traffic was now so large, the number of telegrams now forwarded being just five times as many as ten years ago. "And it is truly wonderful," said the Doctor, "how the authorities understand spinning out their telegrams, and how they make use of the telegraph for the most trivial purposes. If, for instance, a soldier remains absent a day after the expiration of his furlough, down comes a telegram to the Burgermeister requiring him to hunt him up and send him to head-quarters. If it was necessary to have him back it may be right to telegraph for him, but surely it did not require a message containing sixty-two words. It is but right and courteous that the Sovereigns and princes of reigning dynasties should enjoy the right of free telegraphing, but it is certainly an abuse to delegate this privilege to their servants and suite. These telegrams are of the most promiscuous description possible to conceive. If the cook of a grand duke requires parsley for his master's sauce he telegraphs for it. He writes out the message and signs it with an S—the understood sign of its being free—and gets one of the officers of the household to countersign it, and furnish it with the Royal Seal, and then the parsley can be telegraphed for without payment, though there may be hundreds of paid telegrams waiting to be sent off. This was my own case once, when I was put to great inconvenience by having to wait a long time before I could send off an important despatch because the cook of a Prince telegraphed to the President of Police, in a city on the Rhine, to buy a fish for a dollar; that telegram, which I saw with my own eyes, bearing the signature and stamp of the department of the kitchen of the Prince's household. This immunity is also enjoyed by his gardener, his gamekeeper, the director of his Court theatre, and the Master of his Horse. Amongst the thousands of such telegrams the number of those on the real service of the State are very few. During the forty-eight hours that have elapsed since the draft of the Bill was put into my hands I have not yet been able to ascertain from the 'Gotha Genealogical Calendar' (here, to the great amusement of the House, he produced from his pocket a copy of that indispensable work) how many princes and princesses there are in the North German Confederation. I have only got as far as the letter L, and there I find more than fifty princes and princesses of the House of Lippe alone, who all enjoy the privilege of writing and telegraphing to an unlimited extent without any expense to themselves." After some remarks by the Government Commissioner the Bill was read the first time.

In the same sitting a resolution was moved by Herr Heubner for the suppression of lotteries in all the States of the Confederation, but it was opposed by the Government Commissioner, Count Schwerin, who doubted whether Parliament had the right of interfering with the financial arrangements of the separate States. The motion was negatived without a division.

The Naval Department has proposed that the time of officers and crews of ships of war serving on stations between the tropics shall count double as in time of war.

The President of the German Confederation has signified to the Governments of the European States having political and commercial relations with Japan, his intention of establishing a naval hospital for German sailors of the navy and the merchant service, on a plot of ground presented for the purpose by the Government of Japan, and situated at Yokohama.

The Nautical Association at Bremen has worked out the details of a plan for the establishment of a Federal Admiralty Court, with its seat at one of the seaports, having under its control all disputes on matters connected with shipping, charters, salvage, bottomry, marine insurances, consular jurisdiction, and prize-money. It will be forwarded to the Federal Council, and supported by a strong recommendation of the Senate of Bremen in favour of its being adopted.

### COMMERCIAL.

As the stock of Rangoon rice has been much reduced and importers were disposed to sell, the following sales were effected:—5,500 bags per Octavia, 12,000 bags per Helios, 8,000 bags per Aline, and 11,000 bags per Cameo. Full prices were paid. There is but little doing in cleaned grain. The Tea market is calm; common and good ordinary Congou may be quoted a shade higher. Amongst the sales of Green were 100/8 chests of Hyson, 900 boxes Imperial, and 200 boxes Gunpowder. In Spices there is no alteration to report, the demand for all descriptions being slack. Pepper: Well supported. Of China Galls a parcel of 200 chests lately arrived has been sold by importers at full rates. Spelter has been totally neglected, and no sales are recorded; but to-day the article appears to command some attention, and negotiations for several parcels have been entered into, though, as yet, none have been perfected. Discount, 4¼ per cent.

### SHIPPING.

ARRIVED.—Skjold, from Foochow (4,559 packages tea).

SAILED.—Mozambique, for Bangkok; Touy, for Singapore and Penang.

LOADING.—J. W. Lorenzen, for Singapore; Lola, for Manila; Herzog Ernst, Hong Kong, and Randers, for Hong Kong; Gustav and Figaro, for Shanghai.

### ARRIVALS AT BREMERHAVEN.

Johanna, from Batavia and Indramayo (9,860 bags rice, 571 kranjangs sugar, 731 bags curcuma, 9,202 bundles rattans); River Dee, from Bassein (12,677 bags rice, 1,436 chests cutch).

## HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, May 3.

One of your contemporaries stated some days ago (I believe it was the *Morning Star*) that a Ministerial crisis was about to break out in the Hague, the First Chamber having refused to aid the India Railway Company by guaranteeing the payment by the State of the interest of the last loan. Another paper stated, most authoritatively, that a "Reform Bill" had been carried by the Second Chamber. Of course I need not now trouble to contradict the statement that our Lords had outvoted the East India Railway Bill, as in a former letter I had the opportunity of communicating that it had been carried. All the statements in your contemporaries about a "Ministerial crisis" are entirely without foundation; and as regards the "Reform Bill," it is a fact that Mr. Heemskirk, ex-Minister, whom I may term the "Dutch Disraeli," has proposed such a measure, but only by way of amendment, so that the members declined to discuss the question.

Amongst the Bills which have passed the Second Chamber appears that by which all instructors and schoolmasters are exempted from paying the license tax. This is an important step to appease the anti-instruction law agitators. According to the statements of the Minister of the Financial Department it is probable that this tax will be entirely annulled next year, in order to promote trade and industry. The Sea-letter Bill passed also, after a very lengthened debate, from which I gather that when this Bill becomes law permission will be granted our Consuls to allow foreign ships to sail temporarily under our flag. It was stated by the Minister that this stipulation was necessary on behalf of the coast and river trade in China and Japan.

The Opposition is greatly annoyed at the success of the Government in carrying the East India Railway Company's Bill. After it had passed, Mr. van Goltstein interpellated the Minister about the manner

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in which the loan was contracted. Of course his endeavour had no effect; neither had the interpellation of Mr. van Sypesteyn about the actual state of the West Coast of Africa. We only know that the Government will not at present send either a military or a naval expedition to that colony. The First Chamber met some days ago for the despatch of business.

Among political parties a general confusion prevails. Mr. Groen van Prinsterer has published pamphlets in which he urges the anti-revolutionary party not to support the Conservatives. Of course his followers will obey their leader. The Roman Catholics, who are supporters of the Conservatives, are also malcontents. One of the Roman Catholic members lately pointed out, as an urgent necessity, that the nation ought not to be represented according to their political convictions, but according to the number of persons belonging to each faith. In this case the Roman Catholics, Mr. Hoffmanns stated, should be represented by thirty members, instead of the fifteen who now sit in the *Binnenhof*. The Clerical and Liberal papers are filled with articles about this nonsensical reasoning. The Conservatives, however, do not move in the matter, which makes the Roman Catholics most indignant, and a rupture is not improbable. Then a sort of programme was published of a Radical-India party. It was inserted in a pamphlet by Mr. Des Amorie van der Hoeven, addressed to all "faithful Christians." Our Liberals are, the author says, Conservatives when there is any question about India affairs; all that India can do is to pay a yearly contribution to the Netherlands. The ex-editor of the *Bataviaasch Handelsblad* condemns Mr. Myer, the Governor-General, and the Colonial Minister, and foretells that we shall lose our rich empire in India unless Radical measures are introduced. This *brochure* was published the day after Mr. Reuter's telegrams announced that a revolution had broken out in Java, in the neighbourhood of Buitenzorg, and the little book made, in consequence, an enormous sensation. We, however, cannot know the real value of that telegram with any degree of certainty, and, perhaps, the papers by the next mail will make us no wiser than before, the telegram stating that the Java papers were forbidden to communicate any particulars.

The general agitation prevailing amongst the English and Belgian workmen begins to operate in our country also, and in several places a strike is looked upon as inevitable. The ship carpenters at Amsterdam have declined further work unless their wages are increased and the work hours decreased. In Walcheren disorder prevails amongst the navvies. The Dutch try to expel the Belgians because the last named incline to work for lower wages. Several serious *emeutes* have taken place, in which lives were lost. The turf makers in Friesland are also declining to work without increased pay; the compositors are organising a strike, and, in one word, there is general discontent among the workmen.

The Dutch India Gas Company has issued its prospectus for a loan of 300,000f., at an interest of 6 per cent.

I hear that Mr. de Bosch Kemper, the leader of the conciliatory party, will shortly resign his seat in the Second Chamber.

According to the report of the Chamber of Trade, at Euschede, the cotton manufactories have not given a good result during the year 1868. The fluctuation of the prices of raw cotton and yarns, large exports to the E. I. market, important bankruptcies in the East, and the pernicious influence of the culture system, by which the wealth of the India population has been decreased, and buying on the part of the Javanese rendered nearly impossible, are given as the reasons that our Dutch Manchester is not in a flourishing condition. The manufacturers, it is stated, are seeking other markets for their goods, especially those of China, Japan and Singapore.

According to the *Middleburger Courant*, the Minister of the Colonial Department will shortly lay before Parliament a Bill to regulate the cultivation of sugar in our E. I. colonies.

Mr. de Graeff van Polsbroek, our minister-resident in Japan, arrived some days ago at the Hague, and was received by the King.

The medical officer of the Japanese Government, Mr. Itoo Gempak, has been appointed physician in ordinary to the Mikado. He studied here at the Marine Hospital of Nieuwe Diep, and the hospital in this town.

I regret that I have to record the death of one of our ablest dictionary composers, the well known J. Kramers, Jr., from Gonda.

## COMMERCIAL INTELLIGENCE.

The tone of the Money and Stock Markets has been generally dull, several circumstances having occurred on which to base operations for the fall. Home funds improved somewhat at the closing of the market. Dutch Two-and-a-Half per Cents., 54⅛; Three per Cents., 64; Four per Cents., 86; Trading Company, 127⅛; Netherlands India Railway, 49; ditto (guaranteed), 92¼; International Bank, 40⅜; Rotterdam Bank, 82½. The Netherlands Bank has again raised the rate of discount, which is now fixed as follows:—Discount bills, 3 per cent.; acceptances, 3½ per cent.

## PRODUCE MARKETS.

COFFEE.—Since my last report the market has been very dull, and there is not much demand for the lots resulting from the last Trading Company's auction. It was thought that the prices paid should be higher. The private transactions include 894 b. Java, ex Bilderdyk, at 44 to 44½c.; 500 b. do., ex Garibaldi; 2,700 b. do., ex Johanna; 1,500 b., ex Jennie Eastman; 1,160 b. ex Isaac da Costa, at 40½ to 47c.; 2,300 b. Padang, ex Jacoba Helena, at 42½ to 47½c.; 383 b. Java, at 25 to 38½c. The unsold stock of the Trading Company is 385,800 b., and the stock on warrants 172,915 b. The total stock is 650,000 b., whilst 162,200 b. East India coffee are floating.

SUGAR (RAW).—The Trading Company has announced its auction, which will take place on the 25th inst., when 70,400 b. Java sugar will be offered. The market remains very dull, and the transactions are limited; they only include 2,449 mats Samarang, ex Jennie Eastman, No. 14; 697 mats Sourabaya, ex Johanna Kepler, No. 11½, at 35f.; 445 mats do., ex do., No. 9½, at 34½. The stock in bond was on the 15th ult. 40,942,065 kilo.

RICE.—There is a good demand; 2,660 b. Java, ex Noach II., and 2,182 b. table rice, ex Kinderdyk, having been sold. In Amsterdam the following parcels have changed hands: 658 b. Java, ex Emilie, at 7⅛f.; 248 b. do., ex do., at 7⅜f.; 2,636 b. Sourabaya, ex Robertus Hendrikus, at 5½f.; 1,063 b. Java, ex Johanna.

SPICES.—Without transactions, whilst the quotations are unaltered. In public sale 35 chests Nutmegs and 23 chests Mace, ex Bremen, were offered. The unsold stock is 973 casks Nutmegs, 306 c. Mace, 390 casks Cloves, 1,143 b. Pepper; and the stock on warrants 3,944 casks Nutmegs and 366 c. Mace.

TEA.—The market is very firm. The 531/4 and 384/12 chests China, ex Mountain Ash, were sold in auction at 93c. to 134c. for superfine Congou, and 226c. to 229c. for finest flowery Pekoe.

TOBACCO.—Generally very dull; only 291 b. Java B ▼ L R sold.

MANILA CIGARS.—On the 29th April were sold in auction 500 mille, 2a Cortados 1868, at 13f. to 26½; 300 mille, at 22½f. to 36½f.

INDIGO meets with a regular demand, but there is want of stock.

BANCA TIN.—The market is dull; in the last days of April the quotation was 82½f., whilst at the closing of the market 2,500 slabs sold at 78½f. The unsold Trading Company's stock is 26,955 slabs, and on warrants 56,822 slabs. The stock of Billiton is 4,300 slabs.

HIDES.—A fair business has been done since the departure of last mail. 905 p. Passaroeang Buffalo, ex Noord Brabant, sold at 31⅛ to 32¾c.; 1,031 ps. Passaroeang Rinder, ex ditto, at 51⅝ to 53½c.; 505 ps. Macassar Buffalo, and 45 ditto Rinder, ex Vrachtzoeker; 1,500 ps. Passaroeang Rinder, ex Jannetje; 807 ps. Padang, ex Maria Sarah 500 ps. Samarang Rinder, ex Isaac da Costa.

MISCELLANEOUS.—Camphor unaltered, but holders decline to operate at the current quotations. Sago-meal, 80 b., ex Maria Sarah, sold at 8¾f. Long Pepper nominal, at 18c. Rattans, 140 piculs, ex Noord, Brabant, sold; likewise 75 piculs, ex Johanna, and 275 piculs, ex D. H. Wätjen. Gum Damar, 300 chests, floating, per Damio, sold by inscription at secret prices.

## SHIPPING INTELLIGENCE.

ARRIVALS.—April 21, at Brouwershaven, from Banjoewangie, Alblasserdam; from Saigon, Lalla Rookh; at Texel, from Batavia, Admiraal de Ruyter; from Passaroeang, Aldeboran; 28, at Texel, from Batavia, Grefve Berg; 27, at Brouwershaven, from Banjoewangie, Joutsen; 28, at Brouwershaven, from Banjoewangie, Jedo; May 3, at Texel, from Banjoewangie, India.

DEPARTURES.—April 22, from Brouwershaven, for Batavia, Tonia; for Sourabaya, Vier Gezusters; from Zierikzee, for Melbourne, Vooruit; 25, from Brouwershaven, for Batavia, Kosmopoliet II.; 26, from Hellevoet, for Batavia, Hoek van Holland; from Texel, for Samarang, Schelde; 28, from Texel, for Batavia, Djawa, Ida Elizabeth; 29, from Texel, for Sourabaya, Juno; April 30, from Texel, for Batavia, Jan Pieterszoon Koen; from Brouwershaven, for Java (via Cardiff), Patriarch Samhiri, L. J. Enthoven.

PASSENGERS INWARD.—From Java: Per Aldeboran, Mr. J. Dekkers; per Johannes Lodewyk, Mr. P. Sheltema, Bouduin and family; per Alblasserdam, five soldiers.

PASSENGERS OUTWARD.—For Java: Per Tonia, Messrs. H. W. Z. Sikman and family, J. C. Brugman and family, A. Burger and family.

## NEW YORK MARKETS.

### TEA.

The total receipts of Tea from China and Japan in the United States from the 1st January to the 21st April, 1869, were as follows:—Greens, 10,923,924 lbs.; Japans, 6,258,628 lbs.; Souchongs, 940,985 lbs.; Oolongs, 4,322,065 lbs.; other sorts, 204,500 lbs.; total, 22,650,102 lbs. The stock on the 1st January was 9.577,014 lbs.; which, added to the above total, gives a result of 32,227,116 lbs. Subtracting from this total the exports from 1st January to the 21st April, 1,162,550 lbs., and the withdrawals for home consumption during that period, 14,328,969 lbs., there remains a total of 16,735,597 lbs., representing the stock on the last-named date. The receipts from April 7th to April 21st amounted to 3,651,783 lbs., the withdrawals for home consumption to 1,557,758 lbs., and the exports to 267,527 lbs.

The following is from Messrs. Beebe Brothers' Circular:—

Since our report of the 9th April the ruling feature of the tea market has been one of dulness, and transactions (other than in Japans) quite moderate. These have been in demand for export to Canada, and buyers for that market have taken during the fortnight about 16,000 half-chests, mostly of low and medium grade, and including the entire cargo per Unison, from Nagasaki. Prices realised show a decline of one to two cents per lb. In Greens, less than the usual amount of business has been done, and quotations show a further reduction in cargo kinds. For Oolongs the demand continues limited, and the bulk of sales reported are from the cargo of old crop Amoy goods, ex N. B. Palmer. Nothing further has been done in new crop Foochow teas, the views of the trade being too far below those of importers to permit sales for the present. The sales of the fortnight, reported from first hands, are 5,300 half-chests Green, 21,500 half-chests Japan, and 6,600 half-chests Oolong. The market generally closes without animation, the trade limiting purchases to the supply of immediate wants.

Current quotations (in gold, duty paid):—Congou and Souchong: Dusty and common, 43c. to 48; good cargo, 51c. to 53; superior, 56c. to 58; fine, 62c. to 65; extra fine to finest, 70c. to 90. Foochow Oolongs: Fair cargo, 50c. to 52; good, 53c. to 55; superior, 58c. to 60; fine, 62c. to 65; extra fine and finest, 75c. to 100. Amoy Oolongs: Fair cargo, 48c. to 50; good, 52c. to 54; superior, 56c. to 58; fine, 60c. to 63; extra fine and finest, 65c. to 70. Japans: Common, 52c. to 54; medium, 57c. to 60; good medium, 61c. to 62; fine, 64c. to 66; finest, 68c. to 70. Greens (Moyune, Twankay, and Fychow), Gunpowder, 75c. to 118; Imperial, 63c. to 105; Young Hyson, 50c. to 105; Hyson, 58c. to 100; Hyson Skin, 50c. to 62.

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Velocipedes (says the *Shanghai News Letter*) have ceased to be a novelty in the streets of that city; the untaught Chinese ponies have become so used to them that they are no longer frightened.

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NOTICES TO CORRESPONDENTS.

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# The London & China Telegraph.

*LONDON, SATURDAY, MAY* 8, 1869.

## TERMINATION OF THE CIVIL WAR IN JAPAN.

IN the Japanese calendar the year "Tatsû" corresponds with our year Anno Domini 1868; though commencing and ending about six weeks later, it is of the same annual duration. That year will, in all probability, be the most memorable in the annals of Japan, from which future generations in the "Land of the Rising Sun" will date a new era in their political condition that may in time completely change the destinies of the nation. At its commencement the administrative power that had held the reins of government through the semi-hereditary and elective Shiogoons was superseded, and the post—which had become sacred through an existence of three centuries—was abolished by order of the MIKADO, as sole hereditary Sovereign of Japan. Then arose a sanguinary internecine war between the partisans of the deposed SHIOGOON and the adherents of the MIKADO. The struggle at times was desperate, and reached its culminating point in the environs of Kioto—hitherto the metropolis of Japan and city of the MIKADO—when the destiny of the nation was trembling in the balance. Victory came to the arms of the MIKADO'S forces through the defection of a Daimio in the SHIOGOON'S army, who came over with his retainers to the legitimate cause at the eleventh hour. This was the signal for a retreat upon Osaka; but before they reached half way it was cut off by a force in ambuscade, the enemy were put to the rout, and the SHIOGOON fled in disorder to his chief stronghold in the City of Yedo. There YOSHI HISA repined over his adverse fortunes, until his noble nature caused him to repent of having taken up arms against his legitimate sovereign, and in a spirit of humility he sent in his resignation as the last of the SHIOGOONS. He then left Yedo, that his forefathers had made, not only the most populous and flourishing city in Japan, but in all Eastern Asia. This the youthful MIKADO and his new Government acknowledged by proclamation on the seventh moon in the memorable year Tatsu, as follows:—"Being now established in "my reign and in the government over all the people of "Japan, I have taken into consideration that Yedo is well "adapted for the seat of Government, inasmuch as it is the "greatest, the most populous, and the wealthiest city in the "Eastern Empire. I therefore decree that Yedo shall be "the seat of my Government, and the city shall henceforth "be called *Toukéi*, or the Eastern Capital. This I do be-"cause I consider my whole empire as but one body, and "therefore I am anxious to show no partiality to either the "Eastern or Western provinces." Following up the declaration of undivided sovereignty announced in this proclamation, the MIKADO entered his new capital in person on the ninth moon—corresponding to December. There, in the Hall of the Shiogoons, he established his throne, which in the eyes of his subjects was crowning the edifice of his supreme power. This was acknowledged in the month following by the representatives of all the foreign Treaty Powers with Japan, who on the 5th January had a solemn audience of the youthful monarch, whom they addressed as his Majesty the MIKADO of JAPAN, and exchanged addresses made on behalf of their own sovereigns and president, to which gracious replies were given, and the treaties of amity and commerce thereby finally ratified.

This audience, and interchange of diplomatic relations, was significant for both parties; while it virtually ended the revolution on the one hand, it strengthened the hands of the MIKADO, in being officially recognised by the Representatives of Foreign Powers. Hitherto Ministers had issued declarations of neutrality towards the contending parties, but these were withdrawn immediately after the audience, thereby recognising his Majesty the MIKADO as the legitimate sovereign, and friendly ally of Foreign Treaty Powers. These are the incidents, briefly stated, which mark the commencement, culmination, and termination of the Civil War in Japan. But it was not without a desperate resistance on the part of the disaffected Daimios and their followers, who refused to surrender with the ex-SHIOGOON, that so much was accomplished. AIDZU, the leader of the malcontents, held out for a long time, until he and his retainers, at the fortified city of Wakamatz, were besieged, and had to surrender in the face of famine. He was taken to Yedo, where he was treated with respect by his offended sovereign, on account of his noble birth and actions. The Royal clemency was extended towards him and other leading Daimios who had surrendered. Still, at the close of the year, there was a considerable body of insurgents in arms against the MIKADO'S cause, led on by ENNOMOTO, admiral of the foreign-equipped fleet under the SHIOGOON. With him were eight French officers, naval and military, some deserters from their own service, who continued, by their presence and acts, to fan the lingering embers of rebellion, which, in all probability, but for their countenance would have ended sooner. This remnant of the opposing forces against those of the MIKADO consisted of four thousand men, with four transports and two ships of war. After the defeat of AIDZU, and the capture of Ne-e-gata and Wakamatz, ENNOMATO sailed with his fleet for the island of Yesso, attacked the treaty port of Hakodadi, and took possession of the place. Here it is worthy of note that the French officers were the leading men in the attack, as described by our correspondent at Yokohama. "The landing party," he stated, "was headed by Captain BRUNET, a French officer in "the service of the SHIOGOON. The rebel force consisted of "Captain BRUNET and seven others, with a Japanese corvette, "the *Kayomaru*, 25 guns, *Eagle*, 8 guns, and four transports, "carrying 4,000 troops. These troops landed in Volcano "Bay, and after several skirmishes fought their way through "thick snow to a strong battery called Kamittor. This bat-"tery was taken by storm, and an entrance into Hakodadi "followed—the MIKADO'S troops taking shelter in a steamer, "and proceeding to Tougono, on the other side of the island "of Yesso." Here they took their stand, and issued quasi-proclamations, announcing the establishment of a Republic in the island, and requesting the Foreign Powers to acknowledge their supremacy in that part of the MIKADO'S territory. These overtures ended in smoke, though they levied taxes upon Foreign merchandise entering the harbour, and it became evident that the forces of the Foreign Powers would have to interfere for the protection of their own rights and privileges. Whether this contingency being apparent to the French adventurers with the insurgents does not appear, but we learn that the main body have evacuated Hakodadi, and taken possession of the small isle of Sado, on the west coast of Nippon, in the Japan Sea. Arrived at this place, their forces have been seriously crippled by the loss of "the *Kayomaru*, "a splendidly-equipped and most solidly-built new Dutch "frigate, sold to Japan the year before last, having gone to "pieces on the coast a few miles north of Hakodadi." Thus the fortunes of the desperadoes who still hold out against legitimate authority are at a very low ebb, and we may look to an early date for their complete suppression, with the restoration of peace to the Land of the Rising Sun.

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IT seems there is to be another change in the United States Mission at Peking. Mr. J. ROSS BROWNE is not considered a sufficiently good Republican to hold office under the new Administration, so he is to make way for Mr. HOWARD, whose nomination for the post has already been confirmed by the Senate. Under the curious system in vogue at Washington such appointments as this are made or cancelled solely on party grounds, and apparently with little regard to individual merit.

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M. DE LESSEPS has arrived in Paris with an official invitation from the Viceroy of Egypt to the Empress EUGENIE, to be present at the inauguration of the Suez Canal, and to preside at the Fêtes that are to celebrate the occasion. The ceremony is now fixed for the 16th of October.

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## THE STRAITS SETTLEMENTS ASSOCIATION.

Under the auspices of this Association, a deputation of gentlemen connected with, or interested in, the Straits Settlements, waited on Lord GRANVILLE on Tuesday last, the 4th inst., for the purpose of calling his lordship's attention to the condition of the Colony, and asking for some reforms in its government. An account of the proceedings which has appeared in a daily contemporary conveys a very inaccurate idea of what took place; we are not quite prepared with an accurate and full report ourselves, but can promise one in our next issue. In the meantime it will be sufficient to say that the deputation was very courteously received; that with regard to the first point urged by the deputation, namely, the extravagant expenditure of the local Government, Lord GRANVILLE said he had already communicated with Governor ORD; and that the other principal points, namely, the reform of the Legislative Council and the independence of the judges, should have fair consideration. The proceedings took a conversational turn, and in the course of them Lord GRANVILLE adduced some arguments in favour of the existing system on which we shall offer some comments when we present a full report.

Among the gentlemen present were—Mr. J. B. Smith, M.P.; Mr. E. M. Richards, M.P.; Colonel Gray, M.P.; Mr. J. D. Nicol, M.P.; Major Waterhouse, M.P.; Mr. Horsman, late M.P. for Stroud; Mr. W. Napier, Mr. James Guthrie, Mr. W. Paterson, Mr. S. Gilfillan, Mr. P. F. Tidman, Mr. James Frazer, Mr. E. Boustead, Mr. Young, Mr. J. Little, Mr. J. Harvey, Mr. C. R. Rigg, &c.

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A TELEGRAM from Hong Kong, dated April 5, and published by Mr. Reuter, says, "Consul SWINHOE has been re-"called on account of his proceedings in Formosa." How any action of Consul SWINHOE's in connection with the recent events in Formosa could have justified his recall, even in the eyes of the present curiously-constituted Cabinet, was quite unintelligible; but a short letter in *The Times* from a relative of that gentleman throws some light on the affair. Mrs. SWINHOE writes, "The Earl of CLARENDON has autho-"rised me to deny the report. Mr. Consul SWINHOE has not "been recalled, and certainly not on account of any act of his "in connection with the late disturbances in Formosa." So the telegram probably refers only to the already-known removal of Mr. Consul GIBSON, the confusion of names originating in carelessness on the part of the sender of the telegram.

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IN the shape of a pamphlet, and under the title of "A Reply to the Charges brought against Protestant Missions in China," there has just been published a letter written by the Rev. CARSTAIRS DOUGLAS, M.A., of Amoy, and addressed to the Editor of *The Times*. It is introduced by a preface from the pen of Mr. DONALD MATHESON, one of the Committee of the English Presbyterian Church Mission, to which Mr. CARSTAIRS DOUGLAS belongs. The pamphlet only reached us at a late hour yesterday, so we must reserve our comments for a future issue.

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MR. BURLINGHAME is still in Paris, and has, we hear, been suffering from a slight illness. It is believed that the Mission will visit Berlin and St. Petersburg before returning to London, but nothing is definitely settled as yet. The ball of the Chinese Mission has been a nine days' wonder, but with regard to its diplomatic achievements nothing has transpired.

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THE new Persian Gulf cable, which has been reshipped on board the ship *Calcutta*, has been discovered to be defective in both coils, and must be discharged for further examination to ascertain the mischief. It is reported that a new cable will be required to be constructed to take its place, the defects being so extensive.

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IT was stated the other day in the Italian Senate that a through train between Susa and Brindisi will be established next month, but that no arrangements will be made for forwarding the Indian mails by the line until the completion of the Mont Cenis tunnel.

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THE *Army and Navy Gazette* states that Major-General WHITFIELD, late of the 2nd West India Regiment, will succeed the late General BRUNKER in command of the troops in China and Japan.

## THE TRADE-ROUTE TO WESTERN CHINA.

At a recent meeting of the Council of the Morley Chamber of Commerce, held at the Town Hall, Morley, on Tuesday evening, a number of gentlemen were present who had been invited to meet Captain Sprye, a gentleman well known amongst commercial men in the district, and indeed throughout the country, for his untiring exertions through many years to effect, through the medium of the English Government and the Government of India, the opening up of a route to Western China; Mr. S. KAYE, President, in the chair.

The PRESIDENT rose and said it was with great pleasure that he was present that evening, more especially as a gentleman was with them who had been long engaged in promoting the interests of commerce abroad, and who had kindly attended in order that he might point out to them the new route which he had thought for several years ought to be opened to Western China. He (the speaker) had long taken a deep interest in Captain Sprye's exertions to effect this, and was fully persuaded that they had been of no ordinary character; in fact, that there was no one but himself who knew the difficulties he had had to cope with in the shape of red-tapeism at home, and official obstructiveness at Calcutta, where commerce with India had ever been discouraged by the ruling authorities. He was, however, glad to think the project was nearer being carried out than was expected some time ago. He recollected reading some years ago that Captain Sprye and his son had proved the feasibility of making a railway and roads to Western China, and that the people dwelling in the districts through which it was proposed they should pass were favourable to the project. The Indian Government, however, obstructed the carrying out of the scheme, and ordered the survey of another route, which was, so far as he was able to judge, a very circuitous one, and utterly incapable of serving the *commercial* purposes for which it was required; and after being at considerable expense in prosecuting that survey, the work of opening a trade route by it to Western China was deemed impracticable, and abandoned. He believed the non-success of Captain Sprye in seeking to effect his object was attributable to that red-tapeism that had prevailed in this country for a long time, and which he hoped would soon be abolished. He had great pleasure in introducing Captain Sprye to the meeting.

Captain SPRYE, who had received a cordial welcome from the gentlemen present, proceeded to point out, on maps which he had with him for the purpose, the route which he had striven for the past ten years to induce the English and Indian Governments to open out to Western China. He called attention to the thorough practicability of such a project, and refuted allegations made to the contrary by the Indian Government and members of English Ministries. He next showed the great impetus which English commerce would derive from the carrying out of his project, there being not fewer than a hundred millions of human beings dwelling in the countries which the route would commercially command, who had never seen English manufactures, and who would gladly purchase them. The numberless efforts which he and his late son had made to promote the opening up of the route, Captain Sprye also alluded to, and in turn spoke of the rebuffs which they had met with at the hands of the Indian Government and members of the English Ministry. He condemned the self-seeking of the former in obstructing his efforts, and deprecated the apathy and inertness of the latter in not having long since surveyed the route and thereby ascertained whether the project was a practical one or not; and whether the commerce of this country would be benefited by its adoption. In conclusion, he said the question was whether English commerce was to be for ever shut out from Western China and the extensive adjacent countries with which the Western Chinese regularly traded in caravans, and observed that if the commercial men of this country were desirous that they should find markets there they must let the House of Commons know their wishes, and impress upon it the necessity of opening up a route to that country. The Chambers of Commerce of Halifax, Wakefield, Bradford, Huddersfield, and other important manufacturing districts, were all in favour of the project, and he believed that of Leeds was also. One of them had already petitioned the House in its favour, and others were about to do so; and then they would get a discussion upon it in Parliament and drive the truth into those Government officials who had hitherto, for mere obstructive purposes, declared the project impracticable. At the India-office he was of course not a very popular man, and unless he was supported by the great commercial interests of the community his individual efforts must continue to be in vain.

On the motion of Mr. WATSON, seconded by Mr. STOCKWELL, a vote of thanks was accorded to Captain Sprye for his able address, and it was resolved that the Chamber should give the important subject which he had laid before it its earnest consideration.

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## A RATHER SUGGESTIVE PARALLEL.

"Advices from Peking state that Sir Rutherford Alcock has entirely repudiated the assertion of Mr. Burlinghame, to the effect that the Chinese desire progress. Sir Rutherford is about to proceed on a tour of exploration in the province of Se-Chuen, with a view to collecting information for the use of the treaty revisers. It is reported that some Catholic missionaries and several hundred native converts have recently been murdered in the province of Se-Chuen."

"* * * He trusted that the stringent instructions which he had sent out, and the good sense of the missionaries themselves, would bring about a better state of things, and for this no moment could be more favourable than the present, for he had received a telegram from Sir R. Alcock informing him that order was restored in all quarters; that the instructions recently sent out had been communicated to the Prince of Kung, that the best understanding existed between the Prince and the

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"A despatch from Sir R. Alcock has been published on the subject of the introduction of railways and telegraphs into China. Sir Rutherford says that notwithstanding the promises made by the Burlinghame Mission to Europe and America, the Central Government at Peking shows no desire for progress according to Western ideas and desires, but, on the contrary, will not yield to the introduction of any such projects except under pressure and coercion.' — *Reuter's Telegrams, dated Shanghai, March* 31.

Foreign Ministers, *that there was no more cause for anxiety in any point*, and that our relations with China had never been more satisfactory." — *Lord Clarendon's Speech in the House of Lords, April* 5.

## THE COMING TEA SEASON.

(To the Editor of the *London and China Telegraph.*)

SIR,—Your article on this subject on the 19th ultimo, and the letter from "A China Merchant" in your issue of the 1st inst., will be much appreciated by all readers desiring to see the China Tea Trade once again conducted on sound and reasonable mercantile principles. Of late years it has been a simple scramble, all reference to quality for price, supply, and demand having been lost sight of in a general rush to ship tea. The season now closing, with its enormous losses, may induce more cautious action; if not, let the prudent trader stand aside whilst the reckless man of straw pursues his career, adding to his debit balances, already probably heavy, in the books of those who, for the sake of a commission, are willing to obtain, somehow or other, facilities for the prosecution of business to an extent that men of credit, standing, and capital would not engage themselves.

The system of private trading by tea-tasters, and the granting them large credits, as some of the merchant brokers do, cannot be too much reprobated, and might, I think, be remedied by the principals of firms taking a decided and uncompromising stand in the matter.

1st. I would forbid unconditionally all private trading when making terms with a tea-taster. When he has proved himself worthy of assistance beyond his salary, no firm would object to his having a small interest in their shipments. Under the present system the most worthless are those who obtain the greatest facilities, because they are unscrupulous how they obtain and how they use them. Of recent years merchants' houses have in many cases harboured men who, living free of expense and being well paid, have been their employers' great antagonists. This dishonest state of affairs has been fostered, as it was initiated, by the merchant broker.

2nd. I would urge importers to refuse support to any broker who identified himself or in any way countenanced the system above alluded to. Let him renounce his title of broker and become merchant if he desires to do merchant's business.—Your obedient servant,

London, May 3, 1869. OLD CANTON.

## MR. LAURENCE OLIPHANT IN AMERICA.

Under the heading of "A Strange Colony," a correspondent of the *Buffalo Express* writes:—"Brocton, a quiet place, fifty miles westward of Buffalo, and hitherto known only for its superior wines and grapes, has recently attained celebrity as the residence of Laurence Oliphant, the British diplomatist and legislator. The report that he had disappeared from the fashionable world of London, and from Parliament, and joined a semi-religious, semi-socialistic community has been extensively circulated. Yesterday (March 24) I made a flying visit to the grounds of the community to which he belongs, and of which he is the cashier and business agent. While passing through the village we met a lady and gentleman in a sleigh. The latter, in spite of his plain attire, in no wise different from the working clothes of any farmer, bore about him the unmistakable air of breeding and culture which distinguished him at a glance. He halted and engaged in conversation with Mr. Ryckman, an introduction from whom confirmed the surmise that the gentleman was no other than the former star of Belgravia and petted companion of Royalty; Mrs. Oliphant was with him. Arrived at the office, we were joined in a few moments by Mr. Oliphant, who at once proposed to exhibit the grounds. The first visit was to a greenhouse. He then proceeded to show us vineyards. To the north of the office, and close by the bank of Lake Erie, is the old Millet homestead. The house has been removed, and on its site an elegant cottage *ornée* erected. Here Mr. Oliphant lives with his family. The entire grounds of the society embrace 1,600 acres, lying mostly between the main road and the lake. The head of the organisation is Mr. Harris, a nephew of T. Harris, United States Minister to Spain. Mr. Harris came here two years since, and going from one farmer to another obtained refusals of their respective farms. No one was aware of the general sweep he was making, and when he had completed his negotiations the entire farming community of a region embracing nearly three square miles discovered that they had sold out. In the course of the season the entire colony of over twenty families came on and took possession. Mr. Harris was a resident of Duchess-county. He is the originator of a new system of theology, which resembles the teachings of Emmanuel Swedenborg. The members of the colony are converts. The property is held in common, but in other respects there is nothing socialistic in the system. The family is sacredly guarded. While they are frank in their business intercourse with the world, they are reticent in all matters peculiar to themselves, nor do they cultivate social relations outside their community. So strong is the desire to seclude that they are removing the highway from its former course. The intervening space thus created between their dwellings and the road will be laid out in park. The almost exclusive branch of industry is grape growing, with a share of attention to other lines of horticulture. Thirty acres are set to one variety of grape—though other varieties are cultivated. It is evident that the accession of so much capital, industry, and intelligence will add greatly to the wealth. A few years of skilful management of the place will convert the entire tract into one of the loveliest and most productive places in the country. It is not known where Mr. Oliphant first came in contact with the religious teachings which brought about so strange a revolution in his life; but it is thought he first met Mr. Harris in Japan, where he was Secretary to the British Embassy, and from him he imbibed the doctrines. He expresses entire satisfaction with his action.'

# Monetary and Commercial.

The Bank rate of discount was yesterday raised from 4 to 4½ per cent. For some days a change had been anticipated, the demand for money in connection with the India, China, and South American trades being largely on the increase, while the supply was rather short. The discount market has consequently been tightening, little or no business being done under 4 per cent, which has been the rate for India and China Bank paper.

The Hong Kong and China Gas Company, Limited, has just declared an interim dividend at the rate of six per cent. per annum for the half year ending 30th September last.

In the Court of Bankruptcy a first sitting has taken place under the failure of George Melbourn, merchant, of London and Batavia, trading, with William Lichtenberg and Robert Peile Tolson, under the firm of Morgan, Melbourn, and Co. It was mentioned that Lichtenberg has absconded from Batavia to San Francisco, and that Tolson, who is now in Jersey, denies his alleged partnership in the firm. The liabilities were stated at no less than £700,000.

The suspension has been announced of Messrs. Whiteley and Brough, manufacturers at Bradford, with small liabilities.

Considerable excitement prevailed in Mincing-lane last Tuesday, owing to a rumour being prevalent that several of the large houses in the wholesale tea trade intend in future to buy their teas in the public sales direct, instead of employing a broker, as is the custom, and paying him ½ per cent. commission. Accordingly at eleven o'clock the sale-room in Mincing-lane, where the tea auctions are held, was crowded by a number of people connected with the tea trade, and Messrs. R. Gibbs and Co. commenced to offer the teas printed in their catalogue. Several purchases were made by certain firms without the customary intervention of a broker, the proceeding giving rise to not a little uproar and discussion amongst the members of the trade.

At the biddings for £350,000 in bills on India at the Bank of England, the amounts allotted were—to Calcutta, £335,900; and to Madras, £14,100. The *minimum* price was fixed at 1s. 11d. on both presidencies. Tenders on both presidencies at 1s. 11¼d. will receive about 29 per cent.; those above that price in full.

## BOARD OF TRADE RETURNS.

The Board of Trade Returns of imports and exports for the month of March have been issued. The following shows the declared value of the exports of British and Irish produce and manufactures for March in the last three years:—March, 1867, £15,148,707, March, 1868, £14,829,249, March, 1869, £15,697,465. These figures are more satisfactory than might have been anticipated from the reported dulness in nearly all branches of business, and especially in Lancashire. The declared value of our exports shows an increase of £868,216, or about 6 per cent. over the corresponding month of last year, and about 4 per cent. over March, 1867. Of cotton yarn the shipments have been 18 per cent. less, both in value and quantity, than those of March last year; but of cotton manufactures, although there has been a decrease of 10 per cent. in quantity, the value has been almost precisely the same as at that time. In the shipment of yarns generally there has been a falling off, which seems to indicate a sluggish state of foreign industry, the reduction in linen yarn being 10 per cent., and in woollen yarn 28 per cent.; but in nearly every important class of manufactured goods there has been a satisfactory increase. In earthenware it has been 20 per cent., in hardware 16 per cent., in haberdashery 3 per cent., in machinery 19 per cent., in iron 32 per cent., in linen goods 13 per cent., in silk goods 49 per cent., and in woollen goods 46 per cent. In the large class of unenumerated articles there has likewise been an increase of 5 per cent.

The declared value of our exportations during the first quarter of the present year shows an increase of 3¼ per cent. compared with the same three months of 1868, and 1 per cent. over 1867, the figures standing as follows:—Three months 1867, £42,381,621; three months 1868, £41,422,916; and three months 1869, £42,803,605.

The value of the imports during the month of February is returned as follows:—1867, £15,871,175; 1868, £15,494,140; 1869, £18,148,799; and for the two months ended 28th February as follows:—1867, £25,940,930; 1868, £24,983,632; 1869, £29,642,204. As regards the imports for the month of March, of which the quantities only appear in these returns, the arrivals of wheat have been 2,230,378 cwts., which is about 35 per cent. less than the total in the same month last year, but only 5 per cent. less than in March, 1867. Of cotton the arrivals have been 798,658 cwts., which is 40 per cent. less than the total of last year, and 10 per cent. less than in 1867.

We annex a summary of those figures which relate to our Import and Export trade with China and other countries in the Far East:—

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## IMPORTS.

### TEA.

| | 1867. | 1868. | 1869. |
|---|---|---|---|
| Quantity for the month ended 31st March ... lbs. | 14,830,634 ... | 12,630,500 ... | 12,300,158 |
| Quantity for the three months ended 31st March lbs. | 41,960,299 ... | 41,411,127 ... | 45,933,772 |
| Value for the month ended 28th February... ... | £805,354 ... | £922,055 ... | £963,437 |
| Value for the two months ended 28th February ... | £2,079,925 ... | £2,168,838 ... | £2,430,093 |

### RAW SILK.

| From | For the Month ended 31st March. 1867. | 1868. | 1869. |
|---|---|---|---|
| China... ... ... lbs. | 10,459 ... | — ... | 83,314 |
| British India... ... ,, | — ... | — ... | — |
| Egypt* ... ... ,, | 293,321 ... | 418,261 ... | 246,520 |
| Other Countries ... ,, | 127,072 ... | 132,803 ... | 87,928 |
| Total ... ... ... ,, | 430,852 ... | 551,064 ... | 417,762 |
| | For the Three Months ended 31st March. | | |
| China... ... ... lbs. | 10,459 ... | — ... | 116,391 |
| British India... ... ,, | — ... | — ... | — |
| Egypt* ... ... ,, | 1,118,969 ... | 1,286,391 ... | 984,763 |
| Other Countries ... ,, | 687,596 ... | 463,131 ... | 200,637 |
| Total ... ... ... | 1,817,024 ... | 1,749,522 ... | 1,301,791 |
| | Value for the Month ended 28th February. | | |
| China ... ... ... | — ... | — ... | £32,105 |
| British India... ... ... | — ... | — ... | — |
| Egypt* ... ... ... | £397,059 ... | £430,388 ... | 401,987 |
| Other Countries ... ... | 412,122 ... | 271,702 ... | 130,208 |
| Total ... ... ... ... | 809,181 ... | 702,090 ... | 564,300 |

*In transit from India, China, and Japan.

### COFFEE.

| From | For the Month ended 31st March. 1867. | 1868. | 1869. |
|---|---|---|---|
| Ceylon ... ... lbs. | 2,216,006 ... | 5,136,234 ... | 4,827,839 |
| Other British Possessions ,, | 286,706 ... | 1,115,174 ... | 1,608,484 |
| Total from all parts ... ... | 8,778,572 ... | 9,712,872 ... | 9,354,377 |
| | For the Three Months ended 31st March. | | |
| Ceylon ... ... lbs. | 6,853,019 ... | 12,076,469 ... | 8,422,180 |
| Other British Possessions ,, | 1,501,918 ... | 3,242,201 ... | 3,870,911 |
| Total from all parts ,, | 11,840,348 ... | 22,094,617 ... | 20,210,205 |

### RAW SUGAR.

| From | For the Month ended 31st March. 1867. | 1868. | 1869. |
|---|---|---|---|
| Java & Philippine Islnds. cwts. ... | 16,271 ... | 70,086 ... | 74,948 |
| Total from all parts ,, | 602,106 ... | 793,246 ... | 628,154 |
| | For the Three Months ended 31st March. | | |
| Java and Philippine Islnds. cwts. | 16,383 ... | 218,095 ... | 137,003 |
| Total from all parts ,, | 1,818,226 ... | 2,003,521 ... | 1,722,064 |

### HEMP.

| From | For the Month ended 31st March. 1867. | 1868. | 1869. |
|---|---|---|---|
| Philippine Islands ... cwts. | 5,787 ... | 11,885 ... | — |
| Total from all parts ... ,, | 84,269 ... | 49 357 ... | 58,767 |
| | For the Three Months ended 31st March. | | |
| Philippine Islands ... cwts. | 5,787 ... | 42,627 ... | 8,146 |
| Total from all parts ... ,, | 59,055 ... | 112,950 ... | 118,746 |

### RAW COTTON.

| From | For the Month ended 31st March. 1867. | 1868. | 1869. |
|---|---|---|---|
| China ... ... ... cwts. | — ... | — ... | — |
| British India ... ,, | 50,521 ... | 135,493 ... | 127,247 |
| Egypt... ... ... ,, | 228,871 ... | 192,335 ... | 145,489 |
| United States ... ,, | 512,988 ... | 889,494 ... | 444,573 |
| Total from all parts ... ,, | 883,840 ... | 1,316,485 ... | 798.658 |
| | For the Three Months ended 31st March. | | |
| China ... ... ... cwts. | 2,041 ... | — ... | — |
| British India ... ... ,, | 147,030 ... | 238,032 ... | 328,795 |
| Egypt ... ... ,, | 454,005 ... | 822,881 ... | 340,316 |
| United States ... ,, | 999,403 ... | 1,681,830 ... | 1,117,842 |
| Total from all parts ... ,, | 1,815.219 ... | 2,430,806 ... | 2,018,822 |

### CLEARANCES FOR HOME CONSUMPTION.

| | For the Month ended 31st March. 1867. | 1868. | 1869. |
|---|---|---|---|
| Tea from all parts ... lbs. | 8,407,108 ... | 10,999,311 ... | 8,148,249 |
| Coffee from Ceylon ... ,, | 1,756,097 ... | 1,692,991 ... | 1,018,789 |
| Do. from all parts... ,, | 2,609,180 ... | 2,542,260 ... | 1,801,942 |
| Raw Sugar from Java & the Philippines ... cwts. | 60,644 ... | 83,428 ... | 55,621 |
| Raw Sugar from all parts ,, | 819,598 ... | 912,023 ... | 885,813 |
| | For the Three Months ended 31st March. | | |
| Tea from all parts ... lbs. | 26,731,967 ... | 28,818,589 ... | 25,818,761 |
| Coffee from Ceylon ... ,, | 5,600,821 ... | 5,447,105 ... | 3,586,722 |
| Do from all parts... ,, | 8,625,876 ... | 8,531,461 ... | 6,484,092 |
| Raw Sugar from Java & the Philippines ... cwts. | 142,706 ... | 188,693 ... | 159,353 |
| Raw Sugar from all parts ,, | 2,698,266 ... | 2,555,115 ... | 2,576,802 |

The following were the quantities of the undermentioned articles remaining in the bonded warehouses of the United Kingdom on the 31st March, 1869, compared with the two previous years :—

| | 1867. | 1868. | 1869. |
|---|---|---|---|
| Coffee... ... ... lbs. | 21,585,231 ... | 37,473,382 ... | 37,246,662 |
| Tea ... ... ... ,, | 108,190,332 ... | 89,791,726 ... | 106,893,385 |
| Unrefined Sugar ... cwts. | 2,342,863 ... | 1,650,669 ... | 1,854,330 |

## EXPORTS.

### COTTON YARN.

| To | For the Month ended 31st March. 1867. | 1868. | 1869. |
|---|---|---|---|
| China and Hong Kong lbs. | 400,188 ... | 348,950 ... | 260,000 |
| Japan ... ... ... ,, | 125,000 ... | 569,200 ... | 570,550 |
| Singapore ... ... ,, | 182,080 ... | 12,400 ... | 78,125 |
| Ceylon ... ... ,, | 26,000 ... | 28,000 ... | 43,072 |
| Total to all parts ... ,, | 12,864,580 ... | 16,607,358 ... | 13,632,548 |
| | For the Three Months ended 31st March. | | |
| China and Hong Kong lbs. | 796,590 ... | 1,611,056 ... | 487.360 |
| Japan... ... ... ,, | 593,300 ... | 1,189,400 ... | 1,210,782 |
| Singapore ... ... ,, | 718,780 ... | 412,600 ... | 233,840 |
| Ceylon ... ... ,, | 31,000 ... | 70,500 ... | 51,772 |
| Total to all parts ... ,, | 33,801,690 ... | 50,591,062 ... | 89,784,352 |

### COTTON MANUFACTURES.

| To | For the Month ended 31st March. 1867. | 1868. | 1869. |
|---|---|---|---|
| China and Hong Kong yds. | 9,808,158 ... | 27,653,809 ... | 18,812,202 |
| Japan... ... ... ,, | 2,251,596 ... | 2,017,484 ... | 1,966 078 |
| Philippine Islands ... ,, | 1,777,200 ... | 1,486,900 ... | 1,909,700 |
| Java ... ... ... ,, | 78,400 ... | 2,128,700 ... | 2,457,800 |
| Singapore ... ... ,, | 7,745,730 ... | 1,326,181 ... | 5,597,698 |
| Ceylon ... ... ,, | 1,979,190 ... | 2,020,158 ... | 2,293,740 |
| Total to all parts ... ,, | 210,096,481 ... | 249,209,459 ... | 223,852,948 |
| | For the Three Months ended 31st March. | | |
| China and Hong Kong yds. | 24,127,341 ... | 80,694,178 .. | 65.879,215 |
| Japan ... ... ... ,, | 6,078,129 ... | 5,890,540 ... | 5,130,825 |
| Philippine Islands ... ,, | 9,641,565 ... | 7,682,820 ... | 5,974,400 |
| Java ... ... ... ,, | 8,279,640 ... | 6,528,212 ... | 5,195,700 |
| Singapore ... ... ,, | 18,425,861 ... | 17,150,999 ... | 13,177,912 |
| Ceylon ... ... ,, | 6,748,203 ... | 4,970,348 ... | 4,800,961 |
| Total to all parts ... ,, | 621,976,799 ... | 732,428,640 ... | 671,012,984 |

### WORSTED STUFFS.

| To | For the Month ended 31st March. 1867. | 1868. | 1869. |
|---|---|---|---|
| China and Hong Kong yds. | 2,237,463 ... | 2,168,247 ... | 1,618,395 |
| Japan ... ... ... ,, | 533,181 ... | 476,438 ... | 477,012 |
| Total to all parts ... ,, | 15,783,040 ... | 16,743,475 ... | 21,469,944 |
| | For the Three Months ended 31st March. | | |
| China and Hong Kong yds. | 7,549,823 ... | 5,006,546 ... | 5,150,410 |
| Japan ... ... ... ,, | 1,467,969 ... | 840,315 ... | 1,100,309 |
| Total to all parts ... ,, | 54,778,753 ... | 51,468,314 ... | 63,462,822 |

### WOOLLEN AND WORSTED CLOTHS.

| To | For the Month ended 31st March. 1867. | 1868. | 1869. |
|---|---|---|---|
| China and Hong Kong yds. | 272,171 ... | 198,625 ... | 144,548 |
| Total to all parts ... ,, | 3,078,427 ... | 1,875,654 ... | 2,314,160 |
| | For the Three Months ended 31st March. | | |
| China and Hong Kong yds. | 481,088 ... | 473,714 ... | 506,083 |
| Total to all parts ... ,, | 8,400,929 ... | 6,101,674 ... | 6,350,852 |

### LEAD.

| To | For the Month ended 31st March. 1867. | 1868. | 1869. |
|---|---|---|---|
| China and Hong Kong tons | 117 ... | 1,460 ... | 1,392 |
| Total to all parts ... ,, | 2,011 ... | 3,950 ... | 4,045 |
| | For the Three Months ended 31st March. | | |
| China and Hong Kong tons | 199 ... | 2,401 ... | 3,297 |
| Total to all parts ... ,, | 4,154 ... | 8,863 ... | 10,563 |

The value of the Exports from the United Kingdom to the several ports and countries of the Far East for the month and two months ended 28th February, 1869, compared with the corresponding periods of the two preceding years, is returned as follows :—

| To | For the Month ended 28th February. 1867. | 1868. | 1869. |
|---|---|---|---|
| China (exclusive of H. Kong) | £389,037 ... | £412,498 ... | £584,816 |
| Hong Kong ... ... ... | 8,427 ... | 171,373 ... | 82,328 |
| Japan ... ... ... ... | 74,100 ... | 39,361 ... | 95,673 |
| Singap. & Straits Settlements | 175,294 ... | 122,941 ... | 104,709 |
| Ceylon ... ... ... ... | 104,324 ... | 38,812 ... | 32,210 |
| Philippine Islands ... ... | 77,498 ... | 99,043 ... | 32,528 |
| Java ... ... ... ... | 216,752 ... | 116,092 ... | 23,379 |
| Sumatra ... ... ... | — ... | — ... | — |
| Siam ... ... ... ... | — ... | 268 ... | — |
| | For the Two Months ended 28th February. | | |
| | 1867. | 1868. | 1869. |
| China (exclusive of H. Kong) | £669,880 ... | £907,122 .. | £1,069,684 |
| Hong Kong ... ... ... | 144,317 ... | 363,518 ... | 262,724 |
| Japan ... ... ... ... | 190,954 ... | 129,709 ... | 199,247 |
| Singap. & Straits Settlements | 319,352 ... | 348,465 ... | 199,741 |
| Ceylon ... ... ... ... | 151,385 ... | 84,837 ... | 74,957 |
| Philippine Islands ... ... | 242,097 ... | 162,879 ... | 113,851 |
| Java ... ... ... ... | 324,116 ... | 133,654 ... | 69,996 |
| Sumatra ... ... ... | — ... | — ... | — |
| Siam ... ... ... ... | — ... | 268 ... | — |

## ARTICLES OF IMPORT.

—o—

### TEA.

The market during the interval has become even more depressed than ever. The anxiety to realise on the part of importers has again been manifested by another large series of public sales, comprising about 35,000 packages, without reserve, which began on the 4th inst. and will occupy all the week, the previous series and those of Indian tea having only closed the latter end of last week. This has almost stopped business by private contract, the amount of sales in this way having been unusually small, and at prices, whilst tolerably firm for common teas, showing a heavy decline in medium to fine black and red-leaf Congous, many parcels of medium Congou only realising ½d. to 1d. per lb. above the price of common.

CONGOUS.—Siftings show no material alteration. Broken-leaf have been steady. Fair to good common must be quoted rather lower, at 1s. 0½d. to 1s. 1d. per lb. Fair to good flavoury kinds and medium to good Kaisows have been much depressed, and have sold with difficulty at from 1s. 1d. to 1s. 3d. per lb. Fine Kaisows have also sold at a considerable reduction, whilst the few extra fine parcels which have still kept their quality are saleable in small quantities at full prices. Pak Lin kinds have been inquired for at the low rates current, 1s. 2d. to 1s. 3d. for half-chests, and 1s. 3d. to 1s. 4d. for boxes. Amoy kinds have been sold at from 11½d. to 1s. 0½d. per lb. for common to good

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quality. Common to fair black-leaf kinds have been better supported, the exporters still being in the market, but in these sales have been made at a decline of ½d. per lb. Fair to good medium kinds have been difficult of sale at a decline of 1d. per lb. Good to fine kinds have been freely offered, and sales made at 1s. 7d. to 1s. 9d., with some difficulty, of early arrivals, reported to have cost in China from 2s. 3d. to 2s. 6d. per lb., and even at these figures there are more offering than can at present be quitted. In new-make Congous some sales have been made at rather lower prices; some finer kinds have been sold from 1s. 9d. to 2s. per lb. In Oolongs there is no improvement, all kinds, except the common to fair for price, are very difficult to move. In Souchongs and Flowery Pekoes there has not been much done. Scented Teas: the supplies of Canton Caper have been larger than the trade could take off, and prices have given way a further ½d. to 1d. per lb. Foochow kinds remain dull. Orange Pekoes, Canton kinds, still remain difficult of sale, and prices of those sold out of recent arrivals have been in buyer's favour. Foochow kinds, at public sale, without reserve, have again sold lower for medium quality; fine show no alteration. Uncoloured Japans have been taken at full prices. Green Teas: The demand for these has become less, and the quantity offering being large, prices have given way for nearly all descriptions. Some parcels of Moyune Hyson have sold at full prices. Canton-make show no material alteration.

The following is from Messrs. Shepard, Harrison, and Rehden's Circular:—The anomalous position of the Tea market has undergone no change during the past fortnight, and transactions have again been limited, and chiefly in teas for price, say 1s. 0½d. to 1s. 2d. per lb. The fortnightly series of public sales commenced on the 4th inst., and are passing at easier rates for all grades of Congou over common. China advices to the 15th April give no addition to shipments, the export standing at 138,000,000 lbs. Of Indian growth considerable supplies have been offered, including many parcels of extra fine teas; Pekoes have sold at 2s. 6d. to 3s. 4d. per lb., Souchong and Pekoe Souchong at 1s. 8d. to 2s. 4d. per lb., Congou at 1s. 2d. to 1s. 7d. per lb. Low quality and imperfectly cured teas sell at irregular rates, and much under current quotations for ordinary imports. Deliveries show a great increase in the export department, consumption on the Continent being stimulated by the low prices ruling for medium to fine Congous.

| | 1869. | 1868. |
|---|---|---|
| Home consumption for London from 1st Jan. to 30th April ... | 25,420,000 ... | 30,900,000 |
| Export do. do. ... ... | 14,600,000 ... | 8,550,000 |
| Sent coastwise do. ... ... | 11,200,000 ... | 11,550,000 |
| | 51,220,000 ... | 51,000,000 |

BLACK.—The grades of red-leaf below common, with black-leaf dust and siftings, have not been wanted, and to effect sales lower prices have been accepted; inferior and good flavoury kinds have been sold at 1s. 0¼d. to 1s. 0¾d. per lb., and many parcels of first crop, ex Ariel and other early ships, mostly ex public sale, at 1s. 1d. to 1s. 1½d. per lb., and fine and finest Kaisow up to 1s. 8d. per lb. Imitatton Kaisow made from Tayshan leaf, supplies are much beyond requirements, and lower prices rule, except for superior quality, ex Roslin Castle, which have been sold at about 2s. per lb. Black leaf.—Common Oonam, ex Harlow, has been sold at 1s. to 1s. 0¼d. per lb., the quotation for good common country packed stands at 1s. 0½d., preferable to medium kinds at 1s. 1d. to 1s. 2d., Pekoe flavoured second-class Oopacks at 1s. 3d. to 1s. 5d., fine and finest at 1s. 6d. to 1s. 8d. per lb.; Ooanfas and Monings, first crop, fine to finest 1s. 8d. to 2s. per lb. Souchong has been sold at 1d. to 2d. per lb. decline. Oolong: There is no alteration. Scented Tea: Canton Orange Pekoe: The few transactions have favoured buyers. Caper: Common to medium has given way another 1d. per lb., but fine and finest, being in small supply, command full rates. Foo Chow Orange Pekoe: Moderate transactions at no alteration in prices on last month's quotations.

GREEN.—The quantity offered has been small, but demand is limited at present, unless for Moyune teas, dealers being fairly well in stock, and shipping demand less active than for some time past. Japan leaf: In coloured there is nothing new;—uncoloured: the bulk of the Johanne Marie's cargo has been sold at extreme rates.

## SILK.

For the last three weeks, and, indeed, since the Easter holidays, the market has been in an extremely quiet state, having relapsed from a period of activity and large business into one of those pauses which now seem a necessary feature of the Silk market. There is no reason for this beyond the natural desire of all buyers to know somewhat of the probabilities of the European crops before operating further, and it is this cause alone which induces the present existing quiet; holders as a rule, refrain from pressing, and thus prices are well supported; the only forced business showing a decline of about 1s. to 1s. 6d. on Tsatlees from the quotations of March; deliveries are daily good, and it is evident that consuming demand is running upon Asiatic Silk, so that when there is some positive information about the French and Italian crops, a return of business may confidently be expected—this can hardly be for another fortnight or three weeks at the earliest. As to the prospects of the crops it is too early to offer any opinion with confidence. In Canton Silk as well as in Shanghai Silk there has been and still exists the same flatness; and in Japan also, the medium qualities of which are quite neglected. Bengal Silk is equally quiet, and the difficulty with this silk is to find suitable qualities, so limited is the assortment. The deliveries from the London warehouses in April were 3,008 bales China, 418 Canton, 653 Japan, and 586 Bengal —total, 4,665 bales.

According to Messrs. Arles, Dufour, and Co., the transactions in the Lyons silk-market have been very limited, partly in consequence of the large purchases made in the previous month, which, combined with the delay caused by the weather at the opening of the Spring season for silk goods, have enabled manufacturers to abstain from buying. At present interest is concentrated on the prospect of the new crop in Europe. The result of the hatching of the seed will this year have more importance than usual, in consequence of the immense supply of seed from Japan and other countries.

### LONDON QUOTATIONS, MAY 6.

| | |
|---|---|
| CHINA. | |
| Tsatlee, No. 1 ... ... ... ... ... | 31s. 0d. to 31s. 6d. |
| " " 2 ... ... ... ... ... | 30s. 0d. to 30s. 6d. |
| " " 3 ... ... ... ... ... | 26s. 0d. to 29s. 6d. |
| " " 4 ... ... ... ... ... | 23s. 0d. to 25s. 0d. |
| Yuenfaa and Hainin ... ... ... ... | 23s. 0d. to 28s. 0d. |
| Taysaam ... ... ... ... ... | 19s. 0d to 24s. 6d. |
| Long Reel ... ... ... ... ... | 18s. 6d. to 20s. 6d. |
| Canton ... ... ... ... ... | 14s. 0d. to 21s. 6d. |
| Chinese Thrown ... ... ... ... | 26s. 0d. to 28s. 0d. |
| JAPAN. | |
| Maibash and Sinshu ... ... ... ... | 27s. 0d. to 36s. 0d. |
| Ida... ... ... ... ... ... | 23s. 0d. to 33s. 0d. |
| Sodai ... ... ... ... ... ... | 22s. 0d. to 28s. 0d. |
| Oshiu ... ... ... ... ... ... | 22s. 0d. to 33s. 6d. |
| Koshiu ... ... ... ... ... ... | 22s. 0d. to 30s. 0d. |
| Eichizen ... ... ... ... ... ... | 20s. 0d. to 24s. 0d. |
| Mashta ... ... ... ... ... ... | 20s. 0d. to 24s. 0d. |
| Hatchoji ... ... ... ... ... ... | 21s. 0d. to 22s. 0d. |

COTTON.—The Liverpool market has been in a dull and unsatisfactory condition throughout the interval, and prices generally are about ⅛d. per lb. lower. During the past few days the demand from consumers has been extremely limited, while nothing has been done for speculation. The current quotations are as follows:—Surat, 7⅞d. to 11¼d.; Madras, 9d. to 10¼d.; fair Dhollerah, 9⅞d.; fair Oomrawuttee, 10⅛d.; fair Broach, 9⅛d.; fair Bengal, 8½d.; fair Egyptian, 12¾d.; fair Pernam., 12⅜d.; middling Boweds, 11¾d.; middling Orleans, 12d. The business done "for arrival" of late has been very restricted. The latest rates paid have been:—New Orleans, low middling, shipping by steamer, 11¼d.; Texas, good ordinary, shipping, 11d.; Broach, good fair, ginned, April sailing, 10¼d.; and Oomrawuttee, fair new merchants, April sailing, 9⅛d. The London market has exhibited a dull tone throughout, with a corresponding decline to that established at Liverpool.

COFFEE.—The quieter tone of the market noted in our last report has been followed by decided flatness, and with tolerably free sellers prices have again given way 2s. to 3s. per cwt. Plantation Ceylon has been brought forward in considerable quantities, the bulk of which sold at the above decline. At fully the same reduction a moderate business has been done in Native, but there is no general buying. The latest auctions have gone off at the following terms:—Plantation Ceylon, triage, 50s. to 57s. 6d.; fine ordinary and low middling, 70s. to 73s. 6d.; middling, 76s. 6d. to 79s.; good middling, 79s. 6d. to 83s. 6d.; pea-berry, 82s. 6d. to 87s. Native Ceylon, bold, 66s.; good and fine ordinary, 61s. to 63s. The stock of Ceylon in the United Kingdom on the 1st inst. was 61,824 packages, against 78,451 packages at the corresponding date last year.

CAMPHOR.—Prices for both China and Japan descriptions are slightly lower, there being a limited business on the spot at £5. 7s. 6d., and to fair extent for arrival at £5 to £5. 2s. 6d. per cwt. Stock, 2,403 packages, against 2,085 in 1863.

COCOA-NUT OIL.—The market continues dull, and rates have undergone no material change since our last. Stock, 4,555 tons, against 3,058 tons last year.

GALLS.—The market both for China and Japan remains extremely flat. There has been no business of any importance during the interval.

GUMS.—Benjamin: Quiet; of 36 cases Sumatra at auction a few only sold at £7 15s. to £8 7s. 6d. per cwt. for false packed 2nd quality, and £5 15s. good 3rd. Copal: Hard has gone back 2s. to 3s. per cwt., with further supplies; soft is firm. Of 1,186 cases recently arrived, at auction, three-fourths sold at 39s. 6d. to 47s. for middling to good hard, and 32s. to 32s. 6d. very good soft. Damer: Steady; 17 boxes sold at auction at 82s. 6d. to 84s. per cwt. for fair in sorts. Gamboge: Steady; 16 cases at auction sold at £16 to £16 10s. for good pipe rather caky.

HIDES AND SKINS.—Messrs. Dyster, Nalder, and Co. report as follows:—The sales of East India hides during the past month have been 179,163 hides. Although the quantity offering has been moderate the demand has not been active, and prices have ranged from those current at the close of March to ½d. per lb. decline. Batavia: The sales are confined to 200 Java buffalo hides at 6½d. per lb. Singapore, &c.: The quantity offering has been small and met only a limited demand. The sales are confined to 504 Penang cow hides—thirds at 5¾d. to 6d. per lb., and 276 Singapore buffalo hides, seconds 4½d. per lb.; thirds 3½d. per lb.

INDIA RUBBER.—At auction 108 baskets Borneo offered were all bought in.

JAPAN WAX.—The supplies on offer having been larger, prices have receded 5s. per cwt., 2,059 boxes at the public sales having realised 70s. to 85s. 6d. for middling watery to fine saucers. The latest price paid for fine has been 79s. to 81s. per cwt.

MANILA HEMP.—The market is steady, there having been a moderate business during the interval without material change in prices. Stock 1,925 tons, against 1,841 tons in 1868.

MUSK.—In tolerable demand, at slightly lower rates; 62 caddies Tonquin sold at auction, at 30s. 6d. to 38s. 6d. per oz for fair, 21s. 6d. to 22s. 6d. middling rough, and 17s. 6d. to 19s. pickings; 6 tins Cabardine retired, and of 12 tins Grain, two sold at 53s.

PEPPER—Black: Demand very sluggish, at present rates; only 670 bags Penang sold at auction, one-third sold at 3⅞d. per lb.; very limited transactions privately. White: Very quiet, with scarcely any demand on the spot, and none for arrival; of 80 bags indirect, at auction, 10 bags only sold, at 7d. per lb.

PLUMBAGO.—The market for Ceylon is very dull, the supply being largely in excess of the demand. Prices are again lower, except for very superior quality. Of 1,114 barrels at auction, one-third sold at 17s. to 28s. 6d. per cwt. for middling to fine lump; 12s. 6d. chips; and 10s. to 13s. dust; a few lots extraordinarily fine, however, realised 30s. to 39s.

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RICE.—This article has still a downward tendency, and the business on the spot is of trifling amount, at moderate prices. 935 bags and 930 pockets Bengal in auction, were withdrawn for want of biddings. For floating cargoes of the new crop the inquiry continues, and three have been sold as follows:—1,200 tons Rangoon, at 9s. 6d. for Liverpool, 500 tons at 9s. 7½d. landed here, and one of 500 tons Nakrenzie at 10s. open charter. In addition, a cargo of 900 tons Rangoon, spring shipment, was sold some days since at 9s. 6d. for the Continent, and 100 tons good white Bengal arrived off the coast, have been sold at 14s. 9d.

RHUBARB.—The market for China remains very flat; of 159 chests at auction, a few chests only found buyers, at 2s. to 3s. 8d. per lb. for ordinary to middling. The stock of China is 1,614 chests, against 901 in 1868.

SUGAR.—The attention of buyers is directed almost exclusively to West India descriptions, for which slightly better terms have been obtained. For the small quantity of East India descriptions sold former prices have been paid. By private contract 10,000 bags clayed Manila (duty 8s.) realised 30s. 6d. to 31s. per cwt.

SAPANWOOD.—Rather more steady; of 19 tons Ceylon at auction, two-thirds sold at £10 5s. to £10 10s. per ton, and 8 tons Manila at £8 10s.

SPICES.—Cassia Lignea and Buds: Without change. Cinnamon: We quote 1st sort 2s. 2d. to 3s. 7d. per lb.; 2nd, 1s. 10d. to 3s. 6d.; 3rd, 1s. 8d. to 3s. 2d.; 4th, 5th, and Jungle, 1s. 3d. to 2s. 2d. Steady: 151 bales at auction sold, but chips are again rather cheaper, and 1,623 packages offered, mostly sold at 3d. to 1s. 2½d. Cloves: Of Penang, 12 cases offered at auction and retired; of Zanzibar, 1,571 bags brought forward, and all sold upon previous terms—3¼d. to 3⅜d. per lb. for ordinary to good; 2,200 pockets clove stems sold at 1½d. to 1⅝d. Mace: Very firm, with inquiry; of 24 cases Penang and 44 packages Batavia at auction, two-thirds sold at 1s. 9d. to 2s. 7d. per lb. for low red to good reddish. Nutmegs: Firm, but quiet, and nothing of any importance doing.

TERRA JAPONICA.—During the month of April there was no import of Gambier. The deliveries of the month are 750 tons. Present stock, 4,500 tons. Prices are 10s. per ton lower than at the beginning of April, and the quantity now afloat for London is much larger than it was a month ago, being 2,868 tons against 1,384 tons on 1st April; the total quantity now on the way from Singapore for England and the Continent is 3,748 tons. Cutch is somewhat easier in price. The deliveries of the month are 280 tons. Stock, 1,129 tons.

TIN.—The dulness of the market for Straits tin reported in our last became more marked, and prices receded to £130 10s. on the spot, and £125 afloat. Subsequently the demand improved, and prices advanced to £133 to £133 10s. on the spot, and £130 to £133 afloat, which are the current quotations. Banca is quoted £135 to £136 per ton. The stock of Straits on the 1st inst. was 1,302 tons, against 1,720 tons at the corresponding date last year; the quantity afloat was 1,360 tons, against 1,724 tons, and the price of Straits tin is £133, against £93 10s. in 1868.

## ARTICLES OF EXPORT.

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### METALS.

The following is from Messrs. French and Smith's Circular:—

The activity experienced in this market the first three months of the year appears quite at an end, and again we have to record that consumers and merchants are indisposed to operate except for immediate wants. This observation, however, does not apply to Railway Iron, for which there is great enquiry, and makers are full for some months to come. Welsh Bar Iron is steady, and Staffordshire, of all descriptions, in moderate demand. Scotch Pig has fluctuated but slightly.

COPPER.—The price of Chili has gone back to £70 to £70 10s., which is a decline of £2 10s. per ton during the past month. This, in a great measure, is owing to the impression produced by the large charters telegraphed—equal to 2,500 tons fine to the 16th March, and 2,200 tons for the fortnight following. It seems unfortunate so much importance should be given to these despatches, as it is well understood that many of the ships chartered may not receive their cargoes for months after the date of the advices. Parcels floating would be a better guide to operators. The trade is dull generally. The demand for India very light. We quote: Chili Slab £70; Wallaroo and Burra £80 to £81; other Australian brands £78 to £80; English Tough £75

TIN PLATES continue quiet, makers are badly supplied with orders, and the prices cannot be very remunerative at the best placed works. The shipments in April were 234,000 boxes, against 205,000 boxes same month last year.

LEAD is easier. We quote the price about 2s. 6d. per ton lower—say L.B. £19 12s. 6d.; other best brand, £19 7s. 6d.; Spanish, £18 17s. 6d. to £19 ex ship.

SPELTER has continued to decline. We quote the price to-day £20 5s., dull.

QUICKSILVER is without change. The imports from January to March were 106,806 lbs.; exports, 577,101 lbs.

### MANCHESTER GOODS.

The market during the interval has been completely devoid of animation; offers formerly refused are now freely accepted, but without producing any marked increase in the demand. Prices are slightly lower than at the date of our last report, the decrease being most perceptible in the lower qualities of Yarns and Goods.

The following is Mr. Sam Mendel's report of the trade during the month of April:—The business of the past month opened under depressing influences. The almost simultaneous announcement of an advance in the Bank rate, of some important failures in the manufacturing districts, and of large arrivals of Cotton at Liverpool served to check the buoyant tone that prevailed at the end of March; and notwithstanding the more favourable accounts we have been receiving from the East, the market has not recovered itself, and we have had a dragging and unsatisfactory business throughout the month, unrelieved by a single day's activity. The increasing stringency in the New York Money Market has evidently weakened the capacity of the holders of cotton, and more eagerness is now evinced to avail themselves of present prices, as is evidenced by the great increase in the shipments from America and India, and the pressure to effect sales in Liverpool. The remainder of the crop is coming forward faster than speculators had anticipated, and their hope to force up prices higher appears now to be less sanguine. Prices here for some months past having been mainly supported by the position of cotton, and not by the extent of the demand for goods, the weaker feeling that has lately become apparent in Liverpool has extended itself to this market, and buyers have been exercising extreme caution. Although prices have moved in sympathy with the raw material, spinners and manufacturers, not being burdened with stocks, have lowered their quotations with great reluctance, while the decline that has been established has failed to induce business, and the genial weather has not produced any improvement in the home-trade demand. Notwithstanding the great curtailment in production, it is still fully equal to the consumption of goods, and the position of producers is a most disheartening one, as there does not appear to be much prospect of an early amendment, and a feeling of depression pervades the trade. The decline in cotton during the month amounts to ¼d. per lb., on yarns ½d., and on shirtings 3d. per piece, according to quality and the position of producers, the lower kinds having been the most difficult to dispose of. Water twist and the better qualities of shirtings and T-cloths having been in demand for China, the prices for such goods have been comparatively well supported, while the lower makes suitable for India have been neglected, and manufacturers towards the close of the month became rather pressing sellers. The partial relief afforded to trade by the Home and Indian Budgets for the present financial year, added to other favourable circumstances, such as the continuance of seasonable weather and the consequent prospect of a good harvest, the settlement of strikes in some of our important industries, may gradually ameliorate the state of trade; but permanent prosperity will not return to this neighbourhood until we receive a more plentiful supply of cotton, the prospects of which appear to be as problematical as ever.

| QUOTATIONS. | s. d. | | s. d. |
|---|---|---|---|
| Grey Shirtings, 7 lbs. ... ... ... ... | 9 0 | to | 9 6 |
| ,, 8¼ lbs.... ... ... ... | 10 9 | to | 11 0 |
| Maddapollams ... ... ... ... ... | 4 1½ | | — |
| Long Cloths ... ... ... ... ... | 10 9 | | — |
| T-Cloths ... ... ... ... ... ... | 17 3 | | — |
| White Spot Shirtings ... (nominal) ... | 12 3 | | — |
| ,, Brocade ... ... do. ... | 12 6 | | — |
| ,, Damasks ... ... do. ... | 21 0 | | — |
| Cotton Yarn, Nos. 16-24 ... ... . | 1 2½ | to | 1 4 |
| Nos. 28-32 ... ... ... | 1 3¼ | | 1 5½ |

# Shipping Intelligence.

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## ARRIVALS.

| Date. | Ship. | Captain. | From. | At |
|---|---|---|---|---|
| Apr.27 | Plata | Jubin | Saigon | St. Nazaire |
| — 27 | Arica | Irwin | Bangkok | Off Portland |
| — 28 | Java | Tuk | Sourabaya, for Amsd. | Off Scilly |
| — 10 | Pactole | Ollivaud | Macao | Havana |
| — 18 | Sunnyside | Teviotdale | Colombo | New York |
| Apr.19 | Etha Rickmers | Davidson | Shanghai | New York |
| — 19 | Sterling | Hardinge | Hong Kong | Do. |
| — 19 | Louisa | Lansdowne | Canton | Do. |
| — 21 | Pallas | Walff | Yokohama | Do. |
| — 18 | Queen of the Age | Clyma | Do. | Boston |
| May 4 | Diomed (s.s.) | Compton | China, Singapore, &c. | London |
| — 3 | Duke of Northmblnd. | — | Akyab, for Antwerp | Off Falmouth |
| — 3 | Borealis | Henderson | Bangkok | Falmouth |
| — 3 | President Harbitz | V. d. Ohe | Do. | Do. |
| — 3 | W. W. Smith | Stanton | Do. | Do. |
| — 3 | Equator | Hockert | Sourab., for Rottrdm. | Do. |
| Apr.21 | Evangeline | Bell | Yokohama | San Francisco |
| — 28 | Bertha and Pauline | Lehmann | Penang | New York |
| May 5 | Beemah | Wakeham | Foochow | Deal |
| — | Henrietta G. Susanna | Dam | Batavia, for Rotrdm. | Off Plymouth |
| — 4 | Dunkeld | Toms | Saigon | Falmouth |
| — 4 | Lancashire | Summerson | Do. | Do. |
| — 4 | Drache | Pettersen | Bangkok | Do. |
| — 5 | Hope | Henderson | Do. | Do. |
| — 5 | Ferndale | — | Colombo | Downs |
| Apr.19 | Glenaros | Roberts | Foochow | New York |
| — 21 | Frederick | Armstrong | Manila | Do. |
| — 22 | Burnside | Pendergrass | Shanghai | Do. |
| — 23 | Brave | Lucas | Yokohama | Do. |
| — 23 | Cleta | Middleton | Foochow | Do. |

## DEPARTURES.

| Date. | Ship. | Captain. | For. | From |
|---|---|---|---|---|
| — | Hoek van Holland | — | Java | Rotterdam |
| Apr.24 | Oceanus | Planten | Sourabaya | Newcastle |
| — | Maria L. Antoinette | — | Hong Kong | Hamburg |
| — 27 | Ravenscliff | Berry | Singapore | Penarth |
| May 1 | Anita | Turcan | Cardiff and Shanghai | London |
| — 3 | Asphodel | Bayfield | Colombo | Do. |
| — 4 | Esperanza | Wilson | Nagasaki and Hiogo | Do. |
| — 4 | Belle | Watze | Tientsin and Chefoo | Do. |
| — | Jan Petersen Koen | Kuyper | Batavia | Amsterdam |
| — 1 | Affghan | — | Singapore | Penarth Dock |
| — 2 | Pedro Plandolit | Armengual | Manila | Liverpool |
| Apr.27 | Empress of India | Turner | Singapore | Penarth |
| — 14 | Competitor | Matthews | Hong Kong | Baltimore |
| — 14 | Herald | Gardner | Galle | Boston |
| — 22 | Arracan | Spence | Anjer | New York |

*(See Commercial Postscript and Correspondents' Letters.)*

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## LOADING.

At LONDON.—For Nagasaki and Hiogo: Eastern Chief. For Hiogo and Yokohama: Johanna Maria, Westbury. For Yokohama: Ta Lee, Miako, Crest of the Wave, Rockliff. For Tientsin and Chefoo: Premier. For Hong Kong, Amoy, and Foochow: Eastern Star. For Shanghai: Ornate, Antrim, Shun Lee, Kelso. For Hong Kong: Countess Russell, River Eden, Star of the North, Elmstone. For Singapore: Christian Rankin, Pactolus, Otter, Rifle. For Batavia and Sourabaya: Sperwer. For Colombo: Ocean Rover, Southern Cross, Elfin.

At LIVERPOOL.—For Yokohama: Malacca, Syringa, Grenadier. For Shanghai: Lizzie Iredale, Mikado. For Hong Kong: Petchelee. For Singapore: Khimjee Oodowjee, Penrith, Clyde. For Batavia and Sourabaya, Perpetua. For Manila: Victoria, Doriga, Juliana.

At GLASGOW.—For Yokohama: Diana. For Shanghai: Melrose Abbey. For Hong Kong: Chili, Hirondelle, Marchioness of Londonderry. For Manila: Maria de C. For Singapore: Eliza Thornton, Kinfauns Castle. For Ceylon and Madras: Glenaray.

At NEW YORK.—For Hong Kong: Benefactress. For Shanghai: Morro Castle.

## SPOKEN.

ATLANTA (Brit. ship), Bangkok to Falmouth, Jan. 5, 24 S., 66 E.
NEDERLAND AND ORANJE, Shields to Batavia, March 26, 5 N., 23 W.
PERUVIAN, New York to Yokohama, March 8, 13 S., 32 W.
FERDINAND BRUMM, Cardiff to Hong Kong, Jan. 19, 11 S., lon. 114.
LORENZO (Amer. ship), New York to Hakodadi, in Dampier Straits.
A. E. VIDAL (Ham. barq.), Cardiff to Chefoo, in Dampier Straits.
RENOWN, Southampton to Japan, March 17, 22 S., 29 W.
CARACTACUS, Japan to New York, March 19, 35 S., 26 E.
ANGE, Bordeaux to Foochow, Dec. 10, 20 S., 30 W.
BYRON, Manila to London, April 30, 49 N., 15 W.
FERNDALE, Colombo to London, May 2, 49 N., 12 W.
PEGASUS (of Liverpool), London to Shanghai, April 24, 50 N., 7 W.
AURELIA (Dutch barque), Batavia to Rotterdam, Feb. 18, 25 S., 54 E.
CULLODEN (ship), Bangkok to Falmouth, March 24, 2 N., 23 W.
JERFALCON (of Grenk.), Glasgow to Penang, Mar. 21, on the Line, 22 W.
HOLLANDSTROUW (Dut. barq.), Amstdm. to Batavia, April 23, 49 N., 6 W.
SHALLIMAR, Cardiff to Japan, April 18, 21 N., 25 W.
VANGUARD, Shields to Singapore, April 2, 6 S., 27 W.
HELEN (?) (barque), Clyde to Colombo, March 8, 19 N., 25 W.
MOZART, Cronstadt to the River Amoor, March 24, 3 S., 28 W.
LUDWIG, Batavia to Rotterdam, March 7, 13 S., 10 W.
COUNTY OF AYR, Clyde to Batavia, March 14, 2 S., 22 W.
SCHOONDERLOO, Cardiff to Singapore, March 20, 1 N., 24 W.
MIN. FRANZEN V. D. PUTTE, for Java, April 22, off the Lizard.
CHARLES GRANT, Shields to Singapore, March 20, 2 N., 25 W.

## FREIGHTS AND CHARTERS.

Berth freights to the Eastern ports are a little firmer, and tonnage is not so plentiful, the arrivals having been but few, owing to the easterly winds which have lately prevailed. There has been more doing in coal from the Northern outports, but rates have not much improved.

Current rates of freight for vessels on the berth:—To Yokohama: 40s. weight or meast. To Nagasaki: 40s. weight, 50s. meast. To Hiogo: 50s. weight or meast. To Tientsin: 60s. weight or meast. To Chefoo: 60s. weight or meast. To Shanghai: 35s. weight, 30s. meast. To Foochow: 50s. weight, 45s. meast. To Hong Kong: 35s. weight, 27s. 6d. meast. To Amoy: 50s. weight, 45s. meast. To Batavia: 25s. weight, 30s. meast. To Singapore: 30s. weight, 25s. to 30s. meast. To Ceylon: 20s. to 25s. weight, 20s. meast. At New York to China; $12 to $15 per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—For Yokohama: £43. For Shanghai: £43. For Hong Kong: £32. For Singapore: £25. For Galle: £23. From Newport, Cardiff, or Swansea per ton.—For Yokohama: £2 4s. For Shanghai: £2 4s. For Hong Kong: £1 14s. For Manila: £1 1. For Singapore: £1 5s. For Galle: £1 5s.

The Admiralty have invited tenders for the conveyance of small stores to Colombo and Hong Kong.

## CASUALTIES.

Advices from Antwerp, dated April 29, state that the North American, Mitchell, from Batavia to Rotterdam, which was beached at Belem, March 18, and afterwards discharged and floated, had been condemned at Lisbon.

The Etha Rickmers, Davidson, from Shanghai, which arrived at New York April 19, reported having experienced a heavy revolving gale, during which she lost tiller and rudder-head.

The Queen of the Age (ship), Clyma, from Yokohama to Boston, via New York, which was reported by telegram as having been ashore at Cape Cod, got off without assistance or damage, and arrived at Boston April 18.

The Dolores Ugarte, Saul, from Havana to Hong Kong, was towed into Key West, April 9, in a sinking state, after collision.

Intelligence from Batavia, dated March 23, states that the Maria Elizabeth, Genel, from Rotterdam to Singapore and Hong Kong, which arrived at Anjer March 16, had on board the crew (twenty-two hands) of the Tamaris (French ship), Raunier, whom she had picked up at sea; the Tamaris, bound from Macao to Havana, had on board 800 Chinese coolies, who mutinied, took possession of the vessel, and kept the master on board in irons.

The Atlanta (British ship), Bangkok to Falmouth, which was spoken with Jan. 5, in 24 S., 66 E., had lost long boat, life-boat, and sails, during a typhoon, Dec. 16.

## MISCELLANEOUS.

At St. VINCENT, C.V., March 26, Nautilus (S.), Hodges, from Boston, and left, April 1, for China; Walrus (s.s.), Waston, from Boston, and left 31 for China.

At TABLE BAY, March 22, Hopeful, Buttrey, from Bangkok and sailed 26 for Falmouth; 27, Star of India, Chaston, sailed for Yokohama; 31, Nestor (s.s), Drenning, from Liverpool, for Singapore, China, &c.

## LAUNCHES.

There was launched from the yard of Messrs. Walter Hood and Co., Footdee, on the 28th ult., a fine clipper ship, named the Centurion, of the following dimensions:—Length, 208 feet; breadth, 35 feet; depth 21 feet; 1,209 tons B.M., 959 tons N.M. This vessel is to be commanded by Captain Thomas Mitchell, late of the Queen of Nations, and will form another addition to Messrs. George Thompson, jun., and Co.'s line of Australian and China packets.

Messrs. Alexander Stephen and Son launched at Dundee, also on 28th ult., a composite clipper full-rigged ship, named the Laju. The frames of the vessel are of iron, and the lower part of the hull is of rock elm, the upper part being of East India teak. The ship is copper-fastened throughout, and is sheathed with yellow metal; she is classed 17 years A 1 at Lloyd's, and is of the following dimensions:—Length of keel and forerake, 162 feet; extreme breadth, 28 feet; depth of hold, 17½ feet; and registered tonnage, 562 tons. The Laju is to be commanded by her principal owner, Captain Scott, of Crantitt, and will be employed in the India and China trade. It is intended to have a paddle, worked by steam, fitted up on the vessel, so that she may be propelled in calm weather.

The same builders have launched the fine new composite ship Norham Castle, 850 tons, and 17 years A 1 at Lloyd's. The vessel has been built for Messrs. Thomas Skinner and Co., and is to be employed in the Singapore and China trade.

Messrs. Harland and Wolff, of Belfast, have launched a large ship which has just been finished by them. The new vessel is about 1,300 tons register, and destined for the China trade.

Seven ships, two barques, and one schooner, aggregating 10,143 tons, built at ports in the United States, are now offering for sale at Liverpool.


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RAWLING, MEDLEN, & CO.,
ARCHITECTS AND CIVIL ENGINEERS,
HONG KONG,

BEG to inform their CLIENTS and Others interested in Landed or Household ESTATES in CHINA, that Mr. J. STUDD, of their Firm, who has had seven years' professional experience in HONG KONG and the COAST PORTS will be returning to the East in April, 1869, and will be open (meantime) to meet by appointment parties desirous of consulting him respecting improvements or other matters connected with their property.

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20, WESTBOURNE PARK CRESCENT, HARROW ROAD, PADDINGTON, LONDON.

HOLLOWAY'S OINTMENT and PILLS.—ULCEROUS SORES AND SCOFULOUS ERUPTIONS of the worst kind, for which all sorts of established prescriptions have been tried in vain, have been thoroughly cured in an almost incredibly short time by Holloway's Ointment. The common topical applications are mere palliatives; but this unrivalled unguent penetrates the source of the evil, destroys the secret virus, and gets rid of the disease for ever. In ordinary cases the Ointment should be rubbed into the parts affected; but if they are too tender or irritable for this process, they should be gently smeared with it at least twice a-day. The most inveterate external diseases will yield sooner or later to this ointment.

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JOHN S. MACKINTOSH, Agent.

London, 1st January, 1869.

## THE "CHINA MAIL,"

No. 2, WYNDHAM-STREET, HONG KONG.

NOTICE.—THE BUSINESS heretofore carried on under the style of "Shortrede and Co," was this day purchased by the undersigned, in whose name and by whom it will henceforth be conducted, and to whom all outstanding accounts owing to the said business are to be paid.

Hong Kong, Aug. 15, 1867. CHAS. A. SAINT.

NOTICE TO ADVERTISERS.

THE DAILY CHINA MAIL.—Six pages; published every evening (except Sunday). Subscription, 24 dols. per annum Circulates in Hong Kong and along the China and Japan coasts. Terms of advertising:—Ten lines and under, 1 dol.; each additional line, 10 cents; one-half of these charges for repetitions. In Chinese, 2 cents per character for any number of days during the current week.

THE OVERLAND CHINA MAIL.—Compiled from the *Daily China Mail*, is published twice a month on the morning of the English mail's departure, and is a record of each fortnight's current history of events in China and Japan, contributed in original reports and collated from the journals published at the various ports in those countries. It contains, besides, a Shipping List for Shanghai, Hong Kong, Canton, and Macao, and a complete Commercial Summary.

Subscription, 12 dols. per annum, payable to any of the undermentioned agents. Postage added. Terms of advertising:—Same as in *Daily China Mail*.

AGENTS.—London: F. Algar, 11, Clement's-lane, Lombard-street, E.C. San Francisco: White and Bauer, 518, Clay-street, San Francisco. Swatow: Drown and Co. Amoy: Giles and Co. Foochow: Thompson and Co. Shanghai: H. Fogg and Co. Manila: Karuth, Heinzen, and Co. Australia: Gordon and Gotch, Melbourne and Sydney. Singapore: Locke, Hongghee, and Co. Batavia: H. Van Dorp.

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THE ADVERTISER (who is the wife of a professional man), is willing to receive TWO YOUNG LADIES to be EDUCATED with her own daughter. The best course of education will be combined with all the advantages of a comfortable home. The house and garden are large, and in the neighbourhood of the Crystal Palace. Terms, £100 per annum each.

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**NOTICE.**

THE PARTNERSHIP hitherto existing between JAMES DOW, JAMES H. WRIGHT, and WILLIAM S. MACLEAN, under the Firm of DOW and Co., ceases this day by efflux of time; the affairs of the Firm will be liquidated by Mr. JAMES DOW, who will sign the firm "in liquidation."

Shanghai, Dec. 31, 1868. DOW AND Co.

**NOTICE.**

THE PARTNERSHIP hitherto existing between THOMAS BLAKE GLOVER, FRANCIS A. GROOM, EDWARD HARRISON, and RYLE HOLME, under the firm of GLOVER and Co., of Japan and Shanghai, ceases this day by efflux of time. The business in Shanghai will be conducted on and after the 1st Jan., 1869, under the style of GLOVER, DOW, and Co., in which Firm FRANCIS A. GROOM and JAMES DOW will be partners.

Shanghai, Dec. 31, 1868. GLOVER AND Co.

LIEBIG COMPANY'S EXTRACT OF MEAT.—PARIS AND HAVRE EXHIBITION GOLD MEDALS.—CAUTION. None genuine without Baron Liebig, the inventor's, signature, being on every jar, accompanied by full printed directions. About seventy pints of excellent beef tea for 11s., the present reduced retail price per pound. Finest, most convement, and by far the cheapest meat-flavouring ingredient for soups, made dishes, and sauces. Sold by all Italian warehousemen, chemists, grocers, ship chandlers, and provision dealers.

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BRAG. Serio-comic Song. Written and Composed by ALFRED SCOTT GATTY.

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WHEN THE ROSES BLOW. Song. Written by R. REECE. Composed by G. B. ALLEN.

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We have had occasion to favourably notice Mr. Gatty's comic songs, and the two under notice do not alter our opinion of their character. "Brag" is a comic song of a mild order, but hardly to be ranked as serio-comic. It is all fun. "Put It Down to Me" is more pungent, and broader in tone, but without approaching coarseness. It is sung nightly by the St. George's Hall Christy's, and hardly ever fails to be warmly encored. Both songs are in marked contras, with the music-hall type, and deserve a wide circulation. "When the Roses Blow" is a ballad which has also obtained much favour with the Christy's, and it well merits it. The melody is very taking, and quite equal to any of Mr. Allen's uniformly excellent settings. "The Days were Sweet in Summer Time" is another excellent song, and if it reaches a front place in the thousand and one new compositions before the public it will fully deserve it.

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The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their Steamers for—

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| ALEXANDRIA. | " " | Every Sunday, at 7 A.M. |
| ADEN ..... | " " | " " |
| BOMBAY ..... | " " | " " |
| GALLE ..... | " " | " " |
| MADRAS ..... | Saturday, May 14, 2 P.M. | Sunday, May 21, 7 A.M. |
| CALCUTTA ... | And every alternate Saturday thereafter. | And every alternate Sunday thereafter. |
| PENANG ..... | | |
| SINGAPORE ... | | |
| CHINA ..... | | |
| JAPAN ..... | | |
| AUSTRALIA ... | Saturday, May 14 2 P.M. And every fourth Saturday thereafter. | Sunday, May 21, 7 A.M. And every fourth Sunday thereafter. |

Arrangements having been made with the British India Steam Navigation Company, Passengers, Cargo, and Parcels are now booked through to any of the Ports touched at by that Company's Steamers.

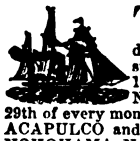
For full particulars as to Freight, Passage, and Insurance, apply at the Company's Offices, 122, Leadenhall-street, London; or Oriental-place, Southampton.

## ACCELERATED MAIL COMMUNICATION WITH JAPAN.

The Mail steamers of the PENINSULAR and ORIENTAL STEAM NAVIGATION COMPANY, will, until further notice, run Fortnightly from Hong Kong to Yokohama and *vice versa* DIRECT instead of *via* Shanghai as heretofore. The Hong Kong and Shanghai Mail Service will be continued as at present.

122, Leadenhall Street, May, 1869.

## MAIL ROUTE FOR CALIFORNIA, JAPAN AND CHINA, VIA PANAMA.



THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamers from NEW YORK on the 1st, 11th, and 21st, and from PANAMA on the 9th, 19th, 24th, and 29th of every month for SAN FRANCISCO (calling at ACAPULCO and MANZANILLA *en route*), thence to YOKOHAMA, NAGASAKI, SHANGHAI, and HONG KONG, on the 4th of every month. Passengers from England may connect with this line at New York by any of the following lines:—

Cunard Line, leaving Liverpool every Saturday.
Inman Line, leaving Liverpool every Wednesday.
National Line, leaving Liverpool every Wednesday.
Guion's Line, leaving Liverpool every Tuesday.
Hamburg-American Line, from Southampton every Friday.
North German Lloyd's Line from Southampton every Tuesday.

And at Panama by the steamers of the
Royal Mail Line, from Southampton on the 2nd and 7th of month.
West India and Pacific Line, from Liverpool 5th and 20th of month.
Generale Transatlantique Line, from St. Nazaire 8th of month.

Passengers by this route are less than ten days in the tropics.

For further particulars and through passage rates apply to H. STARR and Co., Passenger Agents, Pacific Mail Steamship Company, No. 22, Moorgate-street, London.

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FRENCH MAIL STEAM PACKETS LEAVE MARSEILLES AS FOLLOWS:—

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| 23 January<br>20 February<br>15 May<br>12 June | For | Alexandria, Aden, Point de Galle (Ceylon), Pondicherry, Madras, Calcutta, Singapore, Batavia, Saigon, Hong Kong, Shanghai and Japan. |
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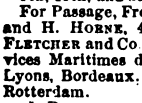
9th, 19th, and 29th of every month for Alexandria.

For Passage, Freight, and information, apply to B. W. and H. HORNE, 4, Moorgate-street, London; G. H. FLETCHER and Co., Liverpool; at the offices of the Services Maritimes des Messageries Imperiales in Paris, Lyons, Bordeaux, and Marseilles; or to Smith and Co., Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

## NEW ROUTE TO CHINA AND JAPAN, VIA LIVERPOOL.



THE WEST INDIA AND PACIFIC STEAM SHIP COMPANY (Limited) sign through bills lading for goods to Yokohama Nagasaki, Hong Kong, and Shanghai, via San Francisco, by the Pacific Mail Steam Ship Company's new line of mail steamers rom that port.

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CHINA AND JAPAN.

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|---|---|---|---|---|
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| Hong Kong | Star of the North ..... | AA1 | W.I.D. | With des. |
| Shanghai ... | Beemah ..... | A1 11 yr. | E.I.D. | May 20 |
| Tientsin and Chefoo ... | Premier ..... | AA1 | W.I.D. | With des. |
| Yokohama (Kanagawa) | Ta Lee ..... | A1 14 yr. | W.I.D. | With des. |
| Ditto ..... | Rockcliff ... | A1 13 yr. | W.I.D | To follow |
| Hiogo and Yokohama | Jhnne.Marie | 3-3rds L1 | W.I.D. | With des. |

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|---|---|---|---|---|
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| Ditto ..... | Omba ..... | A1 16 yr. | E.I.D. | With des. |
| Hong Kong | Jas. Shephrd | A1 13 yr. | W.I.D. | With des. |
| Yokohama | Miako, new clipper ... | A1 16 yr. | E.I.D. | With des. |
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| Port. | Ship. | Class. | Tons. | To Sail. |
|---|---|---|---|---|
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| Do. ..... | Burlington | A1 13 yrs. | 652 | May 20 |
| Calcutta..... | Clive ..... | A1 13 yrs. | 591 | May 10 |
| Do. ..... | Savoir Faire | AA1 | 1396 | May 20 |
| Do. ..... | Brit. Envoy | AA1 | 1265 | June 5 |
| Madras ..... | John Masterman ... | A1 13 yrs | 602 | May 10 |
| Shanghae ... | Lauderdale . | A1 15 yrs. | 851 | To follow |
| Port Philip . | Zenobia..... | A1 15 yrs. | 1145 | May 12 |

For Freight or Passage apply to GELLATLY, HANKEY, SEWELL, and Co., No. 8, York-street, Manchester; or 27, Leadenhall-street, E.C.

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## JOHN C. CAMPBELL will

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| Destinatn. | Ships. | Class. | Tns. | Dock. | Date of Sailing. |
|---|---|---|---|---|---|
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| Do. ..... | Ocean Beauty ... | A1 16 yr | — | W.I.D. | June 20 |
| Cochin, Calicut, Cannanore, & Mangalore ... | Antipodes . | A1 9 yr. | — | — | May 15 |
| Do. & Carwar | Robert Jones ... | A1 12 yr. | — | L.D. | June 5 |

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| Ports. | Ships. | Class. | Docks | Last Shipping Day. |
|---|---|---|---|---|
| Shanghai ... | Bristow ..... | A1 12 yrs. | | With des. |
| Hiogo and Yokohama... | Westbury ... | A1 10 yrs. | E.I.D. | With des. |
| Ditto ..... | Crest of the Wave ... ... | A1 13 yrs | E I D. | With des. |
| Pernambuco | Rio Grande | A1 10 yrs. | L.D. | With des. |

For Freight or Passage apply to NORRIS and JOYNER, 60, Cornhill, E.C.

## BOMBAY DIRECT (to sail on

the 5th of May), the splendid, Clyde-built, clipper ship THOMAS BELL, AA1, 838 tons register; GEORGE WYLIE, Commander; loading in the East India Docks. This magnificent vessel presents a most desirable opportunity to shippers of fine goods. Last outward passage, Liverpool to Bombay, 79 days. Has room for a few more first class passengers.

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Malabar Coast. First season ship. Will meet with the usual quick despatch.

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Malabar Coast To follow the Antipodes. Will meet with the usual quick despatch

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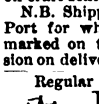

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# The London and China Telegraph.

新聞紙

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON THE ARRIVAL OF THE FORTNIGHTLY ENGLISH, AND MONTHLY FRENCH MAILS FROM CHINA, JAPAN, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A SUMMARY OF NEWS FOR THE OUTWARD MAILS.

VOL. XI.—No. 313.] LONDON, MONDAY, MAY 17, 1869. [Price 9d., with Sup, 1s. 3d.—Sub. 30s. per ann. postage, included. Sup. 12s. extra.


## Latest Advices.

| Ports. | From London. | Arrived out. | HOMEWARD. Received this day. |
|---|---|---|---|
| JAPAN — Yokohama | Jan. 21 | Mar. 13 | Mar. 24 |
| Yedo | — | — | Mar. 23 |
| Osaka and Hiogo | — | — | Mar. 19 |
| Hakodadi | | | |
| Nagasaki | — | — | Mar. 28 |
| CHINA — Peking | — | — | Mar. 18 |
| Tien-tsin | — | — | Mar. 20 |
| Chefoo | — | — | Mar. 27 |
| New-chwang | | | |
| Hankow | — | — | Mar. 28 |
| Kiu-kiang | — | — | Mar. 29 |
| Chin-kiang | | | |
| Shanghai | Jan. 29 | Mar. 17 | Mar. 31 |
| Ningpo | — | — | Mar. 30 |
| Foochow | — | — | Mar. 25 |
| Formosa—Tamsuy | | | |
| Amoy | — | — | Mar. 26 |
| Swatow | | | |
| Hong Kong | Feb. 18 | April 1 | Apl. 6 |
| Canton | — | — | Apl. 5 |
| Macao | — | — | Apl. 5 |
| PHILIPPINES— | | | |
| Manila | Jan. 29 | Mar. 17 | Mar. 30 |
| COCHIN-CHINA— | | | |
| Saigon | — | — | Apr. 4 |
| SIAM — Bangkok | — | — | Mar. 29 |
| BORNEO—Labuan | — | — | |
| Sarawak | | | |
| JAVA — Batavia | — | — | Apr. 5 |
| MALACCA STRAITS— | | | |
| Singapore | Mar. 12 | Apr. 13 | Apr. 13 |
| Penang | Mar. 12 | Apl. 11 | Apr. 15 |

### THE MAILS, &c

The next homeward mail will be that leaving Hong Kong on the 20th April, due here on the 31st inst. Telegrams in advance of it were received on the 8th instant, and those of the succeeding mail (Hong Kong, April 23rd) came in yesterday. Shanghai telegrams to the 27th April, *via* Kiachta, were received at the same time. The latter line is now working admirably.

## List of Passengers.

### PASSENGERS INWARD.

By this mail to Marseilles, per P. and O. steamer *Ceylon*, arrived May 14.—From Shanghai: Miss Morrison, Mr. J. Simpson, Mr. J. S. McColl. From Hong Kong: Mr. H. Nicaise, Mr. Peyronnard, Mr. Bigot, Mdme. Pascal and child. From Singapore: Mr. Harper, Don. F. C. Albaro. From Penang: Mr. Padday. From Galle: Mr. H. Forrest, Mr. F. Newman, Mr. Stoton, Capt. Gaby, Col. and Mrs. Cook, child, and servant, Mr. G. Anstey, Mr. Binney Scott, the Hon. W. C. and Mrs. Gibson.

To Southampton, Per P. and O. steamer Tanjore, expected to arrive May 22—From Shanghai: Messrs. Johnston, Kay, Gutzner, S. Mouer, Mrs. Maclean, three children, and two servants, Mrs. Coxon, Assistant Surgeon Stainstreet, Mr. W. Thomas. From Singapore: Captain Maclean, Captain J. H. Day. From Penang: Mr. and Mrs. Buttery, child and servant, Mrs. Smith, two Misses Smith and child. From Galle: Captain Wilson, R.E., Assistant Commander Lewis, Colonel and Mrs. Hamilton, two Misses Hamilton, Mr. Hamilton, Mr. Breckenridge.

To Gibraltar.—From Hong Kong: Mr. A. S. Sauchez and child. From Singapore: Don I. de la Forre.

By last mail to Southampton, per P. and O. steamer *Nyanza*, arrived May 6.—From Yokohoma: Commander Pusey, Mrs. Macpherson, child and servant. From Hong Kong: Mr. H. Carter, Mr. J. H. Peckham, Mr. R. Bruce, Mr. Evans. From Singapore: Lieut. Farquharson, Mr. Potts. From Galle: Mr. and Mrs. Bisset and two children, Mr. Pole, Mr. and Mrs. Kydd and child, Mr. and Mrs. Kelson, Colonel Macdonald, and Messrs. G. W. Beek (2).

By last Bombay mail to Marseilles, per P. and O. steamer *Tanjore*, arrived April 24.—From Yokohama: Mr. Satow, Mr. Tomizo. From Batavia: Mr. Henderson.

### PASSENGERS OUTWARD.

Per P. and O. steamer *Pera*, from Southampton, May 15.—To Yokohama: Mr. F. L. Pollard. To Hong Kong: Mr. George Collingwood, Mr. G. A. K. Honey. To Penang: Mr. G. Clemen. To Ceylon: Major-Gen. and Mrs. Renny, Capt. Chichester, Mr. and Mrs. G. Vane and child, Miss Vane, Miss E. Iron, Mr. Corfe, Mr. H. Portal.

Per P. and O. steamer *Ceylon*, from Marseilles, May 23.—To Yokohama: Signor Joseph Dell'Oro. To Hong Kong: Mr. H. C. Heywood. To Ceylon: Sir Hercules Robinson, Lady Robinson, two children, and two Misses Robinson, Mr. and Mrs. W. Sabonadière and two children.

Per P. and O. steamer from Suez, May 30.—To Yokohama: Dr. Orlo, Signor Velini.

Per P. and O. steamer *Nyanza*, from Southampton, May 29.—To Ceylon: Mr. and Mrs. R. W. Jenkins.

Per P. and O. steamer *Delta*, from Marseilles, June 6.—To Yokohama: Mr. Andreis. To Shanghai: Mr. Brodie.

Per P. and O. steamer from Southampton, June 12.—To Hong Kong: Mr. W. S. MacLeod.

Per P. and O. steamer from Marseilles, June 20.—To Hong Kong: Mr. and Mrs. P. Karberg. To Batavia: Mr. Otto Sielcken.

Per P. and O. steamer, from Southampton, June 26.—To Singapore: Mr. J. D. Vaughan.

## Summary of News from the Far East.

### JAPAN.

#### YOKOHAMA.

Advices from this port are to the 24th March. The outward mail of Jan. 15 (P. and O.) arrived on the 10th March, the French mail of Jan. 21 on the 13th, and the P. and O. mail of Jan. 29 on the 23rd. The latter conveyed London telegrams to Feb. 19. The *Japan Times* says:—"The unvaried punctuality with which the P. O. Company has performed the mail service under the new contract was a theme of general remark and commendation." From the same paper we extract the following items of general news:—

In our last we had to report an outbreak of typhoid fever, from which more than one death had resulted, and a consequent hospital meeting, at which it was determined to erect a permanent building of considerable size, in provision against future attacks of epidemic. A far larger sum than is likely to be necessary, as it seems to us, has been subscribed for, particularly as we are happy at last in having received the long-expected scheme for the drainage and improvement of our streets. This is the work of Mr. R. H. Brunton, Chief Civil Engineer to the Government of Japan, who came hither last year notably to erect lighthouses on the coast, but whose services have also been given to the community for this highly important sanitary reform. To readers abroad the details of his scheme would possess little interest; it is enough to say that it is able, practical, and economical, and that we anticipate little difficuly in its execution. Our friends at home may, therefore, reassure themselves regarding the health-risks that we run here, and if we fortunately get through the coming hot season unscathed, we may again claim for Yokohama the credit of being, what it ought always to have been, a sanitarium for India and China.

We had nothing to report last mail in politics, and on this occasion, though certain information is in our possession regarding the movements against the ex-Tokugawa pirates in Hakodadi, for obvious reasons we cannot yet give it to the public. It has been stated that the gold mine island of Sado had been taken by them, but there is no truth in the report; nor is there in the statement that a fresh rising had taken place near Nee-e-gata, the origin of this rumour being a riot among the peasantry, who conceived certain interests of theirs would be injured by the cutting of a canal intended to connect two branches of the river. From the North we hear that the French engineers have strongly fortified Hakodadi, and are preparing torpedoes for the *Stonewall*, should she attempt to enter the harbour. Forewarned is forearmed, however, and torpedoes are not beyond the reach of drags. Rice and ammunition they have in plenty, but no money, and as the large majority of Enomoto's soldiers are not inspired by any fanatical enthusiasm for anything except *boos*, this want is found to be a serious one. Emissaries of the late Shiogoon are at work amongst them, too, and signs of disunion have already manifested themselves in their camp. There is a reasonable prospect, therefore, that serious fighting will be avoided; if not, as Enomoto has but

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6,000 men in all to resist the whole force of the empire, the result of a campaign is in no way doubtful.

The currency question appears to be exciting attention in the South, and the *Hiogo News* has an article on the subject. As, however, the writer bases his argument on the theory that Foreign Powers in treaty with Japan should force the Japanese Government to put its Mint under Foreign control, prohibit any issue of paper money, and compel a strict adherence to a standard, we cannot go with him. The control of its currency is the chief prerogative of a Government, and, however our trade may suffer, it would be a frightful breach of the law of nations for us to do more than reason with our ally and point out the inevitable result of his present suicidal policy. We can support our arguments with the most telling examples drawn from our own national histories and by the exhibition of coins from every numismatic museum in Europe far more debased than has ever been the boo, or by bank notes, assignats and greenbacks that have been at a discount much lower than that ever reached by the kinsats. If they take warning from our folly and use our experience to avoid the evils which we have suffered, they will indeed have a claim to be called "a remarkable people." But we must not talk of compulsion.

His Majesty the Mikado will leave Kioto for Yedo about six weeks hence, and it is believed that his purpose is to take up his permanent residence in the Northern capital. The Prince of Uwajima, Minister for Foreign Affairs, arrived by the *Sultan* on the 22nd instant, accompanied by Goto Shiojiro, the officer killed a month ago by our Yokohama and Hiogo contemporaries.

A strange rumour is current among the better classes of Japanese to the effect that several principal Daimios have it in contemplation to give up their sovereign rights as Princes into the hands of the Mikado, their armies and navies to become state services, and thus to create a strong central power. This idea has as yet assumed no definite shape as a proposition, but it is significant that it should even have been mooted. We shall discuss the subject fully in our next.

The Japanese Government have resolved to place copper on the same footing with other articles of trade, and to allow its free exportation at an *ad valorem* duty of 5 per cent. This step has elicited much satisfaction in mercantile circles.

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### HIOGO AND OSAKA.

The *Hiogo and Osaka Herald* says:—"Osaka at present (11th March) is in somewhat of a feverish condition; rumours of an expected rising and other reports of an equally alarming nature are current. It is impossible, however, to give a reliable account of the cause of these statements, as no two native officials will give the same version of what is stirring or is likely to happen in the city and its neighbourhood. One account, which we think can be pretty well depended on, is that numerous bands of Yokugawa-ronins are endeavouring to incite the populace to revolt. Yokoi's murder is attributed to these masterless samourai, and the native authorities are taking the strongest precautions in case these misguided savages, whose numbers are unknown, shall break out into open revolt. In the Foreign settlement soldiers are posted in the Custom House and Bonded Warehouses, and eighty men that Falstaff would have rejected are billeted at H.B.M.'s Consulate. Numerous bodies of troops are often seen moving about, and a general feeling of disquietude can be noted on the faces of native officials and others. Business, no doubt owing to these causes, is at a perfect stand-still.

"In Kioto it is reported that disturbances have already taken place, but no authentic intelligence has as yet been received here.

"A Japanese hotel, bearing the euphonious appellation of Vauxhall Gardens, has been opened. It is intended for the accommodation of Foreigners, and great care has been taken that the creature comforts peculiar to Foreigners are of a satisfactory nature. As we have not yet had time to make a personal inspection of the kitchen and bar-room, we shall forbear criticising the *cuisine* and *internal* accommodation department."

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### NAGASAKI.

The following, apparently the only item of news from this port, is from the *Nagasaki Times*:—

"We are sorry to learn that a few days ago a well-known resident was drawn upon by a Yakunin in the Custom-house of Megasiki. The gentleman in question was there by appointment to meet several officers of Kaga, and to receive from them a sum of money due to him. Some dispute took place concerning the amount, and in the midst of the discussion one of the Yakunins (the captain of the *Kangi-no-kami*), we are told, rushed to the sword rack, and seizing his weapon, drew it from its sheath, and flourished it about the head of the surprised Foreigner. The gentleman kept very cool, and told the interpreter present that he was not afraid of the sword, and it would be better if his friend would put it up. It is much to be regretted that the Foreigner had not a revolver, for we are almost longing to see an example made of some of these cut-throat gentry. Complaint was made to the Japanese authorities through the gentleman's Consul, but of course without any redress being obtained. The Yakunin is now gone to Kaga."

## CHINA.

—o—

### SHANGHAI.

(FROM OUR OWN CORRESPONDENT.)

SHANGHAI, March 30, 1869.

By the Pacific mail, which left this on the 20th inst., you learned that the English mail of the 29th January arrived here on the 18th, two days before its time. The mail of the 12th February is due to-day, but up to the present has not been signalled.

An abstract of the trade and Customs revenue for the past year, as compared with the previous four years, has just been published by the Inspectorate. During this period of five years the total foreign trade with China yielded a revenue increasing from Tls. 6,145,432 in 1864 to Tls. 8,002,751 in 1868. In this there is an allowance made for native produce carried in foreign ships. The total annual value of the trade with different countries is estimated at Tls. 140,235,946, deducting the re-exports to foreign countries; the imports being Tls. 71,121,213, and the exports Tls. 69,114,733. But, in addition to these, Tls. 7,029,900 worth of opium is stated to have passed into the country under the notice of the Foreign Customs Establishment.

The tonnage dues for the past year amounted to Tls. 203,767.

Ying, Taoutai of Shanghai, has been promoted to the Acting Provincial Treasurership, and T'u, a native of Kiangsi, who has hitherto had no dealings with Foreigners, replaces him.

On the 24th inst. the flags of the Foreign Consulates were placed at half-mast, as a token of respect to the late Duke of Brabant, whose death was officially announced on that day.

A Court of Inquiry into the cause of the grounding of the *Everest* was held on the 18th inst., and the pilot in charge of the vessel, having been on board the *Jubilee* when a similar accident happened, was reprimanded and his certificate suspended for two months. Several vessels have been lost near the Yangtsze Cape, where the *Everest* was on shore, and had the weather been rough that ship might not have been saved. She appears, however, to have sustained little or no damage, having been examined in dock; but the expenses incurred in anticipation of the vessel requiring assistance will necessitate the payment of a general average. The pilot of the *Everest* has sued the captain for Tls. 89 pilotage. The claim was withstood on the ground of incompetence, but the Court held that the charge of unfitness was not proved, and gave judgment for the amount claimed.

By the French mail which left on the 24th inst. Viscomte Brenier de Montmorand, late French Consul-General, returned home. M. Brenier's departure is universally regretted, both by his colleagues and by the Chinese merchants resident in the French Concession. Before leaving he was presented with a pair of *Wan-min-san*, or State umbrellas. He is succeeded by M. Dabrey, who has hitherto been Consul at Hankow.

The following will give you and your readers an idea of the value of property in Shanghai. On the 22nd inst. was sold the Fung Mow property, including the hong known by that name, another dwelling house, godowns, &c., the whole standing on about 10 mow 9 fun of ground, for Tls. 27,000; after which fifteen shares in the Shanghai Gas Company were disposed of for Tls. 100 each, five shares in the same company for Tls. 98 each, and two shares in the Shanghai Race Course for Tls. 114 each. On the 25th the following prices were realised:—Twenty-three shares in the Shanghai Gas Company at Tls. 99 per share, and a lot of ten in the same company at Tls. 98; two shares in the Union Steam Navigation Company, with a dividend of 10 per cent. guaranteed for the past year, sold at Tls. 256 each; two other lots, consisting of three and five shares respectively, were sold without dividend guarantee at Tls. 254 per share; and a third lot of three sold at Tls. 253 each; ten shares in the French Gas Company went at Tls. 25 per share. Two shares in the Shanghai Club were also offered; but there was no bidding.

A new branch of trade has sprung up in Shanghai, the *Costa Rica* having taken 2,500 dozen eggs on her last trip, for the San Francisco market, where by last advices they were selling at four cents each.

A meeting of silk inspectors and others was held on the 19th inst., when the following resolutions were adopted.

I. That in order to assimilate, to some extent, the practice of China to that of foreign countries, no smaller weight than one pound avoirdupois be used in weighing silk, and that a bale weighing lbs., 107 is to be held to weigh 80 catties only, and nothing over allowed for.

With respect to this it was shown that on an average export of 60,000 bales there was, by taking fractions into account, an annual loss of no less than Tls. 67,500.

II. That muster bales be taken at actual weights.

III. That a Committee of reference of five be chosen by ballot by the present meeting to receive any complaint or grievances from both Foreigners and Native Silk Dealers, to be laid before a meeting to be called every six months to discuss all questions relative to the trade.

That the Committee appointed be requested to have the resolutions printed in English and Chinese, and copies be delivered to those silk brokers and dealers who signed the circular of May, 1865.

IV. That the Committee be requested to ascertain the average loss of weight on the different kinds of silk to the different European markets.

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V. That an allowance for tares on Throwns and Re-Reels be made a universal custom in the silk trade.

VI. That the resolutions with regard to weighing and tares take effect from the 1st June.

VII. That the committee be requested to communicate with the Commissioner of Customs and the agents of the mail steamers to endeavour to arrange for a more convenient mode of paying the export duty on silk than that at present in vogue.

VIII. That the proceedings of this meeting be sent to the Chamber of Commerce for the information of that body.

Messrs. Miller, Helbling, Annett, Brand, and Peters were elected members of the committee appointed by Resolution 3.

It was stated by one gentleman present that every bale pays 28 dols. at Nanzing, as follows:—Tax to mandarins, 16 dols.; tax for Hangchow Wall, 2 dols.; tax for mandarin's household expenses, 2 dols.; tax for the poor, 2 dols.; tax for Li Footai, 6 dols.; total, 28 dols.

The bachelors of the Settlement entertained their friends on the evening of the 18th inst. at a ball held at the Shanghai Club. In spite of a terribly inclement evening, the attendance of ladies was very numerous, and the ball a triumphant success.

On the 23rd the second of the Temperance Society's lectures was delivered before a very large audience by the Rev. E. W. Syle, on "The Countries We Visit." The U.S. Consul-general kindly placed his court room at the society's disposal for the evening.

I mentioned in my last that an official expedition had been sent up the Yangtsze to explore the river, with a view to estimating the capabilities of the various proposed new ports. In consequence of the accidental non-arrival at Hankow of the little steamer *Faust*, Admiral Keppel asked Li Hung-chang, now Governor-General of Huquang, for the loan of a small steamer, the *Dragon*. The Viceroy is said to have refused, on the ground that the proposed exploration was contrary to the treaty. The Admiral, however, intended to push on as soon as the *Faust* should arrive, but in the meanwhile despatches were received in Shanghai from Sir Rutherford Alcock, countermanding the expedition, in consequence of the reported murder of a French bishop in Szechuen. We have yet to learn whether the new instructions reached Hankow before the steamer started.

A letter from Sir Rutherford Alcock to Mr. Medhurst, in reply to an application from Dr. Macgowan for aid in establishing telegraphs, has been published. I would commend the following extracts from it to the attention of the officials who have been talked over by Mr. Burlinghame:—

So far, the effect of all the arguments adduced, and the constant representations made, of the advantages to be derived from railroads and telegraphs, has not been such as to encourage any sanguine hopes of progress in this *or any other direction.*

You may inform Dr. Macgowan, however, that there is no argument in favour of telegraphy referred to in his letter which has not been repeatedly and earnestly pressed upon the attention of the Ministers of the Tsung-li Yamen, and no objection to it on the part of the Chinese, that has not been met in the way he would indicate, by my colleagues and myself. You may also add that, *of the desire for progress which the Chinese Mission, now in Europe, assured Dr. Macgowan's countrymen was so ardent and general with the rulers in China, there is no evidence here.* If any hopes are built upon its existence, therefore, I fear there is nothing but disappointment in store for those who indulge in them. . . . . .

The P. and O. steamer *Sunda* will take with the mails 537 Chinas and 58 Japans, in all 595 bales of silk.

It seems to be forgotten that all treaties hitherto made with China have been such as were dictated by Foreign Powers, and in accordance with their views rather than those of the other contracting party. The revision at present in contemplation will take place under totally different circumstances. Nothing new can find place therein, which is directly contrary to Chinese views of their interests in relation with Foreign Powers. If the rulers of China cannot be made to see the advantage to themselves and the nation, as well as the practicability and safety of Inland Steam Navigation, railroads, and telegraphic lines, or the working of mines, and residence of merchants in the interior with exterritorial privileges attaching, it is very certain they will not yield to any force of argument and reason, or earnestness of friendly counsel. And if these do not prevail, what other means remain, apart from the employment of force and means of coercion? But this would be to make the refusal to listen to our suggestion and demands for increased advantages a *casus belli*. It cannot be necessary to remind Dr. Macgowan that, so far as this ultima ratio of Governments and nations is concerned, the United States of America could be no party after the signature of the "additional articles," and the assurances they contain. It is quite certain they will not force telegraphy, or any other improvement, upon an unwilling Government here. And, I may add, it is equally certain that such a course would be contrary to the tenour and spirit of the instructions of the British Government, and opposed to the whole course and tendency of public opinion at home. Whatever, therefore, may be the desire of the best friends of China, and of foreign merchants, to see her advance in the path of progress, and enjoy the increased prosperity which the adoption of the several improvements referred to would do so much to secure, I cannot feel justified in the present aspect of affairs in holding out any hopes of material modification in the policy or disposition of the Chinese Government in regard to telegraphs and other similar innovations on established customs and habits.

With regard to this letter, the *Supreme Court and Consular Gazette*, which is notoriously under official management, assures its readers that another war is the only possible solution of the present Chinese questions.

From Chefoo I hear that H.M.'s gunboat *Insolent* has been sold to Messrs. Jansen, Vassmer and Co. for Tls. 5,000.

I subjoin translations of some interesting native documents recently published:—

I. *Notification by the Taoutai of Shanghai regarding abusive terms addressed to Foreigners.*

It is well known that the inhabitants of every locality apply nicknames to those of every other, as, for instance, in this province the people of the north bank of the river are called Tai-tzu by those on the south, and those on the south Man-tzu by those on the north; and through long custom and intercourse these epithets give no offence. It must be remembered, however, these terms are only used when speaking of strangers, and in their absence; and we return in all cases to our traditional consideration for each others' feelings when brought face to face with those strangers. It would be out of the question to address any one present by such epithets.

Now, it may very well be that in former time some Chinamen would call all Europeans "Kuei-tsu,"—a far more indelicate phrase than either "T'ai-tzu" or "Man-tzu,"—and this might have been very allowable before the days when Foreigners were allowed to trade in China. China and foreign nations being now, however, bound together by treaties and commercial intercourse, exert themselves to preserve amity; and it is by no means right to adhere to the custom alluded to. It is difficult for any one to take it in good part, when he hears such a term of abuse applied to him.

At the request of the British Consul, I issued this proclamation for the information and guidance of the whole people, civil and military. Should any Foreigner pass near your homes, you must address him as "Yangjên"—and by no other term. Contravention of this proclamation will be visited as severely as the law allows.

The Deputy in the Mixed Court is ordered to do his best towards putting down this obnoxious practice.

II. *Imperial Edict regarding Opium Cultivation.*

Regarding the memorial presented by Censor Yew Pih-chuen, "conveying strict prohibition of the cultivation of the poppy in order to save the people from ruin;" we find that the evils arising from the cultivation of that plant have a serious effect on the livelihood of the people. It first commenced in Kansuh, and from thence extended to Shense and Shanse, and lately the cultivation of the same has been taken up in some parts of Kiangsu, Honan, and Shantung. Ignorant people being ambitious of profit have neglected the evils; they only see what is before them, and the consequence will be that all rich plantations will be covered by that useless weed, which will be very serious to the livelihood of the people. Strict prohibitions were once ordered, and we now again command you, Governors-General and Governors, to give immediate instructions to your officers to notify fully to the people that the prohibition is being enforced; and should any bad characters dare to set the prohibition at defiance they will be instantly visited with the full penalty of the law. Should any magistrate fail to have this properly attended to, and thereby allow himself to be misled by his under officers, and constables under false representations; let his superiors immediately cause him to be reported and punished; and do not you conceal his conduct in the slightest degree.

Let this be full notified throughout the Empire, and obey you, this our command.

Tungchi, 7th year 12th moon, the 20th day,
(1st February, 1869.)

III. *Commission conferring military rank of the fifth grade upon Mr. Rolls, of the Kiangsu Arsenal.*

The Lieutenant-Governor announces that on the 3rd January, 1869, he received a despatch from the Governor-General of Huquang, stating that on the 19th September, 1868, he, being then at Te-chang, in Shantung, forwarded a memorial to the Throne, setting forth that in expelling the rebels from Anhuei, Hupeh, Honan, Shantung, and Kiang-si, several persons proved themselves worthy of reward, and that certain officers of the naval forces, commissariat, and other departments were alike entitled to consideration. On the 26th September, 1868, the Governor-General received a swift despatch, stating that the Imperial will had been declared regarding another memorial; and on the same day a formal despatch dated on the 23rd September, 1868, was received. In this it was stated that the officers recommended were rewarded in the manner indicated.

The Lieutenant-Governor, therefore, taking the names on the list, sends copies of this for the information of the persons concerned.

To Mr. Rolls—the button of the fifth rank. Dated Feb. 15th, 1869.

This rank, it should be remarked, is military. Indeed, Macartney is the only Foreigner who has obtained genuine civil rank from Peking.

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### THE NORTHERN PORTS.

A Tientsin correspondent writes:—"I expressed a doubt in my last letter as to the degree of importance to be attached to the Emperor's opium edict; and I am now still further persuaded that there is no such definite intention to prohibit the local growth of the poppy, as was reported. You will be glad to hear that Tseng-kwo-fan has not yet come down with his threatened army."

A Newchwang correspondent writes:—"The ice commenced to break up on the 3rd March; but at Tien-chuen-tai, fifteen miles higher up the river, native carts are still crossing. Although at times there is no ice near the settlement, it will not be safe for shipping much before the 20th. Last year the *Miaca* arrived on the 10th, and had to go on shore to save her from the floating masses of ice. Except a few bold fishermen, natives do not launch their boats till after the 15th. Malwa is rising; natives offer to buy at Tls. 540, but holders want Tls. 10 more, on account of news from the South of a rise. Dealers are slowly coming in from the country, and at present are lukewarm in their demands for goods. I hardly think the market for 6⅛c. will open at more than Tls. 2.20 or Tls. 2.25—a poor price for holders of last year's stock. The Customs are looking out for a spot for a lighthouse on the coast."

## HONG KONG.

The present mail brings advices from Hong Kong to the 6th April. The outward French mail of Feb. 18 was delivered on the 1st April. The local news by this opportunity is comprised in the following extracts from the *China Mail*:—

Another "tale of the sea" comes to us illustrative of the piratical doings of manstealers. The Chinese gunboat *Tien-po*, Captain de Longueville, in the beginning of last month, while cruising off the coast of Tonquin, fell in with and destroyed an armed junk, there being evidence of the piratical intentions of the crew. The *Tien-po* lay at anchor in the neighbourhood, and was joined soon after by a large junk, in a very friendly manner, and apparently with the most innocent intention. Captain de Longueville, however, not being satisfied of the asserted authenticity of the papers produced by the junk's master, instituted further enquiries, and found on board a large number of men, who declared they had been kidnapped from San-chuan. Capt. de Longueville, having satisfied himself that the statement was true, took possession of the junk and sent the captured men on shore, giving them some money and provisions, to enable them to reach their homes. The junk and its crew he took to Canton and reported the circumstances to the authorities there. We hear that the crew were beheaded on the 20th instant. It is no joke being defendant in a Crown action of that sort!

Considerable astonishment has been caused by the sudden vanishment of a gentleman well-known in the Colony, who held the position of manager of works to the Union Dock Company. Mr. A. D. Mitchell is said to have taken a chair, in which he and two boxes were transported one evening to one of the wharves, after which a sampan was hailed, and he and his boxes were shoved off. He left orders for his chair-coolies to be in waiting next morning at half-past seven at Wanchai; and in waiting the chair-coolies were accordingly until nine or ten o'clock. Information was first conveyed to the Dock authorities by the chair-coolies referred to, when Mr. R. S. Walker communicated with the Captain of Police, being then under the impression that there had been some accident, or that the absentee had met with foul play at the hands of the sampan men. Further inquiries, however, show results of a different kind. The disappearance of the gentleman evidently was well planned and not unskilfully carried out. His dwelling-house was pretty well weeded of its valuables, his rent was in arrear, and his clothes and private papers have gone with him. It is almost certain that he had steered himself on board the American ship *Shirley* (Captain Ferguson), which vessel sailed on the same day for San Francisco.

There can be little doubt that Mitchell fled from monetary embarrassments which were likely to encircle him in a variety of ways. He was a man who, from a commercial point of view, had "many irons in the fire," and as some of these are spoken of as likely to become red-hot, the explanation of his flight becomes more easy. It is a matter of congratulation to the shareholders of the Dock Company that he has done nothing, and has not had the opportunity of doing anything, prejudicial to the accounts of the company; but the same comfort cannot be given to many with whom the absentee has had personal transactions. Many worthy people mourn his absence, and will not be comforted under a double-figure column of thousands of 7.1.7's. But besides this, there is a feeling of regret that one who had made many friends in the colony should have cut them in a manner so sudden and so equivocal. Recent changes in the management of the Union Dock Company are said to have considerably influenced the gentleman's departure, his opportunity of engaging in private speculations under the company's connection having been much lessened; and this, together with difficulties which loomed in the distance, is said to make up the motives for his hasty flight to California.

A fresh collision has taken place between the savages of the interior of Hainan and the Chinese troops stationed in the south of the island. Two Chinese military officers were killed, and a considerable number of soldiers wounded.

Leave to appeal on the part of the Crown against judgment in demurrer Regina *v.* Saint was opposed on the 30th ultimo, before Chief Justice Smale, by defendant's counsel. The petition was withdrawn, the Attorney-General saying he should apply to the Privy Council direct for leave. Defendant has made arrangements accordingly.

The Registrar-General's report states that the loss to Chinese landlords during the past year, owing to the fall in rents, is put down at one hundred thousand dollars.

The following notes are from a correspondent:—

A telegraphic scheme for connecting the Indian lines with Siam and Saigon, and thence to Hong Kong by a submarine cable, is in progress, under the auspices of Mr. Augustus Heard (American), Mr. Kresser (French), Mr. Pollard (British), in connection with Mr. Parker (a merchant of Saigon). This has caused some renewed activity on the part of Mr. Read, of Singapore, who goes to Bangkok in order to take steps for putting his scheme into operation. Now that he has an opposition he must move along and get his company formed for laying down wires from Maulmain to Singapore and Bangkok. It is high time this matter was carried out.

Visitors to Hong Kong need no longer trouble their friends to quarter them. The Hong Kong hotel is a building of very large dimensions, built to suit the climate, and in every respect a comfortable abode. For a good room and an excellent table the charge is four dols. per day, but for a stay of over a week considerably less is charged.

The *Overland Trade Report* has the following important note on silk packing:—

"Some remarks made by Mr. Barnes, agent to the P. and O. Company, upon the subject of packing, are noteworthy. That gentleman said that the steamer agents had noticed that in some instances silk was much worse packed than formerly. He had seen bales on board the steamer on Shanghai with the rope off already. Consignees in London, of course, bring the state of the bales to the notice of the P. and O. office there, who blame the agents here; whereas the real blame lays with the bad packing. The Japan packing was far superior to anything he had seen in China. Many bales were packed in gunny, and tied with strong rope."

## JAVA.

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### BATAVIA.

Advices from this port are to the 8th April, and announce an outbreak on a private estate at Bukasi, about twenty miles from Batavia. The quarrel arose in the payment of paddy in a wet state, and an official having killed one of the number with a revolver, a rising took place. Some exaggerated accounts have appeared on the subject, but cannot be relied on, as the correct position of things was not known on the departure of the steamer from Batavia.

## STRAITS SETTLEMENTS.

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### SINGAPORE.

From Singapore our advices are to the 13th April. The outward mail of March 12 was just coming in. We gather the following news from the *Straits Times*:—

There has been one meeting of the Legislative Council during the fortnight, at which the only subject under consideration was the desirability or otherwise of introducing the penal code of India to be the criminal law of the Settlements. A fair amount of discussion took place, and though some difference of opinion was expressed, the second reading of the Bill was assented to without division. The proceedings of the Council at this last meeting were, for the first time, reported by a shorthand writer; but the result does not appear to be so satisfactory as was expected, and the report bears evidence of considerable revision and amendment in the production. This may be satisfactory to members whose rhetorical shortcomings are thus screened, but it is scarcely what the public expected by the appointment of a paid shorthand reporter.

The chief subject of general interest which has absorbed attention is the necessity for the adoption of measures calculated to give greater security in cases of conflagration. Many valuable suggestions have been thrown out, and it is to be hoped that the next calamity of the kind which occurs here will find us better prepared for it. A volunteer fire brigade has been organised, comprising in its ranks the great majority of the residents; officers have been named, and its management entrusted to a committee, who will, doubtless, obtain for it from the Legislature some recognised status to render its effectiveness complete. It is also strongly urged upon Government to constitute a Court of Enquiry to investigate the causes and particulars of every serious conflagration occurring in the city. The inconveniences arising from the absence of some such tribunal have had ample illustration in the instance of the late fire, where every effort towards enquiry must partake of a grave criminal character very disagreeable to all concerned.

From Labuan we have the address of Governor Hennessy to the Legislative Council there, which presents a most satisfactory picture of the condition and prospects of that colony. A surplus re-

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venue, increasing trade, and contentment among the people, are wholesome signs of good government.

A correspondent sends us the following items:—

Mr. Read, the co-concessionaire with Mr. Paterson in the telegraph scheme between Rangoon, Singapore, Bangkok, &c., will shortly proceed by the steamer *Weazel* for Bangkok, with a view of carrying out some further arrangements with the Government, and it is expected that he will shortly be able to send forward the scheme to London in such a state as to form the company, obtain the capital, and have the wires sent out. An opposition scheme is in progress at Hong Kong.

One of the French transports, *La Creuse*, arrived on the 9th from Suez with troops for Saigon. They are generally considered as food for *fever*. Three transports of 3,000 tons are kept going between Saigon and Suez at a prodigious cost.

The P. and O. steamer will take about 250 of the 8th Madras Native Infantry, and the remaining number will go by an early opportunity, leaving here the 7th M.N.I., about 800 strong, and part of the 75th (English), about 450 strong, the head-quarters being at Hong Kong.

Mr. Scott, of Bangkok, who has been released on pardon according to instructions from the Home Government, proceeds to Bangkok previous to leaving for England. It is his intention to promote an inquiry to establish his innocence of the Erin barratry case, on which he was convicted. The Consul at Bangkok, Mr. Knox, was the promoter of his arrest and trial; and will, of course, be deeply interested in Mr. Scott's proceedings.

The Austrian frigates, with the members of the expedition, have not yet arrived, although a month overdue.

It is stated that several of the wealthy Chinese merchants in this colony have it in contemplation to establish a local Marine and Fire insurance Company, and that they have written to China, Penang, &c., to solicit the co-operation of their friends in this important undertaking.

# Commercial Report.

## STRAITS, CHINA AND JAPAN IMPORTS.

YOKOHAMA.—There had been more than one depressing influence to affect the market during the fortnight—the depreciation of the native currency, which had raised the value of the dollar; considerable arrivals, and some rather heavy auction sales of damaged goods. Business was almost at a standstill, home advices and a proper feeling of prudence keeping importers firm, while the Japanese would not give even quoted prices, a small concession on which was necessary to effect sales of almost any staples. During the earlier part of the fortnight a fair business was done in yarns at last mail's prices; Shirtings were but sparingly dealt in, and in other cotton goods little was done. We note sales of good qualities of Black Velvets and some Chintzes, Muslins and Cambrics were sold at low rates. Woollens remained as before, Camlets being still difficult to move and Blankets the same; the small demand for Figured Orleans continued as the only noticeable feature in the market. Current quotations:—Cotton Yarn: Nos. 16-24, per picul, $45 to 46.25; 28-32, $47.25 to 48.50; 38-42, $49 to 50. Grey Shirtings, 7 lbs., per piece, $2.50 to 2.55; 8-4 to 8-8 lbs., $2.77½ to 2.82½; White Shirtings, $2.80 to 3.60. T-Cloths, $1.80 to 2.25; T.R. Cloth 8 lbs. 24 yds. 32 in. per lb., $0.85; Spotted Shirtings, White, per piece, $2.90 to 3; Camlets, S, per piece, $14.50 to 15.50; SS, $13 to 14; Long Ells, $8 to 9.50; Cloth, Broad, per yard, $1.50 to 2; Blankets, per lb., $0.50 to 0.55; Iron, nail rod, per picul, $3.40 to 3.70; hoop, $3.10 to 3.40; bars, $3.30 to 3.60; pig, $1.05 to 1.15; Lead, $7.50 to 7; Tin, $17 to 18.

TIENTSIN.—The market for Grey Shirtings was firm; 6½ Catty Goods had been selling at Tls. 2.2.2. to 2.2.5. White Shirtings were in demand at Tls. 2.2.5 for 56 reed, and Tls. 2.4.5 for 64 reed. 7 lb. Mexican T-Cloths were quoted Tls. 1.9.2 to 2 per piece.

SHANGHAI.—Cottons: Most classes of cotton manufactures had been active during the fortnight, the chief demand having been for T-Cloths and White Shirtings. Grey Shirtings showed an advance of 2 to 3 candareens, and were quoted—7 lbs., Tls. 2 to 2.0.5; 8½ to 8½ lbs. Tls. 2.2.2 to 2.2.8; 9 to 9¾ lbs., Tls. 2.8.5 to 3.2.0. Best 7 lb. T-Cloths had been sold at Tls. 2.1.0, and ordinary and medium makes at Tls. 1.9.0 to 2. White Shirtings were 5 to 10 candareens higher, the demand running chiefly on good 60 to 64 reeds. Drills had not been in much favour during the fortnight, but there was more inqury at the close. Woollens and Worsteds: Business in most kinds had been small, but considerable sales of Figured Orleans are reported. Metals.—Lead had been dull during the fortnight, and rates somewhat easier until the close, when there was some inquiry, and Tls. 6.30 was obtained for L.B. Common brands exchanged hands at Tls. 6.20. Exports since last mail comprised 2,870 piculs to Foochow and river ports. Imports—none by Barbadian, and a small lot of Sheet only by Taitsing. Nail Rod Iron: Holders having slightly given way in their demands, a fair business had been done in Nail Rods at about previous quotations. Bars continued to be inquired after, but importers were still asking more than dealers cared to pay, consequently no transactions had taken place. Coals: Large arrivals of Australian coals had depressed the market for all kinds, and quotations must be considered nominal. The arrivals had been 100 tons from Great Britain, and 4,053 tons from Australia. The current quotations were as follows:—Grey Shirtings, 7 lbs., per piece, Tls. 2 to 2.0.5; 8.4 to 8.6 lbs., Tls. 2.2.2 to 2.2.8.; 9 to 9.12 lbs., Tls. 2.8.0 to 3.2.0. White Shirtings, Tls. 2.3.0 to 3.4.0. T-Cloths, 6 lbs., Tls. 1.5.5 to 1.8.0; 7 lbs., Tls. 1.6.5 to 2.1.0; 8 to 8-4 lbs., Tls. 2.1.0 to 2.6.2. American Drills, 40 yards, Tls. 4.2.0 to 4.4.0. English Drills, 40 yards, Tls. 4 to 4.1.5. Dutch Drills, 40 yards, Tls. 3.8.5 to 3.9.5. Camlets, English, S.S., Tls. 12.2.5 to 12.7.5. Medium Broad and Habit Cloths, Tls. 0.9.0 to 1.6.0. Iron, nail rod, per picul, Tls. 2.2.0 to 2.5.5; Hoop, Tls. 1.9.0; Flat and Round, Tls. 2.6.0 to 2.7.0; Lead, Tls. 5.9.0 to 6.2.5; Tin Plates, per box, Tls. 4.3.0 to 4.8.0; Steel, per tub, Tls. 3.5.0 to 3.6.0. Coals (afloat), Cardiff, per ton, Tls. 10 to 10.2; North Wales, Tls. 9.2.5 to 10.0.5; English, Tls. 9 to 9.2.5; Anthracite, Tls. 10 to 10.2.0.

HANKOW.—This market, both for Cotton and Woollen Goods, had been active during the fortnight. Grey Shirtings at one time reached Tls. 2.2.7 to 2.3.2 for 8¼ lbs., but the closing quotations were Tls. 2.2 3 to 2.2.8. Heavier makes had been in good demand at advanced prices, 9¾ lbs. closing at Tls. 2.9.5 to 3.2.0; 7 lbs. were also in request at Tls. 1.9.8 to 2.0.3. T-Cloths: 7 lbs. to 8 lbs. had met with more attention. White Shirtings were higher by about 15 candareens, and the supply had not been equal to the demand. Drills were still quiet, with few transactions. Fancy Cottons continued in fair demand, and Dyed Goods were quoted higher. Woollens and Worsteds: in Camlets a large business had been done at former prices. Scarlet Long Ells had advanced to Tls. 6.5.0 to 6.6.0 for good chops, and were in demand. Medium and Broad Cloths were more inquired for.

FOOCHOW.—The following comprised the transactions of the fortnight: 2,700 pieces 8¼ lbs. Grey Shirtings at $3.05 to $3.07½ per piece; 1,700 pieces 7 lbs. T-Cloths, at $2.50 to $2.55 per piece; 500 pieces 6 lbs. T-Cloths, at $2.35 per piece; 800 piculs Lead, at $9.50 per picul.

HONG KONG.—The following is from Messrs. Olyphant and Co.'s Circular dated April 5:—Cotton yarn: A gradual improvement has taken place throughout the interval, and an advance of $2.50 per bale has been established; operations have been largest in Nos. 16 to 24, while the demand has been very strong for Nos. 28 to 32, and the increased prices at which these numbers have been held have made the Chinese eagerly take up the inferior parcels offering, to the neglect of the better lots held at higher rates. Piece Goods: The aggregate of the purchases for the fortnight is large, though to a considerable extent swelled by the operations of foreign speculators. Grey Shirtings have been taken to a fair extent, and sales amount to some 30,000 pieces, consisting principally of 8-4 lbs., which are now quoted 2½ to 5 cents dearer; speculative enquiry has existed most in these kinds: 9.12 to 10 lb. goods are in very light stock, and have advanced correspondingly with 8-4 lb. Settlements of 6 to 7 lb. T-Cloths amount to some 55,000 pieces, reducing stocks to a minimum, embracing a fair proportion of good quality, at advanced figures; 8 to 10 lbs. have not been inquired for, though they have shared in the enhanced values with other weights. White Shirtings have continued in demand, and transactions have been restricted to 54 to 66 reed, prices for which, with increased request, have moved upward, while the better qualities have not had equal favour. Turkey Reds have been further dealt in for Japan, and have likewise felt the advance. The market for drills of all kinds is bare, and since the sale "to arrive" last reported no transactions have occurred. Some 1,920 pieces American Sheetings, partially damaged, ex a late arrival, were disposed of at public auction at $4.60 to 4.80 per piece, the competition in the bidding showing a much better feeling for this class of goods, which might now be disposed of privately at advanced rate upon last quotations. Woollens: The market is without life, and sales have been very limited. Purple, green, and dark blue Long Ells are asked for at slightly higher prices, but nothing has transpired, and other kinds are neglected. Lastings are lower; a sale of 360 pieces has been made by a foreign house, showing a decline on previous rates. BBB Camlets may be quoted 50 cents better; Dark Blue are still inquired for, and would easily command last quotations. Metals: A further improvement is noticable in Nail Rod and Bar Iron, while Hoop has receded slightly in value. Steel is quoted 10 cents dearer, a demand for the northern markets having sprung up. For the first several days of the fortnight Lead was taken fairly at former rates, but the inquiry soon ceased, and prices again gave way; holders, however, are looking for a rise in value. Tin is very firm, and there are no lots on offer. Quicksilver is lower. Coal: Arrivals have been—3,623 tons Sydney, and 1,134 tons Cardiff; of the former, 2,346 tons readily found purchasers at $7.50 to $7.75 per ton. Ginseng: No transactions whatever have occurred, and there have been no arrivals to replenish stocks, which are now quite limited. Holders continue very firm, and do not seem at all desirous of courting offers. The following were the current quotations:—Cotton Yarn, No. 16 to 24, per bale, $122.50 to 130.; 28 to 32, $133 to 140; No. 38 to 42, $135 to 140. Grey Shirtings, 7 lbs., per piece, $2.55 to 2.60; 8-4 lbs., $2.78 to 2.87½. White Shirtings, $2.45 to 5. T-Cloths, 6 lbs., $1.99 to 2.15; 7 lbs., $2.20 to 2.60. Black Velvets, 22 in., per yard, $25 to 26. Medium, Ladies', and Habit Cloths, $1.10 to 2. Long Ells, per piece, $8 to 8.50. Camlets, SS. Scarlet, $17.50 to 18; SS. Assorted, $16.25 to 16.50. Blankets, per lb., $0.45 to 0.60. Metals, Iron Nail Rod, per picul, $2.70 to 2.90. Hoop, $2.90 to 3. Wire, $7.25 to 7.50. Lead, per picul, $7.50 to 7.75. Tin, per picul, 27.50 to 28. Tin plates, per box, $6.50 to 6.75. Steel, per tub, $4.20 to 4.50. Quicksilver, per picul, $63 to 63.50. Coals, English, per ton, $10 to 10.50; Welsh, $11 to 11.50.

SINGAPORE.—At the commencement of the fortnight there was a good demand for Manchester staples, and a fair amount of business transpired, but subsequently the market had been very quiet; quotations had been firm, and there was little alteration to report. Grey Shirtings 39 in. 8¼ lbs. sold freely at $2.85 after the departure of the last mail, but there had been a less active inquiry since; stocks of 7 lbs. were light, a limited business had transpired, prices firm; markets nearly bare of 6 lbs. and no sales reported; 45 in. shirtings wanted and stocks cleared. Madapollams enquired for, none in first hands. T-Cloths of all descriptions had met with an active demand and a good business had transpired, rates firmer. Dutch drills quiet, stock light. Yarn of low numbers inactive; No. 40s dull of sale and business limited, quotations slightly weaker. White Shirtings of all qualities had met with a good demand, prices were firmer, and a considerable business had been done; Imitation Irish Linens in active enquiry. Cambrics of fine makes in more request, and No. 24s of low quality also placed to some extent. Figured Shirtings improved in value, and in more inquiry. In Dyed Goods there was little change. Plain Dyed Shirtings and Dyed Figured Shirtings showed no alteration. T. R. Cloth had received more attention, and sales to some extent had transpired, but there was no improvement in values. Prints of good assortments in fair inquiry. Metals: Bar Iron had been placed to some extent at low rates; the stock was heavy. Lead declined in value, owing to lower rates ruling

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in the China markets. Yellow Metal firmer, and stocks in first hands very light. The market bare of Copper Sheathing. Brass Wire in demand; no stocks. Gunpowder unsaleable in any quantity. Coals dull; consumers had heavy stocks on hand, there was no demand, and prices were nominally much lower.

## STRAITS, CHINA AND JAPAN EXPORTS.

### TEA.

YOKOHAMA.—The Tea Market, as expected at this period of the season, had been very quiet. Stocks continued limited, and consisted mostly of inferior qualities; dealers were firm, but in the absence of business prices remained unchanged, and must be considered quite nominal. Settlements amounted to about 600 piculs, a large proportion of which consisted of low grades, the remainder being some parcels of good medium and fine for the California market. Quotations:—Common, $19 to 23 per picul; good common, $24 to 25; medium, $26 to 28; good medium, $29 to 32; fine, $34 to 37; finest $38 to 39; choice, $40 to 42.

SHANGHAI.—Black: Since last mail left the business in this kind had been unimportant, but prices remained unchanged. Settlements for the fortnight, 306 chests; re-shipments on owners' account, 103 chests; stock, 8 chops, or 8,265 chests. Quotations (duty paid, exchange for credits, 6 months sight, at 6s. 1d. per tael, and freight at £3 10s. per ton):—Hohow, (common) 1s. 0¾d. per lb. Green: Extensive transactions had taken place for both the English and American markets, leaving few desirable parcels in stock. Prices of common descriptions show little alteration, but in all better grades Teamen had recovered the decline quoted a month ago. Settlements were: 14,259 half-chests Moyune and Teenkai, at Tls. 24½ to 43¼; 1,640 half-chests Fychow, at Tls. 21 to 24½; 606 half-chests Pingsuey, at Tls. 38¼; and 2,600 half-chests Shanghai-packed, at Tls. 21¾ to 26½. Settlements for the fortnight, 19,105 half-chests; re-shipments on owners' account, 496 half-chests; stock, 34 chops, or 17,458 half-chests. Quotations (exchange, &c., as above) were:—Fychow and Moyune Gunpowder, 1s. 6d. to 3s. 8d.; Imperial, 1s. 2d. to 2s. 10d.; Young Hyson, 11¾d. to 3s. 3d.; Hyson, 1s. 1½d. to 3s. 4d.; Twankay, 9¼d. to 1s. 7d. per lb.

HANKOW AND KIUKIANG.—No business reported.

FOOCHOW.—Messrs. Odell and Co.'s Circular, dated March 30, contains the following:—Our last report was dated 12th instant, since when there have not been any transactions in our market, and no additions have been made to stocks. The teamen are making preparations for going into the country for the new season's teas, and the first boats will be despatched in a few days. But few if any contracts have as yet been entered into on Foreign account, and the amount of money advanced on loan is very limited.

### SILK.

YOKOHAMA.—The market was virtually closed. A few buyers had endeavoured to make small purchases, but the pretensions of holders and the inferiority of stocks had prevented more than a trifling business. Settlements were about fifty bales, consisting of Hanks and Oshus; and about fifty more, Sadai and Ida, went forward by M. I. steamer as reshipments from Hiogo. Arrivals 100 bales, making a stock of 900 bales.

SHANGHAI.—Messrs. C. J. Skeggs and Co. in their Circular of the 30th March report as follows:—For the French mail, which left here on the 24th inst., the business amounted to 311 bales, at rather higher prices for chop Silks, common sorts being unchanged; and, with the addition of 500 bales for the present steamer, settlements for the fortnight are estimated at 800 bales. The following prices have been paid for well known chops: Choopings, No. 2, Tls. 600; No. 3, Tls. 580; Donkey, No. 3, 552½; Blue Peacocks, Tls. 480, and Red Peacocks, Tls. 450; the two latter being very common indeed. In Hainins, No. 2 Fatmows have been sold at Tls. 475; a few Ting-Hou Kahings at Tls. 490; and best re-reeled Hainins have fetched from Tls. 560 to 610 per picul. whilst medium and common silks are rather firmer, but show no sufficient change to alter quotations. Trams and Organzines, being scarce, are held for higher prices.

### STRAITS PRODUCE.

SINGAPORE.—Prices generally were firm, and transactions had been limited; supplies of the principal staples were coming in slowly. Gambier advanced in value after the last mail, and had touched $3.12½ per picul, but the market closed easier, and dealers were offering to sell at $3.10 per picul, about 600 tons had been taken up. Black Pepper in good demand, supplies scarce, and the dealers reported the crops nearly exhausted, a limited business had transpired at a slight advance. White Pepper had a weaker tendency; there was some inquiry, and several transactions were reported. Pearl Sago was very firm, and in good demand higher rates had been obtained. Sago Flour had advanced in value, and supplies have been readily taken up; a considerable amount of business had transpired. Tapioca had been quiet. Tin maintained previous rates, and was in demand; a moderate business had been done. Hides in good demand, and prices firm. Horns had been taken up at full rates. Gum Damar much wanted and supplies small. Rattans of the best qualities in active demand; Coti Rattans had risen in value. Gutta-percha again advanced, and in active demand for good quality at high rates. India-rubber maintained previous prices. Coffee nominally higher; no supplies of Bontyne had come forward.

## EXPORT OF TEA AND SILK, SEASON 1868-69.

TO GREAT BRITAIN.

| Date. | From Kanagawa & Nagasaki. | From Shanghai and Hankow | From Foochow. | From Amoy. | From Canton, Macao, &c. | Total lbs. | SIL Total Bales & Cses |
|---|---|---|---|---|---|---|---|
| From June 1, 1868, to March 31, 1869..... | 731407 | 68689159 | 53399568 | ... | 15790745 | 138610879 | 86217 |
| Corresponding period last season..... | 1059770 | 56147973 | 44981433 | ... | 13650583 | 115839759 | 5301 |

*Shipments Since;*

| | | | | |
|---|---|---|---|---|
| Mar. 9 | per Ellora (ml. str.) | From Shanghai, &c. | ... | — 933* |
| — 23 | ... Emeo (ml. str.) | ... Do. | ... | — 552* |
| — 30 | ... Donnai (Fr. ml. str.) | ... Do. | ... | — 465* |
| Apr. 6 | ... Rangoon (ml. str.) | ... Do. | ... | — 712 |

* Included in above total.

TO UNITED STATES.

| | | Pcls. |
|---|---|---|
| From June 1, 1868, to March 31, 1869..... | 39167247 | 1483 |
| Corresponding period last season..... | 32505053 | 1173 |

*Shipments Since;*

| | | | |
|---|---|---|---|
| Mar. 1 | per John Norman | From Yokohama | ... 48,318* |
| — 2 | ... Annie Braginton | ... Shanghai | ... 274,454* |
| — — | ... Brilliant | ... Yokohama | ... 391,125* |
| — 6 | ... August Fredrich | ... Amoy | ... 431,666* |
| — 7 | ... Albert | ... Do. | ... 343,876* |
| — 15 | ... Monkchester | ... Shanghai | ... 545,202* |
| — 19 | ... Surprise | ... Foochow | ... 575,700* |
| — 29 | ... Do. | ... Amoy | ... 362,841* |
| — 30 | ... Rebecca | ... Do. | ... 435,495 |

* Included in above total.

TO THE CONTINENT.

| | | Bales. |
|---|---|---|
| From June 1, 1868, to March 31, 1869..... | 4096139 | — |
| Corresponding period last season..... | 1425456 | — |

TO AUSTRALIA.

From June 1, 1868, to March 31, 1869 ... ... ... ... 16,781,399 lbs.
Corresponding period last year ... ... ... ... ... 12,050,083

## EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

| At | Bank Bills. | Credits. | Documentary. |
|---|---|---|---|
| Yokohama, 6 m. s. ... | 4s. 6½d. | 4s. 6¼d. | 4s. 6¼d. |
| Hiogo & Osaka ,, ... | — | — | — |
| Shanghai ,, ,, ... | 6s. 0½d. | 6s. 1d. | 6s. 1¼d. |
| Canton ,, ,, | 4s. 6d. | 4s. 6¼d. | 4s. 6⅝d. |
| Hong Kong ,, ,, | | | |
| Macao ,, ,, | | | |
| Singapore ,, ,, ... | 4s. 6¼d. | 4s. 6¼d. | 4s. 7d. |
| Manila ,, ,, ... | 4s. 7d. | 4s. 7¼d. | 4s. 7¼d. |

MISCELLANEOUS.

| — | At Shanghai. | At Hong Kong. |
|---|---|---|
| Bills on India ... ... ... | 301 to 302 | 223 |
| ,, Hong Kong ... ... | 25⅝ to 26¼ dis. | — |
| Bar silver ... ... ... | 111·5·0 | 9 prem. |
| Mexican dollars ... ... ... | 74·4·0 | ¼ prem. |

Bous, at Yokohama, 339½ per 100 dols.

SHARES.

Hong Kong and Shanghai Bank, New, 15; Old, 27½ to 28 per cent. premium.
Hong Kong Gas Company, 41 dols. per share.
Hong Kong and Whampoa Dock, New, 20; Old, 8 per cent. discount.
Union Dock Company, 45 per cent. discount.
China Traders' Insurance, 530 dols. premium.
Hotel shares, 60 per cent. discount.
Hong Kong and Macao Steamboat Company, 8 per cent. premium.

# Shipping Intelligence.

### ARRIVALS.

At YOKOHAMA.—From London, March 14, John Banks, from Liverpool, 15, Anne Wood; 21, Portinscale; from New York, 12, Lorenzo.

At SHANGHAI.—From London, March 28, Taitsing; from Newcastle, 29, Margaret Campbell.

At HONG KONG and CANTON.—From Cardiff, March 23, Ferdinand Brum; 26, Freya; April 5, Queen of the Ocean; from Rotterdam, March 23, Constance; from Callao, April 3, Providenza; from Lisbon, March 25, Maria Pia; from Havana, 24, Cataluna.

At MANILA.—From Liverpool, Hong Kong; from Cardiff, Her Majesty.

At SINGAPORE.—From London, April 7, Nile (str.); 12, Queen of Devon; from Cardiff, March 30, Joseph Holm; April 7, Asiatic; 12, Selim; from Liverpool, March 31, Eleanor Dickson; April 3, Agamemnon; from Newcastle, March 31, Mohely; April 1, Sidonie; from Sunderland, 10, Golden Russet.

At PENANG.—From London, April 1, Corea; from Glasgow, 11, Salado.

### DEPARTURES.

From FOOCHOW.—For New York, March 22, Surprise.

From HONG KONG and CANTON.—For Havana, March 24, Italia.

From MANILA.—For Liverpool, Feb. 27, Feliz; for New York, March 24, White Swallow.

From SINGAPORE.—For London, April 7, Bell of Southesk; for Liverpool, 3, Ribbleton; for Hamburg, March 30, Madagasca; for Boston, Dunmore.

From PENANG.—For London, April 6, Flatworth.

### VESSELS LOADING.

At YOKOHAMA.—For London, Chrysolite (cleared); for New York, John Godfrey.

At SHANGHAI.—For London, Undine (full); Everest, Chillingham; for New York, Chinaman, Anglo-Saxon.

At AMOY.—For New York, Benefactor.

At MANILA.—For London, The Sir Jamsetjee Family, Solent; for Falmouth, Cissy; for Hamburg, Voladora; for New York, Bengal; for Boston, Agnes, Mindoro.

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At SINGAPORE.—For London, Queen of India; for Liverpool, Foxglove; for New York, Chaturanga; Joseph Holmes, for Philadelphia.
At PENANG.—For London, Corea, Ilione, Dharwar, Salado.

## FREIGHTS AND CHARTERS.

At YOKOHAMA.—To London, £4 per ton of 50 cubic feet; to New York, per sailing vessel, £2 15s. to £3 per ton; per steamer, $45 per ton.

At SHANGHAI.—To London, the rate is £3 to £3 10s. per ton; to New York, the rate is unaltered. For the coast there is not much inquiry.

At HONG KONG and CANTON.—For the coast no improvement has taken place either in demand or rates. In home freight only two charters from Zebu to London or Liverpool—the Stirlingshire at private terms, and the Egeria at £3 10s. per ton sugar, and £4 per ton hemp—have to be reported. From the rice ports to Europe there have been no settlements, offers, however, for medium-sized vessels are still obtainable at previous rates. For London and New York direct nothing has been done.

At MANILA.—The Solent, a chartered vessel, takes 250 tons wet sugar at £3 18s. 6d. per ton, and some hemp at £4 10s. per ton, outside freight for London. No other settlements to report.

At SINGAPORE.—To London and Liverpool, £2 17s. 6d. dead weight, £3 to £3 2s. 6d. light cargo. To New York, the same rate per ton of 40 feet.

At PENANG.—The British ship Dharwar, 1,293 tons, has also taken the berth for London at £2 17s. 6d. for pepper and tapioca, £3 10s. for sugar in baskets, and £3 5s. for hides. She has already engaged about half her cargo.

## VESSELS PASSED STRAITS OF SUNDA.

| Date. | Ship. | From | To. |
|---|---|---|---|
| Mar. 16 | Chine and Havane | ... Macao | ... Havana |
| „ 17 | Ouderkerk a/d Amstel | ... Batavia | ... Rotterdam |
| „ — | J. H. Schwensen | ... Saigon | ... Falmouth |
| „ 19 | Banda | ... Bangkok | ... Falmouth |
| „ — | Isles of the South | ... Bangkok | ... Falmouth |
| „ 20 | Jacoba and Cornelia | ... Batavia | ... Rotterdam |
| „ — | Fagel | ... Amsterdam | ... Batavia |
| „ 25 | Humboldt | ... Boston | ... Batavia |
| „ — | Meggie | ... Cardiff | ... Singapore |
| „ — | Felix | ... Zebu | ... Liverpool |
| „ 26 | Wilhelm | ... Hamburg | ... Bangkok |
| „ 27 | Eleanor Castle | ... London | ... Shanghai |
| „ 29 | Chryscis | ... Bangkok | ... Falmouth |
| „ 31 | Lota | ... Bangkok | ... Falmouth |
| „ — | Christina Maria | ... Amsterdam | ... Batavia |
| April 1 | Estrella | ... Manila | ... Liverpool |
| „ — | Ortelius | ... Singapore | ... New York |
| „ — | Abbotsford | ... Saigon | ... Falmouth |
| „ — | Mellina | ... Saigon | ... Falmouth |

## SHIPPING POSTSCRIPT.

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ARRIVALS NOT IN THE TABLES.—At Queenstown, from Bangkok, Alardus; April 18, at Havana, from Macao, Vistula; 21, Onrust; May 12, at Liverpool, from Rangoon, Oxford; 10, at Texel, from Batavia, Frank Marion; from Banjoewangie, Pieter Adolf; at Liverpool, from Singapore, Naworth; May 11, at Brouwershaven, from Banjoewangie, Johanna Christina; 9, off Holyhead, from Manila, for Liverpool, Amigos; —, at Gironde, from Saigon, Glaneur; April 29, at Boston, from Colombo, Inverary; May 14, at Liverpool, from Zebu, Trinidad; 12, at Cuxhaven, from Rangoon, Charlotte Gladstone; 11, off Dungeness, from Java, for Amsterdam, Atlantic King; 16, in the Downs, from Bangkok, West Australian, Taunton.

DEPARTURES.—May 12, from London, for Amoy and Foochow, Eastern Star; for Shanghai, Antrim; 8, from Cardiff, for Yokohama, Jas. Cheston; 9, for Chefoo, Anevoca; 10, from Penarth Dock, for Shanghai, Mary Whitridge; from Sunderland, for Galle, Anne; May 13, from Glasgow, for Singapore, Kinfauns Castle; 14, from London, for Cardiff and Hong Kong, San Fernando; 12, from Sunderland, for Hong Kong, Sharpeton; 15, from London, for Cardiff and Yokohama, Eastern Empire; —, from Rotterdam, for Batavia, Johanna Maria; 13, from Cardiff, for Singapore, Nouveau Nomade; 13, from Clyde, for Hong Kong, Chili; for Singapore, Eliza Thornton.

SPOKEN.—Willy Rickmers, Falmouth to Shanghai, March 12, 12 S., 35 W.; Codan, Cardiff to Singapore, March 11, 20 S., 30 W.; Peruvian, New York to Japan, March 11, 20 S., 30 W.; Trinculo (barq.), from Singapore, Feb. 24, 35 S., 25 E.; Black Nymph, Japan to New York, Feb. 17, 34 S., 23 E.; Fame, Cochin China to Falmouth, April 12, 23 N., 38 W.; Hermine, Japan to Amsterdam, Feb. 24, 35 S., 22 E.; Willy Rickmers, Falmouth to Shanghai, March 12, 12 S., 35 W.; Codan, Cardiff to Singapore, March 11, 20 S., 30 W.; Peruvian, New York to Japan, March 11, 20 S., 30 W.; Trinculo (barq.), from Singapore, Feb. 24, 35 S., 25 E.; Black Nymph, Japan to New York, Feb. 17, 34 S., 23 E.; Fame, Cochin China to Falmouth, April 12, 23 N., 38 W.; Hermine, Japan to Amsterdam, Feb. 24, 35 S., 22 E.; Ellina, Rotterdam to Singapore, April 5, 4 N., 24 W.; Warwick, Gibraltar to Colombo, March 8, 17 S., 32 W.; Columbus (barq.), for Hong Kong, March 14, 17 S.; Litherland (?), Cardiff to Shanghai, March 25, 1 N., 21 W.; Geraint, London to Shanghai, March 31, 6 S., 26 W.; Fidelitas, of and from Hamburg, for Hong Kong, April 2; Benvenue, London to Penang, March 9, off Martin Vas Rocks; Hylton Castle for Singapore, March 10, 18 S., 29 W.; Sisters, Sunderland to Galle, March 24, on the Line, 20 W.; Antifer, Havre to Saigon, April 1, 1 S., 27 W.; Prudhoe (ship), for Shanghai, 25 days out, April 4, 1 S., 23 W.; Imperatrice (ship), Plymouth to Shanghai, 28 days out, April 8, 15 S., 31 W.; Dudley (barque), bound for China, May 11, 49 N., 8 W.; Humber, Batavia to Falmouth, March 19, 11 S., 19 W.; G. M. Watson, Shanghai to London, Feb. 22, 26 S., 7 E.; Caractacus, Japan to New York, May 1, 22 N., 63 W.; Argo, Rotterdam to Batavia, March 20, 1 S., 29 W.; Sierra Nevada, Hong Kong to Falmouth, Feb. 27, 35 S., 26 E.; Sophia, Banjoewangie to Falmouth, March 14, 14 S., 45 (?) W.; Medea, Rotterdam to Batavia, March 10, 21 S., 29 W.

LAID-ON.—At London, for Hong Kong, Ferndale; for Osaka and Hiogo, Sampan; for Shanghai, Wylo; at Liverpool, for Yokohama, Elleray; for Mauritius, Penang, Singapore, Hong Kong, and Shanghai, Diomed (str.).

MISCELLANEOUS.—At Callao, March 29, Suliote, Soule, from Yokohama, and sailed April 2 for the Chinchas. The Countess Russell has been ordered to be surveyed for the conveyance of stores to Hong Kong.

CASUALTIES.—The Westminster, which arrived at Liverpool, from Yloilo, May 10, is reported as being leaky.

The Isabella, James, which sailed from Cardiff, April 12, for the Philippine Islands, put into Lisbon, May 11, leaky.

The Inverary, Auld, from Colombo, arrived at Boston, April 29, with loss of bowsprit and foretopmast, having experienced heavy weather.

The Tartar, Bush, from Cardiff to China, put into Falmouth, Feb. 13, parted from her moorings on the 14th inst., and drifted on to the bank, inside the breakwater, but would be got off the next flood tide; she was ready for sea with a cargo of patent fuel.

## LATEST TELEGRAMS.

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(RECEIVED *via* GALLE, MAY 15.)

### CHINA.

COMMERCIAL.

HONG KONG, April 23.—Grey shirtings, 6¼ catties, 8¼lb., $2 85c. Water twist, 16-24, $1 30c. Cotton, Bengal, fair medium, $17. Tea, nothing doing; total export, China and Japan, 139,500,000lb. Exchange on London, Bank bills, six months, 4s 6¼d.

SHANGHAI, April 18.—Grey shirtings, 6¼ catties, 8¼lb., 2.28 tls. Cotton, Shanghai 15½ tls. Tea, nothing doing. Silk unchanged. Settlements since departure of last mail, 385 bales. Export to date, China and Japan, from commencement of season, 64,000 bales. Exchange on London, Bank bills, six months, 6s. 1¼d. Freights, tea, £4.

## BIRTHS, MARRIAGES, AND DEATHS.

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### BIRTHS.

EDWARDS—On the 21st March, at Yokohama, the wife of Mr. James Edwards, of a son.
JOHNSTON—On the 26th March, at 15, Honan-road, Shanghai, the wife of Alex. Johnston, Esq., of a daughter.
KING—On the 23rd March, at Hankow, the wife of W. W. King, Esq., of a son.
MCVEAN—On the 22nd March, at Yokohama, the wife of C. A. McVean, Esq., of a daughter.
MOURILYAN—On the 6th May, at Lewisham, the wife of T. B. Mourilyan, Esq., prematurely, of a daughter, stillborn.
MILL—On the 27th March, at Shanghai, the wife of John Thain Mill, Esq., of a son
REID—On the 29th March, at Shanghai, Mrs. D. Reid, of a son.
TAYLOR—On the 15th March, at Shanghai, the wife of Mr. J. T. Taylor, of a son.

### MARRIAGES.

JOHNSTON—CAZLY.—On the 16th March, at St John's Cathedral, by the Rev. Canon Beach, M.A., W. Cunningham Johnston, Esq., of Amoy, to Emily Alicia, youngest daughter of William Cazly, Esq., London.
WINBOLDT—STEVENS.—On the 10th April, at St. Andrew's Church, Singapore, John S. Winboldt, M.A., Trin. Coll., Cambridge, C. E., F. G. S. Assistant Surveyor Straits Settlements, to Christiana Isabella, only daughter of the late Robert Stevens, Esq., M.R.C.S. No cards.

### DEATHS.

GROSSKORD—On the 29th March, at Shanghai, D. Grosskord, aged 32.
RENNELL—On the 8th March, at Shanghai, Lydia Wallace, of Philadelphia, U.S.A., the wife of Thornton B. Rennell, Esq., Harbour Master.
WOODS—On the 7th April, at Singapore, aged 52, the wife of B. C. Woods, Esq., barrister-at-law.

A TELEGRAM from Philadelphia, through the Atlantic Cable, states that the Pacific Railway was completed at half-past two o'clock on the afternoon of the 11th inst. With regard to the traffic on the railway, it appears that the preparations making contemplate a weekly emigrant train at the beginning, to be increased as the demand may require, and at cheap rates. But those cheap rates will not be as low as they have been by the Isthmus route, emigrant tickets by which have been as low as £10 from New York to California. The charges at present contemplated by the railway are approximately estimated as follows:—From New York to Chicago, 960 miles, £3 15s.; Chicago to Omaha, 496 miles, £3 10s.; Omaha to Salt Lake, 1,070 miles, £8; Salt Lake to San Francisco, 775 miles, £15 10s.; total, 3,299 miles, £30 15s. In the statement of distances, adding six miles for ferriage from Oaklands to San Francisco gives a total of 3,305 miles. It is said, however, that the company has promised to reduce rates after the 1st of July next, when the cost of a through ticket will probably not exceed £23. The cost of meals and other incidental expenses are estimated at a total of £5 for the trip; and most third-class passengers would lessen this item by furnishing their own supplies. "At these rates," it is observed, "to say nothing of the labour and fatigue of a railroad ride of three thousand miles, there will not, in the nature of things, be many pleasure travellers, and there is much diversity of sentiment as to the amount of freight, local or through."

THE commercial treaty between Japan and Germany now under the consideration of the *Zollbundesrath* contains the following provisions. The King of Prussia is permitted to send diplomatic agents to Japan, and these are to have the right of travelling freely through the country. The seaport towns, Hakodadi, Hiogo, Kanagawa, Nagasaki, Nee gata, and Osaka, as well as the city of Yedo, are opened to Germans. The Japanese authorities are to render every assistance in their power to German vessels in distress, and men-of-war are to be allowed to take in provisions and deposit stores without paying duty.

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The London & China Telegraph.

*LONDON, MONDAY, MAY* 17, 1869.

## LORD GRANVILLE AND THE STRAITS SETTLEMENTS.

THE deputation recently sent to the COLONIAL SECRETARY by the Straits Settlements Association was a movement of immense importance, not only to the communities immediately interested, but to all those Eastern colonies of Great Britain that enjoy the privilege of being governed by a Legislative Council similarly constituted to that of the Straits Settlements. Our report was not completed in time for insertion in the *Telegraph* of May 8th, so that we had then to dismiss the subject with a brief record of facts; we now present (in another column) a full and accurate account of the proceedings, to which we invite special attention, as the reports which have been published by some of our daily contemporaries are far from being correct. In fact, some of them would rather convey an impression that the Association was not prepared with any well-defined plan to submit to the Colonial-office, whereas this is the very reverse of the truth.

The principal grievances—to use a well-worn term—of which redress is asked, may be classed under three heads. First in importance comes the reckless expenditure of the colonial resources which commenced with the *regime* of Governor ORD, and which to the present day exhibits signs of growth rather than abatement. On this head the deputation had scarcely a fair chance of being heard, for Lord GRANVILLE confessed at once that his attention had already been called to the matter, and that by the previous mail he had sent despatches to Governor ORD respecting it. It would, perhaps, be premature as well as impolitic to press for immediate information as to the exact tenour of these despatches, but we may remark, *en passant*, that they could hardly be too stringent in their tone. The excesses that have drawn forth what we trust will be found to be a stern rebuke, will admit of no palliation. The GOVERNOR recently put forth a statement to the effect that the colonial accounts would be found to show a surplus, and by some dexterous process of manipulation an apparent surplus may, perhaps, be exhibited; but the result of an examination of the Government accounts for the last two years, by an independent committee, shows that there must in reality be a deficit. During these two years the expenditure has increased in the ratio of about £50,000 per annum, and an unparallelled development in the resources of the colony would be needed to admit of this, and even then it would be impossible to justify the objects for which the enormous outlay has been incurred. Lord GRANVILLE did not seem inclined to admit this view of the case; but some allowance must be made for official reticence, and it would be strange indeed if an administration so ferociously economical as Mr. GLADSTONE'S would deliberately sanction prodigality in a distant colony any more than at home.

On the second great question—the burlesque of a free Legislature—his lordship was not prepared to stem the tide of argument, and one or two feeble attempts in that direction proved utterly futile. There can be no question that under the present system the non-official members, who are the only representatives of the governed, are entirely without a voice in the deliberations of the governing body. Indeed, on this point Lord GRANVILLE so far endorsed the views of the Duke of BUCKINGHAM as to own that the rules of the Colonial-office compelled the non-official members to vote *en masse* for all Government measures. His lordship certainly endeavoured to justify this attitude by reviving the ancient official dogma that the Government members of the Legislature properly represent the interests of the mixed Oriental population, as distinct from those of the Europeans—but the fallacy of this was so obvious that it hardly needed to be exposed. Every one who has even the slightest knowledge of the Settlements is aware that Natives of all races regard the non-official members as their true and fitting representatives, and this for an obvious reason. The Chinese of the Straits are essentially a trading class, and as a consequence are in constant and intimate contact with the English merchants; their interests are not only identical, but are acknowledged by the Chinese to be so, in proof of which the Municipal Board—in the election of which these Chinese have a large voice—is invariably found to consist of the leading European residents, generally merchants, planters, or professional men, whose knowledge and experience is derived from (on an average) some twenty years' residence in the colony. Even when these old residents retire, their business, generally carried on in the same name, continues to be the object of the same kindly interest on the part of the Chinese, and there were doubtless many among the gentlemen who composed the Deputation last week whose names are still "household words" among them. On the other hand, the official members of the Council, instead of inspiring this entire confidence, are regarded simply as servants of the GOVERNOR, and probably in many cases not unjustly. They are gentlemen who naturally look for advancement in official life, and as a rule have little interest in the colony besides their pay.

Lord GRANVILLE asked the deputation whether they proposed to adopt the elective principle in the choice of the popular representatives, and if so, on whom would they confer the franchise? And the question instead of placing them in a dilemma, as perhaps his lordship anticipated, was answered most fully and satisfactorily. The elective principle, if adopted (which was not, however, insisted on as a *sine qua non*), might be modified, if thought advisable, by a certain right of veto, vested in the GOVERNOR. The nominations might proceed from the Chamber of Commerce. As for the fitness of a large proportion of the Oriental population to exercise the franchise, it has already been exemplified in the case of the Municipal Board, as noted above; and even the election of a Chinese to a seat in the Council itself need not be fraught with any evil consequences, for they have already sat at the Municipal Board, and as police-magistrates, without inconvenience or dissatisfaction to any one. One thing is certain; by whatever means it is to be accomplished, an equalisation of the two elements in the Council will be the only means of obtaining a fair representation of the Colonists, and maintaining a salutary check on the public expenditure.

Lastly, with regard to the relations between the GOVERNOR and the Supreme Court Judges. It is undoubtedly the fact that in other Crown Colonies the Judges are subject to the Colonial Legislature; and there is justice in Lord GRANVILLE'S remark that to make them entirely independent would be dangerous. But this was not asked for. The Colonial Judges should be responsible to the Home Government, that appoints them, and to the Home Government alone. Besides, Lord GRANVILLE, in his observations on this point, greatly undervalued the checks that exist in Eastern colonies on the action of a judge. The colonial press is by no means sparing of its criticisms; public opinion is strong, and is expressed with considerably less reserve than at home, and members of the English bar practice in the Court. Lord GRANVILLE cast a slur on the colonial judges by assuming their inferiority to the occupants of the bench at home; but at any rate they are fully of the same calibre as the generality of Colonial Governors. Again, it must be remembered that for half a century the Oriental population have been accustomed to venerate the judges for their known impartiality, which was attributed to their entire freedom from any local influence; and the supposed source of this impartiality being swept away, the belief in its continuance is imperilled. They have regarded the judges as nominees of a superior power, sent to administer justice alike between European and native, official and private, suitors; but by being placed under the local government they are entirely deprived of this status in the eyes of a large proportion of

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the population. Take, for instance, the case of a Chinese—not one of the superior order that we have indicated as being eligible for the magistracy, &c., but one of the lower and more prejudiced class that necessarily form the majority—and let us suppose that he has a disputed claim on, or complaint against, a Government official, or some person likely to command influence with the Government. Formerly, he would have left his case confidently in the hands of the judge, and accepted his decision—even though adverse—with equanimity. But under the new system he would be only too apt to say, "What shall I gain by going to the Supreme "Court? The Judge, like all the rest, is *now* only a servant "of the GOVERNOR." And an adverse decision, however just, would be received with dissatisfaction, as emanating from a source no longer above suspicion.

It is to be hoped that on reflection the COLONIAL SECRETARY will see that, however startling the propositions of the Association may have at first appeared to him, they are in the main just and reasonable. We hear that the leading members expect to have another interview with his lordship shortly, to explain some points on which he has expressed a desire for further information; and these conferences can hardly fail to prove stepping-stones to at least some amelioration of the hardships from which the colonists are now suffering.

## TELEGRAPHS FOR THE STRAITS AND CHINA.

WE expressed an opinion not very long ago that the time had arrived for the merchants of China and the Straits Settlements to join in undertaking a line of telegraph which should bring them into immediate connection with the British-Indian scheme, by means of a submarine cable from Galle to the Straits, and thence to China; a proposition which at first sight may seem rather a bold one, but which, when examined, will be found to present few serious difficulties, for the longest section of the proposed series of cables would be but two-thirds the length of that about to be laid between Aden and Bombay. From an article in the *Bangkok Summary* we gather some particulars of an enterprise promoted by a few merchants of Hong Kong and Saigon, to establish a neutral line of telegraph between Moulmein and Touron, in Cochin China, *via* Bangkok and Saigon, and from Touron to Hong Kong, by a cable 600 miles in length. This, it is believed, may be completed and brought into operation in a couple of years, and as the existing system of Indian telegraphs—such as it is—already extends to Moulmein, China would thus be placed in communication with Europe. Such a line would be most valuable now, and in the future would be rendered doubly valuable by the construction of the one we have advocated, from Ceylon, *via* the Straits. But it seems, according to the *Straits Times*, that this scheme would interfere with the concession already obtained by Mr. READ for a telegraph connecting Moulmein with the Straits by a route which would also include Bangkok and Saigon. As Mr. READ'S company—the Eastern Asia Telegraph Company—is preparing to commence operations, it would be a pity to allow anything else to interfere with it; but could not an amalgamation be arranged to the advantage of both undertakings? It would be a strong combination, and might command any required amount of capital for future extensions.

## THE P. AND O. COMPANY.

OUR prediction that the directors of the P. and O. Company would find it advisable to place their Japan service on a similar footing to that of the Messageries Imperiales, by organising a separate service between Hong Kong and Yokohama, has been fulfilled. It is now announced that steamers belonging to this company will in future perform a fortnightly service on this line in addition to the present service between Hong Kong and Shanghai, and the effect of this will be a saving of five days on the homeward and two or three on the outward passage. Some of the home papers, in announcing the impending change, have inferred that the acceleration would affect the entire route between England and Japan, but this is of course a misconception; the service is continued as heretofore between Marseilles and Hong Kong, and the saving of time is effected by transmitting the mail between that port and Japan direct, instead of *via* Shanghai. We may congratulate the company on their prompt recognition of the expediency of this alteration, and the residents in Yokohama on the undeniable advantages that will accrue to them from it. The change takes effect with the outward mail which left London on the 23rd April, and the homeward one due here August 9, which will bring Yokohama advices to June 16, instead of June 11, as by the old time-table.

At Singapore things appear to work more smoothly, and we no longer hear complaints of an insufficient time being allowed at that port on the homeward route. But anxious as the directors evidently are to give effect to any practical suggestions for improvements, we still hear a "growl" against the company now and then. With reference to the landing of passengers at Marseilles, for example: when the steamers arrive late in the evening, might not some arrangement be made for the accommodation of the passengers on board until the morrow? Our attention has been called to the case of the *Poonah*, which reached Marseilles on the 29th ult., and went alongside the wharf at 9 P.M., a most inconvenient hour to land, especially for ladies and children, who on this occasion formed a large proportion of the *Poonah's* eighty odd passengers. Indeed many of the children were in bed. Yet the whole of the passengers, without exception, were ordered to land at once, even those who pleaded for a night's rest on board being denied the boon. That such treatment as this is in accordance with the spirit of the company's instructions to their commanders, we cannot for one moment believe.

We hear the company has entered into a contract with Messrs. CAIRD and Co., of Greenock, for a new screw steamer of 3,400 tons burthen and 600-horse power, which, when completed, will be the largest vessel in their fleet.

## THE STRAITS SETTLEMENTS.

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### DEPUTATION TO EARL GRANVILLE.

On Tuesday, the 4th instant, a numerous and influential deputation, consisting of several members of Parliament and a number of gentlemen interested in the Straits, waited upon Earl Granville at the Colonial-office to represent the evil results of the system of government as at present existing at Singapore, Penang, and Malacca, and to call the attention of his lordship to the reckless and extravagant expenditure of the present Governor, Sir H. St. George Ord, and the strong feeling of indignation and resentment which he has contrived to excite in the colony within the first two years of his administration.

Among the members of the House of Commons (some of whom, however, were prevented attending by the unexpected morning sitting on the Irish Church Bill) were R. W. Crawford, Esq., Jacob Bright, Esq., Sir Frank Crossley, Bart., Lord E. Bruce, Lord C. Bruce, Viscount Bury, Sir F. Goldsmid, J. B. Smith, Esq., G. Armistead, Esq., J. Beresford Hope, Esq., Colonel Gray, R. Dalgleish, Esq., E. H. J. Crawfurd, Esq., Alderman Lusk, C. Reed, Esq., J. D. Nicol, Esq., the Hon. C. Carnegie, D. McLaren, Esq., R. N. Fowler, Esq., R. Shaw, Esq., P. H. Muntz, Esq., J. Platt, Esq., E. M. Richards, Esq., E. Potter, Esq., Major Waterhouse, J. P. Brown, Esq., &c. There were also present the Right Hon. E. Horsman, Messrs. Wm. Napier, Guthrie, Boustead, Paterson, Gilfillan, Fraser, Little, Harvey, Mactaggart, Young, Davidson, Tidman, Rigg, Shaw, Leveson, R. Wilson, Rodyk, &c.

The Right Hon. E. HORSMAN, in introducing the deputation, spoke as follows:—

"The gentlemen whom I have the honour to introduce to your lordship to-day represent, and most efficiently and fairly so, the colony of the Straits Settlements, a young and thriving community, which has been latterly subjected on the part of the local government to a series of changes and experiments in legislation and finance which had aroused among a people formerly contented and happy a spirit of dissatisfaction and even disaffection." Mr. Horsman then explained the grounds upon which the transfer to the Colonial-office had been advocated, and in reply to a remark of Lord Granville that under the former government there had been complaints made, explained that these were rarely if ever against the local government, and inferred the justness of the complaints from the fact that they had in almost every instance been redressed. He proceeded—"The machinery of the Government that has been put into action has proved anything but a boon to the Settlements. Where you have a governor and a council of your own in a distant colony everything must depend on the character and qualifications of the Governor, and the constitution of the Council. In the Straits, the Council is composed partly of official and partly of non official members, the former being practically as nine to three, but it is the rule of the Colonial-office that all official members must vote as a matter of course with the Governor.

Lord GRANVILLE: No, no; I must correct you there.

Mr. HORSMAN: I will refer your lordship to a despatch of the Duke of Buckingham, your lordship's predecessor in office, and there you will find explicit instructions to the official members to vote in accordance with the views and wishes of the Governor.

Lord GRANVILLE: There would be certain occasions when I confess they would be bound to do so, but I deny that all are expected to vote with the Governor under every circumstance. So far from that being the case, I have known cases where certain official members voted with unofficial members against the Governor.

Mr. HORSMAN: I am very glad to have the opportunity of calling your lordship's attention to the following paragraph in the Duke of

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Buckingham's despatch:—"A member of the Government will under all circumstances support the Governor with his vote, and I trust, in case he finds it impossible to reconcile such a line of conduct with his wishes or honour, he will not hesitate in resigning his situation, and in the event of his acting contrary to these instructions I shall not be displeased to learn that the Governor had suspended him forthwith from the exercise of his official functions."

Lord GRANVILLE: Notwithstanding what you say, the fact as I have stated it is correct; the official members, upon any important question or orders from the Home Government, would be bound to vote with the Governor, but there are many questions not of such importance, where, as occurs in frequent cases in the House of Commons, the members of the Government are free to pursue their own line of conduct.

Mr. HORSMAN: It is felt that the real value of the Council consists in the unofficial element, which is the only one that represents the wishes and wants of the community, and in the Council of Singapore the official members are in a decided majority.

Lord GRANVILLE: Not so very decided; the numbers are very nearly equal.

Mr. HORSMAN: The officials are eight or nine, and the unofficials three, and it is felt that the Governor in Council has a majority at his back by which he can carry any measure he pleases. The unofficial members, feeling themselves helpless, are growing dissatisfied. One of them has lately resigned, and the Governor cannot fill up his place, although he has endeavoured to induce one or two of the most influential English residents to accept it. I have myself seen a letter from one of the unofficial members protesting most strongly against a continuance of the present state of things, and declaring his intention of never entering the Council Chamber again. I will now ask your lordship's attention to two or three instances of the spirit in which the government of the Straits is being carried on. The new Governor is a military man, and came from a decaying Settlement in the West Indies to a colony, young, healthy and vigorous; and whereas it was the custom of the old Indian Government to leave well alone, his policy has been to leave nothing alone. The Straits Settlements were called upon by the Colonial Office to prove that their revenue equalled the expenditure, and they did prove it, and this was the condition of affairs when the Governor entered upon his functions; but now within two years there is a deficit.

Lord GRANVILLE: We had better postpone any discussion on the finance part of the matter. So far as I am informed, judging from the statement you have been good enough to send me, you are not correct as to the finances. This arises partly from your not knowing that certain estimates were not allowed. The estimate, for instance, to carry out the scheme for building steamers has been suspended, and there are other items under consideration, and which are not likely to be allowed. It would be a waste of time, therefore, to discuss this matter until we have got from Sir H. Ord an answer to the questions addressed to him.

Mr. HORSMAN: The new Governor has certainly talked of increased taxation, which looks very suspicious, but it is a great satisfaction to learn that this most important matter is already receiving your lordship's attention, and I will leave it to refer to another. Before the new Government was formed, the Straits Settlements were absolutely free from all restrictions on trade. But while our neighbours in the East, the Dutch, are gradually retreating from the restrictive policy of which they have seen the folly, the new Governor of the Straits is adopting their retrograde system, and seeking to establish restrictions where none before existed. Mr. Horsman then referred to the Pilotage Bill, the Quarantine Bill, the Passenger Act, &c., and in answer to a remark of Lord GRANVILLE that these were possibly introduced in order to assimilate the system in the colony to the terms of the Merchant Shipping Act, said that the measures complained of were passed by the Legislative Council of Singapore, not by orders of the Home Government; that one, if not more of them, had been returned from the Colonial Office for modification; and that the fact remained that none of the restrictions imposed had been known under the old Government, and the introduction of them could not fail to be vexatious and irritating to both Europeans and natives. He then went on to say: The native temper is a thing to be very much studied by the Governor in these Settlements, but it would hardly appear that he has given himself that trouble. He wanted to raise his revenue, and one mode he hit upon was taxation of native processions of whatever kind, funeral, marriage, or any other.

Lord GRANVILLE: That I understand is given up.

Mr. HORSMAN: I am informed that the inspector of police represented to the Governor that the proposed impost would create so strong a feeling among the native population that it ought to be given up entirely, and the Governor has consented to reduce the tax, though not to repeal it. While on the subject of interfering legislation there is another measure of which I shall be glad to have your lordship's disapproval, as I am happy to know it had that of your predecessor in office. I allude to the Deportation Act of 1867. You have in your office a full history of that measure, in the form of a protest by the Chief Justice, who says it passed the Council at a single sitting, without any previous notice of it whatever being given; and he describes it (I use his own words) as at "variance with the elementary principles of justice, and utterly repugnant to British law." The Duke of Buckingham agreed with that description of it, and he sent back the Act for reconsideration; but is it any wonder that the natives have been stricken with alarm at its provisions, and that large numbers (I hear it stated 2,000) have left the Settlement?

Lord GRANVILLE: That I must tell you is denied by the Governor entirely.

Mr. HORSMAN: There is one other point to which I have to call your lordship's attention. It is not exceptional, because I admit it is the same with other colonies as with the Straits Settlements, but it acts very unfortunately in Singapore, for which not the local but the Imperial Government is to blame. I refer to the removability of the judges by the Governor. Before this change of government took place the system in vogue was most popular and efficacious. Since the change a feeling has grown up amongst the natives that when there are cases in the law courts between them and the executive they cannot rely as before on a just decision. I had a striking confirmation of this two days ago from Mr. Davidson, who has just returned from the Straits. A Chinese tradesman who had repeatedly applied for payment of an account against the Government asked Mr. D. how he should proceed, and on being advised to enter an action, replied, "How can you expect the judge to decide against the Governor? he might be dismissed the next day." Now that represents a prevalent feeling (I am not arguing that it is a sensible one) among the native population, and it is enough to poison the native mind.

Lord GRANVILLE: Notwithstanding what you attest, the system is one that gives very general satisfaction. If you adopt a system in one Crown colony you must adopt it in all; in colonies having a House of Parliament and popular representation the plan may be subject to modification.

Mr. HORSMAN: I quite agree with your lordship as to the propriety of modifying the system according to circumstances, and in the case I am speaking of, if the judges were made responsible to the Home Government only, that would be a great improvement. I am not at all saying that the absolutely independent position held by the judges in England would be desirable in the Straits.

Lord GRANVILLE: I hope that when the natives find the judges do their duty the existing prejudice will wear off.

Mr. HORSMAN: To recur for one moment to the expenditure of the Colony, it does appear very extravagant if we take one illustration of it, and which I believe has already come under your lordship's notice. I refer to the new Government-house. When the present Governor went to Singapore the salary attaching to his office was raised from £4,200 to £5,000 a-year, which is surely quite enough! But it was not thought so by him, for he applied for an increase of £2,000. The late Governor, General Cavanagh, had, previous to the expiry of his office, received the sanction of the Governor-General of India to the purchase of a property suitable for the Governor's residence at a very moderate cost; but the new Governor did not favour it with his approval, and ordered estimates and plans for a palace in a different locality. It is not to the mere fact of a suitable residence being asked that objection is taken: on the contrary, there was every disposition in the colony to meet the Governor liberally and with kind feeling; but there is the gravest objection to the scale on which this building has been carried on and the expense incurred on it. It is calculated that it will cost some £60,000 before it is finished and furnished, and this is one quarter of the revenue of the colony!

Lord GRANVILLE: There will certainly be no sanction to one half of that.

Mr. HORSMAN: Two years ago, before the change of Government, the whole community of the Straits were peaceful and prosperous, whereas now—

Lord GRANVILLE: They were nevertheless always complaining, I think, to the Indian Government.

Mr. HORSMAN: I am well aware that they from time to time made representations to the Indian Government if edicts passed in Calcutta (not by the local Government) were defective or injurious to the special interests of the Straits, and in nine cases out of ten an immediate remedy was applied. They now, however, in reality feel themselves injured by a Government existing in the midst of them. The manner in which your lordship has met the various representations made to you justifies the judiciousness of the course these gentlemen have adopted in coming to your lordship. They might have gone to Parliament first, but out of respect to your lordship they have thought it right in the first instance to seek an interview with you, and I ventured to assure them that, from what I know of your lordship, we had only to convince you that there was a grievance to ensure prompt redress. The subject is one well worth your attention, and if I have succeeded in making that clear to your mind I shall have discharged my duty. We feel that prompt action is required, and we are glad to find you have already to some extent anticipated us. All that we complain of has taken place within the last two years, and the mischief is still going on. Gentlemen just arrived from Singapore and Penang are here, ready to afford your lordship any information you may require. I myself have avoided details, giving you but a bare outline of the case.

Lord GRANVILLE: I am much obliged to the deputation for doing me the honour to wait upon me. To one new to his office the opinion of everyone who knows the colony and is deeply interested in its welfare is exceedingly valuable, and I hope you will come as freely as possible to discuss with me its interests. With regard to the finances, we will postpone that until we are able to give a more full and complete answer to the points. There is one matter referred to by Mr. Horsman which is very important, and if you will be good enough to state what is the notion of improving the Council, I shall be obliged. Mr. Horsman said a vacancy had occurred which it was very difficult to fill up.

Mr. HORSMAN: As regards the number of members in the Council, I am told that in the Mauritius the unofficial members were in a majority, and I asked Mr. Frazer how it was that the Government went on so smoothly as it appeared to do. He says that the present satisfactory state of things dates from the time when a non-military governor, who studied the interests of the colony, was appointed, and that under his administration nothing but good has resulted from the existing constitution of the Council.

Mr. NAPIER: The question was left untouched by the Straits Association as to whether the unofficial members should be elective or otherwise. It is left to your lordship to determine what method should be adopted.

Lord GRANVILLE: I do not think that in an Asiatic colony, where the unofficial members are nominated by the Governor out of a small number of Europeans, that these gentlemen ought to have a preponderating power over the Governor and his officials.

Mr. HORSMAN: The community is a commercial one, in which the interests of the Chinese and other traders are fully represented by

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Europeans; the prosperity of both is derived from one and the same source.

Lord GRANVILLE: Is the selection of the unofficial members by the Governor to be limited to the Europeans?

Mr. HORSMAN: Oh, no; there is no reason why he should not make selection from among the Chinese.

Lord GRANAILLE: Do you recommend he should?

Mr. HORSMAN: I should leave it to your lordship; there are eminent natives fit for the position, whether he choose to nominate them or not. I am told that Chinese are actually elected to the municipal board. But the fact is that the Chinese are wishful to see Europeans in the Council.

Mr. NAPIER: I think your lordship would best get over the difficulty by reducing the number of official members of the Council.

Lord GRANVILLE: The point is whether you should give an absolute majority in the Legislature to the non-official members of it, these being the most intelligent, richest, and most respectable men there, but still a very small class, there being some eighty or ninety thousand natives you have to govern.

Mr. HORSMAN: It is so in some other colonies — Mauritius and Trinidad, for example.

Lord GRANVILLE: But I am told the Mauritius Legislature does not work so smoothly as is represented. Mr. Horsman has stated that there is no complaint whatever against the members that have been already nominated to the Council.

Mr. NAPIER: Certainly not; the appointments referred to have met the highest approval both of Europeans and Chinese.

Lord GRANVILLE: As regards the cost of Government House, have they opposed it?

Mr. NAPIER: The original vote of 100,000 dollars was proposed by one of the unofficial members and seconded by another, and an additional vote since taken to account of the house has also been sanctioned by them, and for the reason, as one of them expresses it in writing to a friend, that were the building not carried on to completion it would remain a standing monument of their folly. It must be borne in mind that on the Governor's first arrival there was every disposition to treat him with the greatest kindness and liberality, and the unofficial members seem to have been surprised into the original vote.

Lord GRANVILLE: I hope the gentlemen of the deputation will bear in mind that when I argue a little against their views it is not in the least degree because I am at variance with their representations, but with a view of as far as possible seeing both sides of the question. You may take it that we are looking as sharply as possible after the expenditure. The European community in the Straits are very lightly taxed, I believe?

Mr. NAPIER: Irrespective of taxation on excisable articles, the assessments on houses paid by Europeans are very heavy—ten per cent. on their rental. From £50 to £75 a-year under this head is a common thing.

Mr. HORSMAN: I am sure the gentlemen of the deputation are very glad to find that your lordship's interest is excited in the matters before your notice to-day, and more especially so that on one of the most important points—that of the increased expenditure—your lordship has already anticipated them.

The usual courtesies were exchanged, and the deputation withdrew.

# Foreign Intelligence.

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## HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, May 18.

Parliamentary affairs are dull, public attention being chiefly directed to the forthcoming elections, which are to take place early in June. Half the members of the Second Chamber of the States-General must resign, and most of them will offer themselves for re-election. Messrs. Lidth de Jeude, de Bosch Kemper, and J. J. Rochussen have, however, declined to become candidates again. I need not say that the papers are even now filled with articles in favour of or in opposition to candidates; and it is of no use to add that this paper war is a most unmitigated nuisance. It is even more tiresome than it used to be, as the number of M.P.s will be augmented by five, and most of the established papers are enlarged, while at the same time a great number of new ones have been started, now that the stamp-duty is on the point of being abolished.

The ex-Minister Heemskerk has interpellated the Cabinet about the disturbances which, according to a despatch of Mr. Reuter, have occurred in the neighbourhood of Batavia. I have already informed you of the statement of the Minister that he had received a telegram, saying that disturbances had occurred at Bekassi, which had been subsequently suppressed, and the last assertion was confirmed by a private telegram received by the *Nieuwe Rotterdam Courant*. But nevertheless the public is anxiously waiting for the next mail, which is expected on the 16th inst., when particulars of the affair will probably become known. The curiosity is the more excited in consequence of the Minister's statement that he could not publish the entire tenor of the Batavia telegram. It is quite natural that the public thinks the matter worse than it will perhaps turn out to be.

In the last sittings of the Second Chamber the Budgets of the West-India Colonies passed, and Mr. van Goltstein once more interpellated the Cabinet about the mode in which the India Railway Company contracted for its last loan guaranteed by the State, to which question the Minister gave a satisfactory reply.

The papers are discussing with great vigour the last *brochure* of Mr. des Amorie van der Hoeven, which I alluded to in my last letter. The Liberal papers defend their policy as well as they can; but I think that this little book represents the first step which must inevitably lead to a rupture amongst the liberal party.

The *Vaderland* says that the Cabinet intends to lay before the members a Bill, by which the system of promoting naval officers will be altered. Till now promotion has gone by seniority; but should this Bill become law it will be conducted by selection alone.

The *Jason* will sail in a few weeks with troops for India. Mr. J. N. Servaas has been appointed Consul at Saigon. At the last meeting of the Dutch Missionary Society the financial returns were published. The receipts amounted to f.24,354.19c., and the expenditure to f.26,312.92½c. Messrs. P. L. Gysman, S. A. Schilstra, and L. J. Seegers, will shortly leave for Tjandjoer, Cheribon, and Indramajoe as missionaries.

### COMMERCIAL INTELLIGENCE.

The discount market continues very unsettled, and the tightness of money is on the increase. The general aspect of the market gives rise to the belief that rates will still be higher, and that a further advance in the official minimum will be made in a short time. There has been some fluctuation in the home funds. The tone of the foreign stock market has been very heavy, notwithstanding the better prices on the other Continental markets. Most descriptions show a decline, a belief that we are on the eve of still dearer money being the main cause for sales being pushed. Dutch Two-and-a-Half per Cents., 54½; Three per Cents., 63¾; Four per Cents., 86; Trading Company, 128½; Netherlands India Trading Bank, 62; India Railway Company, 49; do. warranted, 92½.

### PRODUCE MARKETS.

COFFEE.—The market is very dull, and prices have declined. Holders, however, refuse to operate at the cheaper rates, so that no transactions have taken place. The only one to report is 4,485 b. Java, ex Garibaldi. The prices did not transpire. Good ordinary Java is now quoted nominally 40 to 40½c.

RAW SUGAR.—The market is rather dull, and a very small business is being done. A few transactions have taken place in the Amsterdam market, viz., 1,356 mats Sourabaya, No. 14, ex Petronella, at 35½f.; 829 mats Passaroeang, No. 12 to 13, at 35¼ to 35½f.; 1,775 mats Passaroeang, ex Golden City, No. 12, at 35½f. The stock in bond was on the 30th April 40,463,698 kilo., and the unsold stock of the Trading Company 96,705 mats, of which 70,400 mats are to be offered in public sale on the 25th inst. The private stock was 11,298 mats.

RICE.—No alteration in prices, the business being dull and limited. Sales 1,050 b. Java, ex Johannes Lodewyk; 1,086 b. do., ex Noach II.; 4,060 b. Java, ex Dageraad. The prices did not transpire.

SPICES are very dull, a little business passing in nutmegs, No. 1 and 2. The present quotations are:—Nutmegs, No. 1, 96 to 97c.; No. 2, 87 to 88c.; mace, D, 145c.; E, 140c.; Amboyna cloves No. 26½, 29½c.

TOBACCO.—There has been no improvement in the market since the departure of the last mail; the demand for all Java growths is very firm. Holders of the finer classes, of which there are but little offering, are firm at high rates. The stock of Manila is not important, and we may thus wait for improved rates. The stock of Java amounts to 4,262 bales.

DRUGS.—Camphor very quiet, and but little offering. Cubebs may be bought at 22 to 23c. Long Pepper: The stock is small and nothing can be bought under 18 to 19c. Cassia Fistula: Floating parcels are on offer. Cassia Lignea: Nominal, 77 to 78c. Cassia Vera, 647 b., ex Maria Sarah, sold at secret prices. Preserved Ginger is quoted 77 to 78c. Inferior, 75c. Vanila meets with a good demand, and prices are much higher, owing to the advices from Java.

RATTANS.—100 piculs, ex Isaac da Costa; 170 piculs, ex Jannetje, and 63 piculs, ex Noach II., have changed hands.

INDIGO.—Prices are firm, but transactions very limited. Of the 145 b. Caracas offered in auction; 52 b. were sold at 130 to 310c.; 93 b. were bought in.

BANCA TIN has been very quiet, but at the close prices are somewhat firmer. The prices paid were from 79½ to 80f.

### SHIPPING INTELLIGENCE.

ARRIVALS.—May 3, at Texel, from Batavia, India; 7, at Brouwershaven, from Batavia, H.M. st. Watergeus; Henriette Gerardina Suzanna; at Texel, from Batavia, 's Gravenhage; from Passaroeang, Golden City; from Sourabaya, Java; 8, at Brouwershaven, from Samarang, Susanne; from Banjoewangie, Hebe; Graafstroom; from Indramayoe, Ludwig; 9, at Brouwershaven, from Batavia, Albrecht Beyling; at Texel, from Banjoewangie, India Packet; from Padang, Zaanstroom; 10, at Batavia, from Texel, Peter Adolf; from Banjoewangie, Frank Marion.

DEPARTURES.—May 2, from Brouwershaven, for Singapore, Tollens; 5, from Texel, for Batavia, Mr. I. van Lennep; 10, from Texel, for Singapore, Bethena.

PASSENGERS INWARD.—From Java, per 's Gravenhage: Mrs. S. J. Loudon and family, Messrs. W. D. J. Schiff and family, F. Weber and family, S. Meyer and family, Hoogeveen and family, Gerards and family, van Laren and family; Mrs. Kock and family, Messrs. Bogaerdt and family, de Ruiter and family, Ketjen, Mrs. van Panhuis and family. Per India Packet: Messrs. D. Smits and family, van den Kervel and family. Per Zaanstroom: Mr. v. d. Steen and family.

THE BRINDISI ROUTE.—The representatives of Governments and railway companies interested in the overland route to India by Brindisi have held conferences for some time past at Munich and Stuttgard. As the result of the deliberations, it is now proposed to run a train daily to and from Ostend and Brindisi. The train will be in communication with the 7.25 A.M. train from London, and the 2.45 P.M. train from Ostend. The whole distance from London to Verona by this train will be run in fifty-four hours. A special weekly train to meet the Indian mail at Alexandria will leave Verona every Saturday. Alexandria will be reached at the same time as by the steamer from Marseilles on Friday. The sea voyage will thus be lessened by seventy hours, and the net gain will be twelve hours.

THE Queen has approved of Mr. Leon Hernandez as Consul at Rangoon for the Belgian Government.

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# Monetary and Commercial.

We understand that the second of the two companies recently formed for supplying direct telegraphic communication with India and the Far East, namely, "The Direct English, Indian, and Australian Submarine Telegraph Company," is for the present in abeyance. This company, it will be remembered, is the one which proposed to lay a light and cheaply-made cable, on Mr. Varley's plan, from Falmouth to Alexandria, *via* Gibraltar and Malta, without touching the Continent of Europe. It is stated that operations may yet be resumed, and we shall be glad to find this verified, for the new system is surely worthy of a trial. In the meanwhile, however, the British Indian Company remains master of the field.

In consequence of the entire absence of demand for India, and the decided advance in the Continental exchanges, bar silver is very flat, and sales have been effected at 60½d., showing a decline of ¼d. Mexican dollars are scarce, and remain at the last quotation, 59¾d., with no large amount of business doing.

The amount of bullion by the P. and O. Company's steamer *Pera*, from Southampton on the 15th inst., was, in gold, to Galle, £10,000; to Bombay, £10,000; to Madras, £1,785; in silver to Hong Kong, £24,862; total in gold, £21,785; in silver £24,862.

The *Yorkshire Post* states that a meeting of the creditors of Mr. M'Mahony, woolstapler, whose suspension, with liabilities of £20,000, occurred recently, has been held at Bradford. A composition of 7s. 6d. in the pound was offered. The meeting came to the resolution to require the insolvent to make an assignment of his estate for the benefit of his creditors, for whom assignees were appointed.

At an adjourned meeting of the creditors of Messrs. W. Dickinson and Sons, of Blackburn, who recently failed, it was resolved to accept a composition of 12s. 6d. in the pound, payable by half-yearly instalments of 2s. 6d. each.

Mr. Charles Bennington, manufacturer, of Blackburn, has been obliged to suspend payment; his total liabilities are estimated at £9,300.

The Bank of Holland has raised its rate of discount from 3 to 3½ per cent.

*Morris's Directory for China Japan and the Philippines* (1869,) is by far the most complete and accurate work of its kind ever published in China. It includes a full and carefully compiled directory for Hong Kong and all the ports in China, Japan, and the Philippines, even to the newly opened ones of Osaka and Hiogo, to which are added Saigon and Bangkok. An Appendix supplies much useful customs, postal, and stamp information.

## ABUSES IN THE TEA TRADE.

The following circular letter, dated 12th inst., has been issued by Messrs. J. C. Sillar and Co.:—

Gentlemen,—As the Mail for China departs to-morrow, and the routine of business will be interfered with next week, owing to the intervention of the Whitsuntide holidays, we publish our usual Bi-Monthly Circular to-day, and take the opportunity to make some remarks upon the exciting occurrences which have taken pace in this market during the past few days. We allude to the determination of a few of the large dealers to resist the payment of the usual half per cent. Buying Brokerage—a movement which we regard as most impolitic and short-sighted, as far as the dealers themselves are concerned, but which we believe and hope will end in great good, and further the interests of the trade generally. Attention has recently been called to the abuses in the Tea trade, and its unprosperous condition, which has now become notorious, has been in a great measure accounted for.

Who are the parties principally to blame in the matter? We unhesitatingly answer, the brokers themselves. As guardians of the trade, with them alone rests the responsibility of all the abuses complained of. We write in no unfriendly spirit, but in the sincere hope that at the meeting of the Tea Brokers' Association, to be held on the 20th instant, the matters complained of may be brought forward and fairly discussed. "A false balance is abomination to the Lord, but a just weight is His delight." As an example of the manner in which this has been set aside by "Trade Custom," we give an actual transaction—190 half-chests of Tea are sold weighing nett by the Queen's Scales 10,226 lbs., but the account sales are rendered to the importers of the Tea as 190 half-chests weighing nett only 9,846 lbs. Again, the Teas are sold at three months—that is to say, the Tea to be delivered and the money paid at the expiration of three months from the date of purchase. If the Teas are required, however, before that time, as is generally the case, according to another "trade custom" the buyer is again allowed to deduct a certain amount from the purchase-money; the full weight of the tea being required, however, although it, as well as the money, is handed over before the appointed time. The word which has been substituted for a very disagreeable and unblessed word representing this bite from the purchase money is "interest" or "discount," under which false name the abominable transaction has been allowed to pass hitherto almost unchallenged, few suspecting the true nature and meaning of it. It rests with the Tea Brokers' Association, as we have before said, to remedy these evils, to enact that the Queen's weights shall be taken by both parties, and that the purchase-money be handed over full weight and without deduction when the teas are delivered. These two abuses alone amount to upwards of ten times the amount of the buying brokerage. For their own interests, we should advise the trade to employ a broker, except at public auction, which, we feel satisfied, ought to be perfectly free and open, the present system being generally admitted to be far from creditable, the teas in few instances getting fair play. The demoralising system of buying over should be put a stop to. In consequence of a letter which we had the honour of addressing to the Court of Aldermen on the subject, some years ago, the clause forbidding brokers to buy and sell on their own account, was struck out of the rules, and many have thus been saved from the crime of perjury. Past experience, however, has proved the system to be unsound, and it would be well if those who still buy on their own account should style themselves "jobbers," and charge a small profit to the trade, but in nowise sign contracts as brokers, or receive a brokerage upon the sale of their own goods. Should our fellow brokers give the above subjects the attention they deserve, and act impartially and in accordance with strict justice between buyer and seller, and for their own sakes not combining the discreditable traffic of money lending, as at present practised, with their own honourable profession, we feel satisfied the trade generally would assume a very different aspect and the brokers would have no reason to fear either disestablishment or disendowment.—We are, Gentlemen, yours faithfully, J. C. SILLAR and Co.

## BANK AND MISCELLANEOUS SHARES.

| Shares. | Joint Stock Banks. | Paid. | Prices May 12. |
|---|---|---|---|
| £10 | Agra Bank, A shares ... ... ... | All | 10¼ to 10⅝ |
| 10 | Do. B do. ... ... ... | — | 2¼ to 2⅝ |
| 25 | Bank of Egypt ... ... ... ... | All | 39 to 41 |
| 20 | Chartered Bank Ind., Aust., and China | All | 18 to 19 x.d. |
| 25 | Chartered Merc. of India and China ... | All | 30½ to 31 |
| 20 | City Bank ... ... ... ... ... | 10 | 11⅛ to 12⅛ |
| 28½ | Hong Kong and Shanghai Bank, new... | 5⅝ | 2½ to 2⅝ pm. |
| 50 | London and County ... ... ... | 20 | 50½ to 51⅛ |
| 50 | London Joint Stock ... ... ... | 15 | 32½ to 33½ |
| 100 | London and Westminster ... ... | 20 | 64 to 65 |
| 25 | Oriental Bank Corporation ... ... | All | 41 to 43 x.d. |
| 50 | Union of London ... ... ... ... | 15 | 35 to 36 |
| | MISCELLANEOUS. | | |
| — | Ceylon Deb., 6 per cent., Nov. 1878 ... | 100 | 110 to 112 |
| — | Do. Do. 1872 ... | 100 | 104 to 106 |
| — | Do. Do. 1882-3 ... | 100 | 112 to 114 |
| 20 | Ceylon Company ... ... ... ... | 10 | 4½ to 3½ dis. |
| 20 | Do. A shares ... ... ... | 5 | 3½ to 2½ dis. |
| 10 | Credit Foncier and Mobilier of England | All | 2⅝ to 2⅞ |
| 20 | Egyptian Com. and Trading Company | 6 | — to — dis. |
| 10 | General Credit and Discount Company | 7½ | 1⅝ to 1½ dis. |
| 10 | North Assam Tea (Limited) ... ... | 5½ | 7 to 5 dis. |
| 10 | Do. do. B shares ... ... | All | 9 to 8 dis. |
| 20 | International Finance Society ... ... | 5 | 2½ to 1⅝ dis. |
| 50 | P. and O. Steam Company ... ... | All | 48 to 50 |
| 50 | Do. Do. 1867 ... ... | 10 | 2 to 1 dis. |
| 10 | Upper Assam Tea ... ... ... ... | All | 2 to 2½ |
| 100 | West India Steam Company ... ... | 60 | 43 to 46 |

## ARTICLES OF IMPORT.

### TEA.

The following is from Messrs. W. J. and H. Thompson's Circular dated 12th inst.

The greatest dulness has prevailed since our last. The Public Auctions were brought to a close on the 10th instant, without any rally whatever in prices, and subsequently some sales have been made at a further reduction. Foochow Congous. Dust and Siftings, of good quality, remain at 7½d. to 8½d. per lb. Common, all leaf, at 1s. per lb. Good common is but little enquired for at 1s. 0½d.; fair 1s. 0½d. to 1s. 1d. per lb.; and medium kinds have sold as low as 1s. 2d. to 1s. 3d. per lb. In fine there has not been anything done. Black Leaf Congous. Dust, "with all faults," sold at 5¾d. to 6½d. per lb., and clean at 6¾d., which is again lower. Common remains at 1s. 0½d.; and fair is offering at 1s. 0¾d. to 1s. 0½d. without finding buyers. In medium and fine little has been done, but prices are much as last quoted. Tayshan Congous. Ordinary sold at the last auctions in half-chests at 9½d. to 10d. per lb.; common to fair, in boxes at 1s. 0½d. to 1s. 1d. per lb. Souchongs: Fair sold at the auctions at 1s. 1¾d. to 1s. 1¾d., and a break of fine at 1s. 9¾d. per lb. Oolong: Fair at 1s. 0½d. to 1s. 1d. Scented Orange Pekoes: Foochow grades continue much depressed, and sales have been made of fair quality, with good scent, at 1s. 1d. to 1s. 1½d. per lb. Scented Capers: These descriptions sold at the auctions at 11d. for common, 1s. for fair, and 1s. 1½d. to 1s. 2d. for good, the better grades being again lower. Green Teas: Several parcels sold at the last auctions at rather easier rates, and the demand for Hysons has slackened.

The China auctions ended on the 8th inst., and proceeded flatly throughout. A large Indian sale commenced to-day, consisting of 9,578 packages; so far about 4,000 packages have passed. The Assam Company's sold well, but those of private growth, which were weak and thin, sold lower.

| | 1869. lbs. | | 1868. lbs. |
|---|---|---|---|
| The United Kingdom stock was, on the 30th ult., estimated at ... ... | 99,000,000 | against | 81,000,000 |
| Cargoes of vessels arrived up to date, but not included in the above stock, with portion of other cargoes only partially included... ... | 4,844,400 | ,, | 8,664,300 |
| Amount "on the water," advised by the last mail ... ... ... ... ... | 5,855,900 | ,, | 7,128,800 |

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SILK.—The market since the 7th instant has remained quiet; the few transactions reported have been at unchanged rates.

COTTON.—Since our last report the Liverpool market has been extremely dull, and the anxiety to sell has been much greater than to buy, so that prices have shown a further downward movement, and have been very irregular. The following are the current quotations:—Surat, 6¾d. to 11d.; Madras, 8¾d. to 10⅛d.; Bengal, Scinde, &c., 7¾d. to 7⅞d.; fair Dhollerah, 9⅞d.; fair Oomrawuttee, 10d.; fair Broach, 9⅜d.; fair Bengal, 8⅛d.; fair Egyptian, 12⅛d.; fair Pernam., 11⅛d.; middling Boweds, 11⅛d.; middling Orleans, 11⅞d. The latest sales "to arrive" have been—Dhollerah, fair new merchants, ship named, 9¼d.; Oomrawuttee, fair new merchants, February-March shipment, 9⅜d.; Bengal, fair new merchants, ship named, 7¾d. The London market is very dull and depressed at the quotations given elsewhere.

COFFEE.—There was not much change to note in the market. Plantation Ceylon has been more steady, and here and there a trifling advance has been paid; Native is still much neglected, and lower prices would have to be taken to effect sales. Small quantities of Plantation East India have been brought forward, and only partly realised at moderate rates.

COIR GOODS.—Yarn continued steady until lately, when heavy arrivals occurring prices have given way about 20s. per ton upon all qualities except fine, which has declined rather more than this. Fibre, in consequence of rather heavy supplies, is dull, and somewhat lower. Rope very quiet; small lots only sold, 1½ to 3¼ inch at £30 10s. to £30 15s. per ton. China Grass: Low prices have attracted speculators' attention, and being assisted by a slightly improved demand prices are advanced to £70 per ton, but this is hardly safe to lay down on this market at.

COCOA NUT OIL.—There has been no change in the general condition of the market, prices being fairly maintained, but with a limited business.

JAPAN WAX.—The only sale since our last has been 171 boxes low mixed saucers from Hamburg at 55s. to 60s. per cwt.

MANILA HEMP.—The market continues steady, with limited business; one parcel good roping has realised £48 per ton.

PEPPER.—A small business has been done in Penang black at 3¾d.

RICE.—The tone of the market is unchanged. At the recent public sales 250 tons Siam on the spot realised 7s. to 7s. 6d., and 1,400 bags low middling white Bengal 8s. 6d. to 8s. 9d., while 16,000 bags Rangoon were bought in at 7s. to 9s. By private contract 800 tons Siam have been sold at 7s. 3d. ex ship. A cargo of 960 tons Siam in gunny bags, arrived off the coast, has been sold for delivery ex ship in London at 7s. 3d. for the field and 7s. 7½d. for garden.

SUGAR.—The demand is still almost exclusively for West India descriptions, but the demand generally has slightly improved, especially for superior qualities, and prices are 6d. to 1s. higher than at the date of our last. At the auction 7,000 bags Manila were all bought in. The business reported on the spot by private contract comprises:—11,200 bags clayed, duty 8s., at 31s., a few 30s. 6d.; 5,000 bags taal, at 28s.; and 1,500 Iloilo, at 29s. 6d. In Penang no business is reported.

SHELLS.—Mother-o'-pearl: At auction 80 cases good bold Manila sold steadily at £7. Tortoise: At public sale a total of 5,705 lbs. has been brought forward, which met a good demand, and the greater part sold at firm prices to some advance; of 4 boxes 2 cases (674 lbs.) Singapore, one-half-sold at 11s. 6d. to 13s. 6d. Turtle: 2 cases (249 lbs.) Manila sold at 6s., 3 cases (324 lbs.) Japan chiefly sold at 6s.

TERRA JAPONICA.—Cutch: At auction 280 boxes fine Pegu were bought in, Elephant mark at 32s. 6d., Fish mark at 30s. 6d. Gambier: The tone of the market is unaltered; there have been no transactions since our last report.

TIN.—The demand for Straits is slightly less active than at the date of our last, and prices are a shade lower, the current quotations being £133 cash on the spot and £128 for arrival.

## ARTICLES OF EXPORT.

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### MANCHESTER MARKETS.

The demand since our last report has shown little animation; prices have become weaker, but not sufficiently so to induce much activity. At the lowest point touched there is rather more disposition shown today to place orders on a slightly increased scale; yet there are no signs of activity or desire to operate freely, and the market at the close is not more than steady at the current quotations.

| QUOTATIONS. | s. d. | s. d. |
|---|---|---|
| Grey Shirtings, 7 lbs. ... ... ... ... | 8 10½ to | 9 4½ |
| ,, ,, 8¼ lbs.... ... ... ... | 10 9 to | 11 0 |
| Maddapollams ... ... ... ... ... | 4 0 | — |
| Long Cloths ... ... ... ... ... | 10 6 | — |
| T-Cloths ... ... ... ... ... ... | 7 0 | — |
| White Spot Shirtings ... (nominal) ... | 12 0 | — |
| ,, Brocade ... ... do. ... | 12 3 | — |
| ,, Damasks ... ... do. ... | 20 6 | — |
| Cotton Yarn, Nos. 16-24 ... ... ... | 1 2½ to | 1 4 |
| Nos. 28-32 ... ... ... ... | 1 3½ | 1 5½ |

BREAKFAST.—EPPS'S COCOA.—GRATEFUL AND COMFORTING.—The very agreeable character of this preparation has rendered it a general favourite. The *Civil Service Gazette* remarks:—"The singular success which Mr. Epps attained by his homœopathic preparation of Cocoa has never been surpassed by any experimentalist. By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected Cocoa, Mr. Epps has provided our breakfast tables with a delicately-flavoured beverage which may save us many heavy doctors' bills." Made simply with boiling water or milk. Sold by the trade only in ¼lb., ½lb., and 1lb. tin-lined packets, labelled—JAMES EPPS & Co., Homœopathic Chemists, London.

# Shipping Intelligence.

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## ARRIVALS.

| Date. | Ship. | Captain. | From. | At |
|---|---|---|---|---|
| — | Chancellor | Thompson | Akyab, for Antwerp | Off Dungeness |
| May 5 | Glenisla | Hall | Macao, for Hamburg | Spithead |
| — 5 | Standard | Reid | Samrag., for Amstdm. | Falmouth |
| — 5 | Pacific | Stewart | Colombo | Do. |
| — 6 | Bristow | Crombie | Singapore | Deal |
| — 6 | Sovereign of India | Burrows | Foochow | Do. |
| — 7 | Oriental | Jarvis | Colombo | London |
| — 7 | James Shepherd | Jean | Foochow | Deal |
| — 6 | Ardanza | Alcatena | Manila | Motherbank |
| — 6 | Victoria | Marett | Foochow | Falmouth |
| — 6 | Patria | Christiensen'... | Saigon | Do. |
| — 6 | Psyche | Harris | Bangkok | Do. |
| — 6 | West Australian | Luke | Do. | Do. |
| — 7 | Almira | Grose | Maulmain | Do. |
| — 3 | Susanne | Demmers | Batavia, for Rotrdm. | Off Scilly |
| — 4 | Cyclone | Ficking | Philippine Islands | Do. |
| Apr.30 | Deucalion | Turner | Bangkok | Gibraltar |
| — 22 | Kjobenhavn | Halm | Foochow | Boston |
| — 24 | Elizabeth | — | Singapore | Do. |
| May 7 | William | Masurier | Maulmain | London |
| — | Paulus | Zingerli | Cochin China | Off Portsmouth |
| — 7 | Prss. Somawatty | Bake | Saigon | Falmouth |
| Apr.28 | Margaret | Bendixen | Singapore | Boston |
| May 5 | Golden City | Jones | Java | Off Dungeness |
| — 7 | Moderation | Philips | Saigon | Plymouth |
| — 7 | Mary Tatham | Jeffery | Bangkok | Falmouth |
| — 7 | Florence Nightingale | Beard | Do. | Crookhaven |
| — 10 | Blanche | Care | Yokohama | London |
| — 10 | President Harlietz | Vander Olie | Bangkok | Do. |
| — 10 | Coleroon | Montgomcry | Singapore | Do. |
| — 9 | Dunkeld | Jones | Saigon, for Hamburg | Deal |
| — 4 | Albrecht Beyling | Burg | Batavia, for Rotrdm. | Off the Start |
| — 4 | Tweelingen | — | Do. | Off Scilly |
| — 4 | Pieter Adolf | Jaski | Sourab., for Amstdm. | Do. |
| — 10 | Westminster | — | Ylolio | Liverpool |
| — 10 | Sam Cearns | Chambers | Colombo, &c. | London |
| — 10 | Drache | Petersen | Bangkok | Deal |
| Apr.26 | Douglas | Morrison | Hong Kong | San Francisco |
| — 24 | Japan (str.) | — | Do., &c. | Off do. Head |
| — 25 | Velocity | Woolan | Foochow | Boston |
| May11 | Glenrosa | Lonsdale | Colombo, &c. | London |
| — 8 | Hebe | Heuzer | Banjoewangie | Brouwershaven |
| — 8 | Graafstrom | Clerq | Do. | Do. |
| — 9 | India Packet | Diepering | Do. | Texel |
| — 9 | Zaanstroom | Schaap | Padang | Do. |
| — 9 | Twee Gezusters | Bemolt | Batavia | Zierikzee |
| — 9 | Louisa Kroon Prinses v. Zweden | Meppelder | Do. | Do. |

## DEPARTURES.

| Date. | Ship. | Captain. | For. | From |
|---|---|---|---|---|
| — | Regina Maris | Ouwehand | Java | Newcastle |
| — | Tollens | Muller | Singapore | Rotterdam |
| May 7 | Sperwer | Huisman | Batavia & Sourabaya | London |
| — 7 | Shun Lee | Milbank | Shanghai | Do. |
| — 7 | Seraün | De Goitia | Cardiff & Hong Kong | Do. |
| — 6 | Grenadier | Saunders | Yokohama | Liverpool |
| Apr. 3 | Akbar | Crocker | Hong Kong | San Francisco |
| May 8 | Christian Rankin | Higgins | Singapore | London |
| — 8 | Ornate | Nott | Shanghai | Do. |
| — | L. J. Enthoven | — | Java | Schiedam |
| — 11 | Kelso | Vowell | Shanghai | London |
| — 9 | Khimjee Oodowjee | Sewell | Singapore | Liverpool |

*(See Commercial Postscript and Correspondents' Letters.)*

## LOADING.

At LONDON.—For Nagasaki and Hiogo: Eastern Chief. For Hiogo and Yokohama: Johanna Maria, Westbury. For Yokohama: Ta Lee, Miako, Crest of the Wave, Rockliff. For Tientsin and Chefoo: Premier. For Hong Kong, Amoy, and Foochow: Eastern Star. For Shanghai: Antrim, Beemah, Bristow. For Hong Kong: Countess Russell, River Eden, Star of the North, Elmstone, James Shepherd. For Singapore: Pactolus. For Singapore and Penang: Rifle. For Singapore and Sarawak: Otter. For Colombo: Ocean Rover, Southern Cross, Elfin.

At LIVERPOOL.—For Yokohama: Malacca. For Shanghai: Lizzie Iredale, Mikado, Aracan. For Shanghai, via Cardiff: John Peacock. For Hong Kong: Petchelee. For Hong Kong, via Cardiff: Chariot of Fame. For Singapore: Penrith, Clyde. For Batavia and Sourabaya: Perpetua. For Manila: Victoria, Doriga, Juliana.

At GLASGOW.—For Yokohama: Diana. For Shanghai: Melrose Abbey. For Hong Kong: Chili, Hirondelle, Marchioness of Londonderry. For Manila: Maria de C. For Singapore: Eliza Thornton, Kinfauns Castle, Norham Castle, Roslin Castle. For Ceylon and Madras: Glenaray.

At NEW YORK.—For Hong Kong: Benefactress. For Shanghai: Morro Castle.

## SPOKEN.

PETRONELLA, Batavia to Rotterdam, 7 S., 104 E.
DOUGLAS, Hong Kong to San Francisco, March 9, 22°N., 115 E.
LUDWIG, Batavia to Rotterdam, March 19, 34 N., 3 W.
CARLIN CRAIG, Java to Falmouth, 12 S., 10 W.
MICADO, from Shanghai, January 11, in Straits of Sunda.
ZEPHYR, Bangkok to Falmouth, March 15, 31 S., 9 E.
FAITHFUL, Hamburg to Hong Kong, March 24, about 2 S., 23 W.
FRANCES, Colombo to London, March 15, 29 S., 45 E.
G. F. VORWERK (of Hamburg), for Singapore, April 22, 46 N., 11 W.
BALTIMORE, Amsterdam to Batavia, March 11, 20 S., 30 W.
DUTCH BRIG, showing 3 d.p., 8,743, for Japan, March 16, 11 S., 29 W.
MARGARET (Ham. ship), Singapore to Boston, April 1, 1 S., 31 W.
ALICE, Penang to London, April 4, 2 N., 22 W.

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MARIA ADRIANNE, Batavia to Rotterdam, April 5, 3 N., 23 W.
ELECTRICITY (?) (barq.), Hong Kong to New York, March 30, 10 N., 46 W.
WALKER (barq.), Singapore to Falmouth, Jan. 24, 15 S., 96 E.
MITCHELL, Cardiff to Singapore, March 22, on the Line, 23 W.
PERI (ship), Shields to Singapore, March 15, 27 S., 35 W.
HARMONIDES (ship), Cardiff to Yokohama, Feb. 13, off the N.W. Cape.
BOTHWELL CASTLE, Clyde to Singapore, April 18, 5 N. 26 W.
BLENHEIM, Clyde to Singapore, March 28, 6 N., 25 W.
CARMARTHENSHIRE, London to Hong Kong, March 29, 8 N., 27 W.
SEA DRIFT, Cardiff to Hong Kong, April 28, 45 N., 20 W.
JOHANN KEPLER, Sourabaya to Amsterdam, March 13, 24 S., 3 E.
GLENDOVEER, Hong Kong to New York, March 19, 25 (?) S., 57 (?) E.
PETERBOROUGH, Foochow to London, April 13, 13 S., 8 W.
ISABELLA, Foochow to London, March 1, 20 S., 76 E.
AUSTRALIE, Batavia to Amsterdam, March 19, 34 S., 29 E.
ELIZABETH BROWN, Bangkok to Falmouth, March 29, 35 S., 21 E.
ALCYONE, Foochow to London, April 4, 29 S., 11 E.
JAS. PATON, Penang to London, April 5, 27 S., 9 E.
EMILY ELIZABETH, Foochow to London, March 17, 36 S., 19 E.
ALICE COUNCE, from Hong Kong, March 4, 23 S., 70 E.
PALESTINE, Colombo to London, March 10, 27 S., 55 E.
BALTIMORE (Dutch barq.), Amstdm. to Batavia, March 9, 17 S., 28 W.
TRINIDAD, Manila to Liverpool, 159 days out, 41 N., 29 W.
J. BRADSHAW (ship), London (?) to Shanghai, May 2, 43 N., 10 W.
CARACTACUS, Yokohama to New York, March 15, 31 S., 39 E.
GLADIATEUR (barq.), of Jersey, Liverpool to Shng., April 26, 48 N., 10 W.
ELCANO, Cardiff to Hong Kong, Feb. 28, 15 S., 34 W.
SIMON, Penang to Boston, Feb. 28, 30 S., 7 E.
ROCKET, Penang to Boston, March 21, 8 S., 24 W.
MAGALLANES, Clyde to Manila, April 3, 1 N., 25 W.
ARABIA, Bangkok to Falmouth, March 19, 13 S., 7 W.
SINGAPORE, Cardiff to Foochow, April 7, 5 N., 24 W.
DEWA GUNGADHUR, Liverpool to Singapore, March 14, 14 S., 32 W.
CINGALA, Shanghai to New York, April 8, 2 N., 32 W.
GERAINT, London to Shanghai, March 28, 1 S, 26 W.
RODOLPH, from Shanghai, January 7, in the Straits of Sunda.
VANGUARD, Shields to Singapore, March 26, 3 N., 24 W.
VICTORIA (brig), of Jersey, from China, April 29, 49 N., 16 W.
SUMATRA, Rotterdam to Batavia, May 4, 49 N., 14 W.
NIPHON, Amsterdam to Japan, March 16, 20 S., 30 W.
MAASLUIS, Antwerp to Singapore, March 14, 25 S., 31 W.

## FREIGHTS AND CHARTERS.

We have no change to note in berth freights to the Eastern ports; coal freights from the Northern outports are also without material alteration.

Current rates of freight for vessels on the berth:—To Yokohama: 40s. weight or meast. To Nagasaki: 40s. weight, 50s. meast. To Hiogo: 50s. weight or meast. To Tientsin: 60s. weight or meast. To Chefoo: 60s. weight or meast. To Shanghai: 35s. weight, 30s. meast. To Foochow: 50s. weight, 45s. meast. To Hong Kong: 35s. weight, 27s. 6d. meast. To Amoy: 50s. weight, 45s. meast. To Batavia: 25s. weight, 30s. meast. To Singapore: 30s. weight, 25s. to 30s. meast. To Ceylon: 20s. to 25s. weight, 20s. meast. At New York to China; $12 to $15 per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—For Yokohama: £43. For Shanghai: £44. For Hong Kong: £33. For Singapore: £24. For Galle: £24. From Newport, Cardiff, or Swansea per ton.—For Yokohama: £2. For Shanghai: £2 4s. For Hong Kong: £1 14s. For Manila: £1 2s. 6d. For Singapore: £1 5s. For Galle: £1 5s.

The Admiralty have invited tenders for the conveyance of about 20 tons stores to Hong Kong.

## CASUALTIES.

The Burnside, Pendergrace, from Shanghai, arrived at New York, April 22, with loss of lower foretopsail and other damage, sustained during a cyclone, April 14.

## MISCELLANEOUS.

At ASCENSION.—March 19, Geologist, from Bangkok, and sailed for Falmouth.

Off ST. HELENA.—March 29, Patriot, from Sourabaya, for Falmouth.

At MAURITIUS.—March 25, Westward Ho, Kirk, from Singapore; 9, Nell Gwynne, Smith, sailed for Batavia; 23, Alexandra, Edwards, from Newcastle, sailed for Galle.

Off ASCENCION.—March 17, Hebe, from Java, for Rotterdam; 18, Albrecht Beyling, from Batavia, for Rotterdam; 21. Vivat Veritas, from Colombo, for London; 25, Kate Kellock, from Colombo, for London; Weidenhjelm, from Java; 29, Talca, from Bangkok, both for Falmouth; Naworth, from Singapore, for Liverpool; 30, Henriette Maria, from Java, for Amsterdam; 31, Cleughs, from Colombo, for London; April 1, Johannes Antonius, from Sourabaya; 2, Maria Diederika, from Bali Straits, both for Rotterdam.

At ST. HELENA.—March 29, Philips v. Marnix, Moller, from Banjoewangie, and sailed 30 for Amsterdam; 30, Gebroeders v. d. Beek, Gobel, from Batavia, and sailed April 1 for Amsterdam; April 2, Sebastopol, Collins, from Probolingo, and sailed 3 for Falmouth; 5, Nadesda, Meyer, from Macao, and sailed 8 for Havana; 9, Australie, Zeylstra, from Batavia, and sailed 10 for Amsterdam; 11, Frances, Higgs, from Colombo; 12, Lichstraal, Jansen, from Banjoewangie; Sumatra, Montechiaro, from Sumatra; Liverpool, from Passaroeang; 6, Caroline, Bourhis, from Saigon, sailed for Bordeaux, after reshipping her cargo.

## LAUNCH.

On the 10th inst. Messrs A. and J. Inglis launched from their yard at Point House, on the Clyde, a screw-steamer named the Mallet, built to the order of Messrs. Baring Brothers and Co., and intended for the China coasting and river traffic. Immediately after being launched she was towed to a crane berth to receive her machinery, which is supplied by the same firm.


# THE BEST ROOFING MATERIAL.

BRABY & CO. ALSO MANUFACTURE SHEET AND PERFORATED ZINC, ROOFING FELT, GALVANIZED BUCKETS, AND ALL OTHER ZINC AND GALVANIZED IRON GOODS, ILLUSTRATED LISTS OF WHICH WILL BE SENT FREE ON APPLICATION.

## F. BRABY & Co.

(LIMITED),

BRABY'S GALVANIZED IRON HOUSES.

FITZROY WORKS, EUSTON ROAD, LONDON · AND AT IDA WHARF, DEPTFORD, S.E.

# G. & J. DONNE.

GILT CHIMNEY GLASSES OF EVERY DESCRIPTION.

CONSOLE TABLES AND GLASSES, PIER GLASSES AND TABLES.

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## BOMBAY DIRECT (to sail on the 5th of May), the splendid, Clyde-built, clipper ship THOMAS BELL, AA1, 838 tons register; GEORGE WYLIE, Commander; loading in the East India Docks. This magnificent vessel presents a most desirable opportunity to shippers of fine goods. Last outward passage, Liverpool to Bombay, 79 days. Has room for a few more first class passengers.

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## DIRECT for COLOMBO, the beautiful clipper ship OCEAN ROVER, A1 16 years, 548 tons register; WILLIAM HAMMOND, Commander; West India Docks. This splendid high-classed vessel, built in 1867, is considered one of the fastest afloat, and offers a most desirable opportunity to shippers of fine goods.

For Freight or Passage apply to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

To follow the "Ocean Rover." Will meet with the usual quick despatch.

## DIRECT for COLOMBO, the beautiful clipper ship OCEAN BEAUTY, A1 16 years, 585 tons register; ROBERT WATSON, Commander; West India Docks. This magnificent high-classed clipper, built last year, under special survey, offers the best opportunity to shippers of fine goods.

For Freight or Passage, apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

Malabar Coast. First season ship. Will meet with the usual quick despatch.

## DIRECT for COCHIN, CALICUT, CANNANORE, and MANGALORE, the beautiful clipper ship ANTIPODES, A1 9 years, 420 tons register; J. DUNN, Commander; West India Docks. This splendid vessel offers a most desirable opportunity to shippers of fine goods.

For Freight or Passage apply to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

Mate's receipts must be left before bills of lading can be signed.

L. H. and B. will not be responsible for demurrage on craft sent alongside without their instructions.

Malabar Coast. To follow the Antipodes. Will meet with the usual quick despatch.

## DIRECT for COCHIN, CALICUT, MANGALORE, and CARWAR, the beautiful clipper ship, ROBERT JONES, A1 12 years, 287 tons register; E. ELLIS, Commander; London Docks.

This splendid vessel offers a most desirable opportunity to shippers of fine goods.

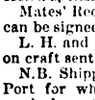
For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

Mates' Receipts must be left before bills of lading can be signed.

L. H. and B. will not be responsible for demurrage on craft sent alongside without their instructions.

N.B. Shippers are particularly requested to have the Port for which the Goods are intended distinctly marked on the packages, to prevent delay and confusion on delivery.

Regular Line of Packet Ship. With despatch.



## FOR HONG KONG, the splendid Clipper RIVER EDEN, AA1, 508 tons register; ROBERT VALDER, Commander; East India Docks.

For Freight or Passage, apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

Regular line of packet ship. To follow the "River Eden."

## FOR HONG KONG, the splendid clipper FERNDALE, A1 13 years; 416 tons register; WALTER FRAZER, commander; East India Docks. This ship has just completed her first voyage, and sails very fast.

For Freight or Passage, apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

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# The London and China Telegraph.

新聞紙

**JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.**

PUBLISHED ON THE ARRIVAL OF THE FORTNIGHTLY ENGLISH, AND MONTHLY FRENCH MAILS FROM CHINA, JAPAN, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A SUMMARY OF NEWS FOR THE OUTWARD MAILS.

VOL. XI.—No. 314.] LONDON, MONDAY, MAY 31, 1869. [Price 9d., with Sup., 1s. 3d.—Sub. 30s. per ann. postage, included. Sup. 12s. extra.


## Latest Advices.

—o—

| Ports. | From London. | Arrived out. | HOMEWARD. Received this day. |
|---|---|---|---|
| JAPAN — Yokohama | Feb. 12 | Apl. 5 | Apl. 7 |
| Yedo | — | — | Apl. 5 |
| Osaka and Hiogo | — | — | Apl. 1 |
| Hakodadi | | | |
| Nagasaki | — | — | Apl. 9 |
| CHINA — Peking | | | |
| Tien-tsin | — | — | Mar. 30 |
| Chefoo | — | — | Apl. 9 |
| New-chwang | — | — | Apl. 7 |
| Hankow | — | — | Apl. 10 |
| Kiu-kiang | | | |
| Chin-kiang | | | |
| Shanghai | Feb. 26 | Apl. 13 | Apl. 14 |
| Ningpo | — | — | Apl. 12 |
| Foochow | — | — | Apl. 9 |
| Formosa—Tamsuy | | | |
| Amoy | — | — | Apl. 18 |
| Swatow | | | |
| Hong Kong | Feb. 26 | Apl. 8 | Apl. 20 |
| Canton | — | — | Apl. 19 |
| Macao | — | — | Apl. 19 |
| PHILIPPINES— | | | |
| Manila | Feb. 18 | Apl. 10 | Apr. 12 |
| COCHIN-CHINA— | | | |
| Saigon | — | — | Apr. 20 |
| SIAM — Bangkok | — | — | Apl. 18 |
| BORNEO—Labuan | | | |
| Sarawak | — | — | Apl. 10 |
| JAVA — Batavia | — | — | Apr. 20 |
| MALACCA STRAITS— | | | |
| Singapore | Mar. 18 | Apr. 19 | Apr. 27 |
| Penang | — | — | Apr. 29 |

### THE MAILS, &c

—o—

The next inward mail will be the French one, leaving Hong Kong on the 22nd April (only two days later), and due at Marseilles, according to the Company's time table, on Friday next. It will probably be delivered here on Monday.

Telegrams have been received *via* Galle in advance of the mail leaving Hong Kong April 29; and *via* Kiachta, from Shanghai, to May 13 (received yesterday).

## List of Passengers.

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PASSENGERS INWARD.

By this mail to Marseilles, per P. and O. steamer *Delta*, arrived May 28.—From Hong Kong: Mr. W. C. Orne, Mr. G. A. F. Norris, Mr. and Mrs. Harsant, Mr. Deacon. From Penang: Mr. Scott. From Ceylon: Mr. W. S. Harrington, Rev. J. Whitechurch, Mr. G. Thomson.

To Southampton, per P. and O. steamer *Ripon*, expected to arrive June 4.—From Yokohama: Mr. Dark. From Shanghai: Messrs. Beveridge, Foranoska, Watam, Kejon, Hassine, and Taro. From Hong Kong: Dr. Messer, Messrs. Deacon, Corne, and Case. From Singapore: Surgeon Alder. From Galle: Col. and Mrs. Layard and child, Dr. Kreekenbect, Mr. and Mrs. Dick, Mr. Stork, Mr. Jolly, Dr. Dickman, Master Vanderspar, Captain Culhame, Ensign Preston, Captain Sullivan, Captain Farrington, Messrs. Walker, Browne and Harvey.

By last Bombay mail to Marseilles, per P. and O. steamer *Massilia*, arrived May 21.—From Shanghai: Mr. J. Wilkie.

To Southampton, per P. and O. steamer *Poonah*, arrived May 27.—From Shanghai: Captain and Mrs. Bennet and child.

PASSENGERS OUTWARD.

Per P. and O. steamer *Nyanza*, from Southampton, May 29.—To Shanghai: Mr. and Mrs. D. D. Inglis and child. To Ceylon: Mr. and Mrs. R. W. Jenkins, Mr. H. C. Bury.

Per P. and O. steamer *Delta*, from Marseilles, June 6.—To Yokohama: Mr Andreis. To Shanghai: Mr. Brodie. To Ceylon: Mr. H. T. Irving, Rev. H. L. Mitchell.

Per P. and O. steamer *Tanjore*, from Southampton, June 12.—To Hong Kong: Mr. W. S. MacLeod. To Singapore: Mr. R. R. Purvis. To Ceylon: Mr. Ralph Tatham, Mr. W. G. Kortwright.

Per P. and O. steamer *Pera*, from Marseilles, June 20.—To Hong Kong: Mr. and Mrs. P. Karberg, Mr. C. S. Craig. To Batavia: Mr. Otto Sielcken.

Per P. and O. steamer *Ripon*, from Southampton, June 26.—To Singapore: Mr J. D. Vaughan. To Penang: Mr. and Mrs. Thompson and child.

## Summary of News from the Far East.

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### JAPAN.

### YOKOHAMA.

The present mail brings advices from this port to the 7th April. The outward mail of Feb. 12 was received in Yokohama on the 5th April, with London telegrams to March 4. The *Japan Times* gives the following summary of the fortnight's news:—

We have to confirm with full particulars the strange rumour of important political change which we mentioned in our last. Authentic documents have come into our hands which place beyond a doubt the fact that several of the principal Daimios have resigned their rank, independent power, rights as sovereign princes, lands and men, into the hands of the Mikado, with a view to centralise and strengthen the Government of Japan, and to enable their country, as they say themselves, "to take its place side by side with the other countries of the world." This unexpected and extraordinary move has naturally excited great attention here, and will probably do so abroad. It appears almost incredible, but is none the less true, and there is no doubt that the result of the change will be of great benefit to the country, to the people, and to the Daimios themselves. The Mikado will be in Yedo in about a month from this date, and the nobles have been summoned to meet him there. At this Council, this and other changes in the constitution will be brought forward by the Imperial Ministers and fully discussed. We are able to give translations of the documents in which the Daimios make to the Emperor the offer we have mentioned, and in other columns have commented more fully upon it.

Meantime, while Japanese politicians are busy improving the constitution of the country and discussing domestic policy, they are leaving us Foreigners "out in the cold," still suffering from their neglect of, to us, the more important question of the currency. Nothing has been done to improve our position in this respect since we last wrote, and trade remains, consequently, in the same state of languor and suspense. All speculative business is necessarily stopped, the native merchant being unwilling to part with coin which may be replaced in his next month's returns by others of less purchasing power; and little is done, therefore, except to meet actual, immediate wants. The Foreign Ministers are hard at work endeavouring to instil into the minds of their native colleagues sound principles of finance, and to induce them either to give some guarantee that they will not further debase the coinage, or to call in the issue now circulating. But the accumulated debt incurred last year in putting down the northern rebellion and the present demand for money to extirpate the ex-Tokugawa pirates, press most heavily on the Mikado's Government, and the need of funds is immediate and irresistible. The readiest way of paying their debts being the issue of a spurious coin, they have adopted it, and it is matter of grave doubt whether any remonstrance setting forth the damage they are doing to Foreign trade will have any effect upon them. Only, if they can be convinced that by raising the cost of living, by thus diminishing the purchasing power of the currency, they will raise also discontent among the people and imperil the existence of the Government itself, can we gain our objects, reform in the Mint and a revival of trade. But we have no warrant for believing that they fear any such results; the Government is far stronger than most people imagine, and a counter-revolution is nearly impossible. Certainly, no popular rising can ever be looked for in Japan.

The sanitary condition of the settlement remains much the same as at the date of our last advices, typhoid fever being still prevalent, but perhaps a little less violent. A scheme for the effectual drainage of the place has been proposed by Mr. R. H. Brunton, a civil engineer sent out by the British Government to erect lighthouses for the Japanese upon the dangerous points of their coast. He estimates the cost of his drainage at the moderate sum of 50,000 dols., and to-morrow the residents are going to meet,

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to determine whether they will bear any share of this cost, instead of leaving the Japanese Government to pay the whole. The latter are bound to do it by their engagement as our landlords; but what is right is not always expedient, and as the Foreign Ministers do not seem inclined to try to get us any share in the administration of the heavy ground-rent we pay, unless we tax ourselves heavily over again for such a privilege, we may have to yield.

These three subjects—the Daimios' offer to the Mikado, the Currency Question, and the Drainage Scheme—have pretty wel occupied our attention and thoughts during the fortnight. The weather has been variable, but the spring crops are looking very well.

## CHINA.

—o—

### SHANGHAI.

(FROM OUR OWN CORRESPONDENT.)

SHANGHAI, April 13, 1869.

The English mail of the 12th February entered the harbour just as the outward steamer was leaving on the morning of the 31st ult. The telegrams brought extended to the 3rd March. On the following day we received telegrams *via* Kiachta and Tientsin to the 9th March. The French mail of the 19th February, with telegrams to the 16th March, arrived on the 7th inst., followed on the 10th by the American mail, with telegraphic news from Washington up to the 8th ult. All its European news had of course been anticipated. Yesterday a telegram to the 23rd March was received *via* Kiachta. This was merely commercial. This afternoon, however, we received the London mail of the 26th February, with telegrams to the 19th March. On the 1st inst. the *Everest* left this port, tea laden, for London.

Rumour is busy about the newspapers in Shanghai. It was said that the *Recorder* would be shut up at an early date, the *Supreme Court and Consular Gazette* be annexed to the *North China Daily News*, and the latter change hands either by sale or lease. Two offers for a lease of the latter have already been rejected, but I understand that a satisfactory offer has at length been made, and that the paper will for the future be conducted under the same management as heretofore. Meanwhile, the *Recorder* has shown signs of greatly increased vitality. Mr. Tarrant, the well-known ex-editor and proprietor of the *Friend of China*, who has now for some months lived in retirement, has published an advertisement stating that, in consequence of Mr. C. T. Jones's inability to fulfil the covenants of his lease of the *Friend of China*, he (Mr. Tarrant) is "constrained to enter on possession of the same." Accordingly, on the 10th the first number of the new series of the *Friend* appeared, not, however, conducted in its old vigorous style. Mr. Jones has taken umbrage at Mr. Tarrant's action, and turning on the only person who assisted him during his difficulty with the British Government, he has published a very offensive article reflecting on Mr. Tarrant's personal appearance, journalistic ability, honesty, and so forth. From all this you will see that, to say the least of it, newspaper property in Shanghai is in a transition state. Meanwhile, the *Evening Express*, hitherto conducted by Mr. Jones in the rowdiest possible style, has been brought to a stand. I send you an *Express* bearing on the matter.

All the money necessary for the purchase of Mr. Wylie's library has been subscribed, and in aid of the "public library" which I mentioned two mails ago the English and German Dramatic Corps have volunteered to give performances.

The great staple English beverage is now brewed here, of excellent quality, and at very reasonable prices, by Messrs. Evans and Co., who during the season have sold between Shanghai and the outports over 50,000 gallons of beer.

As an interesting item of local news I may tell you that garrotting, which a couple of years ago was quite a fashionable amusement among the native rowdies, has recently been revived, a gentleman having been attacked by some natives on the evening of the 4th inst., nearly choked, and completely stripped. The ill-feeling towards Foreigners on the part of the native residents at Pootung, which exhibited itself in the assault mentioned in my last letter, has again been proved within the last few days by opposition offered to police arrests. The *Recorder* reports that on two separate occasions a policeman and a collector of sampan tax were obliged to beat a hasty retreat, as the appearance of the congregated villagers became threatening in the extreme. The Hongque side is also reviving its old evil renown, a sailor belonging to H.M.S. *Zebra* being now missing for some days, after having last been seen in company with some Manilamen and Chinese females resident in the American settlement.

Yesterday a gunboat for the Chinese Government was launched from Kiang-nan arsenal dockyard. Not a single hitch occurred. The model was made by Mr. T. Falls, the superintendent, and drafted off by Mr. Lambert, and the vessel built under the superintendence of Mr. H. Mainland. She will be propelled by a screw, and her measurement is 175 ft. over all, 166 ft. on the keel, 27 ft. 3 inches beam, 12 ft. depth of hold, and of 560 tons measurement. Her engines, which have been made at the arsenal, are of 110-horse power, the cylinders of 36 inches in diameter and 26 inch stoke, condensing, and the boiler pressure 40 lbs. to the square inch. She is to be armed with one 68-pounder, smooth bore, to be placed midships, four 24-pounders abaft, two 12-pounders forward and one 32-pounder, Whitworth, rifled, to be placed in the bow.

An important case has been decided by the arbitration of the American Consul General. A British barque, the *Anita*, had been registered at Hong Kong in the name of a British subject, but was mortgaged to an American. On the death of the latter the former sold his interest in her to the widow of the mortgagee, who, in turn, transferred the vessel to Messrs. A. Heard and Co. for sale. On the 5th February last the barque was sold to Mr. Fobes, an American, on the condition of half purchase-money down, and the remainder on transfer, which the auctioneer promised should be on the day of sale or the day after. Meanwhile, an informality was discovered in Heard and Co.'s power to sell, and the transfer was not made until the 13th of March, although the purchaser made a formal offer of the remaining half of the purchase-money. The claim, then, was for damages for the loss of use of the ship during the interval, at the rate of 1,400 dols. per month—the rate at which a charter could have been effected immediately after the sale, and for the difference between that rate and the rate for which a charter could have been effected for four months at the time when possession of the vessel was received. Mr. Seward disallowed the first claim, but allowed interest at the rate of 12 per cent. on the purchase-money for the interval, and 300 dols. per month for three months and a-half, that being the estimated difference in the rates of charter obtainable.

An expedition has gone to the islands at the mouth of the Yangtsze, with the view of selecting a place suitable for a sanitarium, or summer settlement. The great objection to any place in that neighbourhood is the prevalence of piracy. Only the other day a pilot named Hoar was wounded while gallantly rescuing a Cheefoo junk from six piratical vessels off the South Saddle. For this reason, as well as on account of the great difficulty of obtaining supplies, and the impossibility of landing at certain states of the wind and tide, the exploring party has reported unfavourably.

On the 31st ult. the following shares were put up to auction, but were bought in at the prices named:—

| | | |
|---|---|---|
| 6 Shanghai Gas Company ... ... | Tls. 94 | per share. |
| 6 Shanghai Dock Company ... ... | Tls. 85 | " |
| 10 Steamship Navigation Company ... | Tls. 94 | " |
| 3 Hong Kong Fire Insurance Company | Dols. 165 | " |

At a meeting of the North China Insurance Company, held on the 9th inst., the auditors were re-elected, and a further dividend of Tls. 1,000 on the shares in the old company was declared. The only Consular news consists in a rumour that Mr. Cooper is under orders to replace Mr. Gibson at Takow, and that Mr. Frazer, of Shanghai, has been ordered to Chinkiang.

It has been announced that the Governments of Great Britain, France, and Russia have signified their approbation of the code of revised land regulations for the Anglo-American Settlement, subject, however, to the condition that the other treaty Powers give a like assent. Mr. Seward, the United States Consul-General, is believed to have supported the new regulations, and the approbation of the American Government may therefore almost be taken for granted. But Herr Tettenborn, the Prussian Consul, takes a different view, and hence there is little expectation of a favourable answer from the Court of Berlin. Thus, regulations now antiquated and obviously unsuited to the requirements of the place are kept in existence because of the opinion of one gentleman as opposed to that of all reasonable Foreigners in Shanghai. The worst part of it is that Herr Tettenborn will neither support the new regulations nor acknowledge the old, and hence his nationals (or some of them) evade the payment of municipal taxes, and derive all the benefits of police supervision, lighting, &c., without being at the pains to pay for any of them.

An interesting report on the Formosan coal mines, written by a Mr. Knight, who has been for a considerable period a resident in Formosa, and published in the *Shanghai Evening Courier*, has attracted some attention.

The *North China Daily News* has been made the victim of a practical joke, not worth mentioning but for the effect it is likely to have upon the home readers of that journal. Some facetious person at Tientsin sent it a copy of a Chinese paper, purporting to be a memorandum of the concession which the native authorities were prepared and anxious to make at the approaching revision of the treaty. This was duly translated, and published with a flourish of trumpets. On examination, however, it turns out that this valuable document is merely a free translation of the demands made by the Foreign framers of the Tientsin memorial to Sir Rutherford Alcock.

Sir Rutherford Alcock's reply to the private memorials on Treaty revision has just been published. In it he promises careful consideration of the views advanced, but he considers free inland residence incompatible with exterritorial privileges. Some hope of securing the concession of subsidiary ports is held out, but the spirit of the whole document obviously is that no refusal on the part of Chinese to extend Foreign privileges will be made the ground of quarrel.

The squeezes levied by the mandarins appear to be resented quite as bitterly by their own retainers as by Foreigners. A few days ago three or four hundred gunboat braves were paid off at

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Minhong, a village about twenty miles up the river from Shanghai; but so large a squeeze was levied that the braves took the gunboats and salt depot in pawn for the balance of their claim. This step had the desired effect, and a steamer was immediately sent up from Shanghai with the necessary funds.

The Dunlop memorial window, subscribed for by the Freemasons of Shanghai as a monument to the late L. G. Dunlop, Esq., has been placed in the new church.

From Ningpo we have received no news of importance, except an account of the death by drowning of Mr. F. K. Porter, who sank while bathing, late in the evening of the 3rd inst., at a place about five miles up the river from Ningpo. Mr. Porter was assistant and acting interpreter at H.B.M.'s Consulate, and was very popular among the community. His death cast a general gloom over the entire Settlement.

From Hankow we have learned that H.M. gunboat *Opossum* left on the 26th March on its exploring trip up the Poyang Lake. On the 25th the *Salamis*, with Sir Harry Keppel on board, started for the Upper Yangtsze, having the *Faust* in tow. The *Salamis* arrived on Good Friday, the 26th March, at Yohchow, that is to say, at the entrance to the Tungting Lake in Hunan, 130 miles from Hankow, and left on the following day for Ichang, 230 miles further up the river. This is the last place accessible to the present style of Foreign steamers, and even to such native boats as are employed in the lower waters. On her way up, however, the *Salamis* went on shore at Shasi, a distance of seventy miles from Yochow. We have received no particulars, further than that her rudder was broken by the shock. The *Zebra* has gone to her assistance. The Hankow Spring Race meeting was held on the 5th and 6th inst.

At Kiukiang Mr. Edward Cunningham's memorial on the revision of the treaty, published in the *Supreme Court and Consular Gazette* of the 26th ult., has created little short of dismay. In the memorial Mr. Cunningham recommended the abandonment of Kiukiang, and the opening, in place of it, of Hukow, at the mouth of the Poyang lake. Several Kiukiang merchants have energetically protested against this, on the grounds of the inaccessibility of the town of Hukow, built, as it is, on a steep hill, the absence of native trade, and the loss on real property at Kiukiang.

From Chinkiang private letters have been received, stating that the people, both there and at Yangchow, have cooled down again, and exhibit no symptoms of antagonism to the missionaries.

Foochow advices announce that after an expenditure of half-a-million sterling, the one gunboat long promised to be launched from M. Giquel's Imperial dockyard will *probably* be completed by the middle of May. No wonder the Chinese should be disgusted when this is the result of three years' nominal work.

The following has been communicated to the *Evening Courier*:—

"By last advices from Mr. Markham, H.B.M. Consul at Chefoo, dated from Tsin-hsien (about 380 miles from Chefoo), the 24th March, 1869, we learn that he had visited Keo-fio, in Shantung, the burial place of Confucius, and had had an interview with that sage's representative, who is the duke, and ranks with Princes of the blood. Mr. Markham is the first Foreigner who has ever had audience with him. The place from which Mr. Markham writes is the birth-place of Mencius."

## AMOY.

### (FROM A CORRESPONDENT.)

AMOY, April 16, 1869.

The grand topic of conversation here at this moment is the failure of a Mr. Pielago, a Spanish Coolie emigration agent, to ship off the coolies he has obtained for the plantations in Cuba. The sins of the Macao coolie traffic are being visited upon him. All Treaty powers by the Convention agreed upon by the high Chinese authorities and the Foreign Ministers in 1866 are allowed to take coolies from China under certain rules then drawn up. Mr. Pielago, I believe, has conformed to these rules, but, unfortunately, the ship he has chartered to take these coolies away is a Peruvian ship. Rumour, of course, said that these coolies would be sent to the guano islands of Peru, and that their chances of reaching Cuba are few. The Chinese authorities have declined to let the coolies go in a ship belonging to a non-Treaty Power, and Mr. Pielago stands to lose some 20,000 dols.

The coolies there will be shipped off in a day or two in a vessel formerly under the Dutch flay, called the *Padang Panjang*.

The coolie trade carried on by any nation is looked upon with suspicion, but that suspicion is increased ten-fold when a Spaniard engages in it, and purposes to ship the men off in a hated Peruvian ship. I believe that the Commissioner of Customs and the Consuls of other Powers have had a great deal to do in putting the Chinese authorities on their guard, and it is to be hoped that they will appreciate this act of kindness. I know, however, for certain that the small mandarins do not, as palm oil has been freely used to get them to ship off the coolies in the Peruvian ship *Macao*, and it would have been done had not the Commissioner of Customs interefered.

Two more houses have been begun on Koolangsoo, one for the firm of Jones, Scott and Muller, physicians and surgeons, and the other for the Rev. John Stronach, of the London Mission.

The American clipper ship *Surprise* left this on the 29th March for New York, with a cargo of tea. The *Benefactor* is loading for the same port.

The Amoy tea market closed a fortnight ago.

The merchants of Amoy, wiser in their generation than their brother merchants at Foochow, Hankow, and other places, have held out for four months in spite of the immense quantities of tea that has been in the market, and which the dealers were most anxious to sell. The teamen here have been taught a lesson, that all Foreigners are not foolish enough to give them what they ask.

A combination of the merchants at other places would prevent those serious failures that have of late years taken place among merchants connected with China.

News from the Island of Formosa is most encouraging, the authorities and people are most respectful in their bearing and demeanour towards Foreigners.

I fear that the saying of "sparing the rod you spoil the child" is only too true with regard to China.

We are all anxious to see what is to become of the Burlinghame mission; if all matters have to be referred home and to be allowed to drag their weary length along, three years will land us in a glorious war.

Let China be treated courteously and with consideration, let there be no bullying, but let every iniquity she commits be punished promptly and on the spot. Centralisation has proved a failure.

Trade at this place is still very dull, owing to the mandarins continuing to impose a war tax upon all Foreign trade. The high authorities at Peking are powerless to remove it, so they confess.

April 17.

The coolie emigration matter is at a stand still. It is difficult to get at the truth among so many rumours.

The real history of the delay appears to be that the contracts of the coolies were made out in Chinese, according to the convention; but the Spanish translation of the same did not convey the same meaning. Fraud was suspected, and the case has been referred to the Viceroy at Foochow. The affair is looking like an attempt to revive the Macao coolie traffic at this port.

A few days ago the Emigration Agency House, where the coolies are assembled, ready to be shipped off, was carefully closed and padlocked, and the coolies kept in strict confinement, and they told certain parties, who were passing by, and saw them through iron bars, that they were detained there against their will. I will write further particulars next mail.

## HONG KONG.

From Hong Kong we have advices to the 20th April. The outward mail of Feb. 26 was delivered on the 8th of April, with London telegrams to March 19, but later news had been since received *via* Calcutta, viz., to March 21. There is not much local news of importance; the following items are from the *China Mail* and the *Overland Trade Report*:—

An armed band of thieves, variously stated at from twenty to fifty men, descended upon Sowkewan about one A.M. on the 18th instant, with the apparent intention of looting the village. Two Indian police constables, a Sikh and a Hindu, who were about a quarter of a mile this side of the village, saw the gang advancing, and at first thought they were lokongs; but, on learning their character, one of them fired his musket, and an immediate attack was made by the thieves. Sergeant Mahony, hearing the shot, bravely rushed out to the support of the constables, but was cut down and killed before he could use his pistol, his body being fearfully hacked, and one thrust having cut through his heart. The Indians were meantime overcome by numbers, and at length left for dead. A large force of police was stationed in the village, under Inspector Anningson, and why he did not go to the support of his three men is a mystery yet to be explained. It is said that a police constable even landed from his boat in the harbour to discover the cause of the disturbance, but ran away on hearing the groans of poor Mahony, though he had five or six armed lokongs in his boat. The bravery of Sergeant Mahony and the bold front showed by the Indians undoubtedly saved the village from an organised scheme of plunder. Two men have been arrested by the police officials, who are most active in taking the necessary measures; but the fact that so large a body of thieves could plan and nearly carry out such a scheme in concert does not say much for the police as a preventive force.

The Colonial Surgeon's report for 1868 shows Hong Kong to have been unusually healthy for that year, even when compared with that of London.

The supposed murderers of the late Mr. Holworthy are committed for trial at the next Sessions.

Admiral Keppel has notified that the national distinguishing flag of Chinese war vessels, as recognised by H.M. naval authorities, will, pending a final arrangement, be a square, and not a three-cornered flag as previously described.

We are pleased to notice that Mr. Jonathan Parsons, an old resident of Hong Kong, who leaves for home by the Pacific mail, has been presented with a silver tea service as a token of esteem by his many friends here. Mr. Parsons is one of the few men in the East who has *ever* been ready to help those in need.

The case of "Regina v. Saint" is not to be carried before the Privy Council formally; but it has gone to Earl Granville, the Secretary for the Colonies, we presume for advice as to what shall be done with it. The nature of the answer may be very confi-

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dently anticipated. It is not given to every Governor to meet with such an unhappy conjunction of circumstances as those which afflict Sir Richard MacDonnell. Just while he is in the thick of the unpleasant controversy about the gambling revenue there will be presented the other astonishing blunder to which he committed his Government. How gratifying these things must be to the unofficial members! There was one of their number who raised his voice against the first blunder, but all of them seemed to have sympathised with the last, in their "representative" capacities—that is, whatever may be their private opinions.

The Hong Kong Association, so long hidden from the public gaze, has during the last fortnight emerged from its obscurity, and appears to be taking active measures in connection with a revisal of the draft of the Building Ordinance of 1868, which has been referred to a committee who consulted the Association. The chief points in which it appears to require amendment are that it should be made more simple in its application; that the clause providing that the Governor's leave should be obtained before erecting buildings should be expunged; and that the rules as to buildings should not be made retrogressive, but that if there is good reason to believe a building is defective, provision should be made for its being reported upon.

The decision of the Judicial Committee of the Privy Council in the *Min* case seemed to take the public somewhat by surprise, and the matter has been the subject of some talk, which has been increased by the fact that, almost at the very time the news arrived, a sale took place of the furniture of Mr. Maclean, of Lyall, Still and Co., who figured so prominently, but unenviably, in connection with the proceedings.

Two gentlemen, residents at Hong Kong, have started on a journey overland from Canton to Hankow. They expect to be absent about six weeks, returning by steamer from Shanghai.

The question of reviving the Asiatic Society here has been further discussed. It appears that there are some books belonging to the old Society that would form a neucleus for a Library, and it is expected some steps will shortly be taken in the matter.

Colonel Norman, C.B., of the 10th Regiment, now in Japan, who is the senior of Col. Gore by a few months, will, in consequence of the death of Major-General Brunker, take command of H.M.'s Forces in China and Japan, until a new general is sent out. All despatches and documents will meantime have to be sent to Japan.

Mr. James Russell, interpreter in the Colonial Service, and for some time Private Secretary to H.E. the Governor, has been appointed acting Police Magistrate in place of Mr. Goodlake. It is understood that this selection has been made chiefly on account of Mr. Russell's aquaintance with Chinese. He passed his examination in that language out here in 1867.

## STRAITS SETTLEMENTS.

### SINGAPORE.

Dates from this port are to the 27th of April. The outward (French) mail of March 18 arrived out on the 19th April. The latest London telegrams received were to the 14th April, *via* Calcutta. We take the following summary of the fortnight's news from the *Straits Times*:—

There has been one meeting of the Legislative Council since despatch of our last, held on the 21st inst., at which several papers of interest, alluded to in the body of our journal, were laid on the table. One was a return of the number of opium and chandoo cases entered at the magistrate's court during the past fifteen months; another showing the terms on which the sea beaches have been leased. But the paper likely to attract most attention is a "return showing every sum paid out of the Treasury of the Settlements for travelling allowance, mileage, table money and other similar expenses during the year 1868 of the Government officers detailed in the estimates for 1869 under the head of Transport." We are unable to give more than the title of the paper, as recorded in the official minutes of the proceedings of Council, as the paper itself has not been forwarded to us with the others; why, we have not been informed, though it cannot, we are sure, be the intention of the Executive to discourage a free examination by the public of a paper which has been laid on the Council table, and on the subject of which so much curiosity has been expressed. His Excellency formally announced to the Council the resignation by the Hon. Dr. Little of his seat in the Council; nothing was said as to whether the resignation was accepted or not, or, if so, what steps had been taken to appoint a successor.

The Council now consists of only two un-official members from Singapore, in place of four as formerly, or of five as was contemplated by Her Majesty's proclamation. The honour is not apparently coveted by the responsible men of the place, and several have declined the offer of it. In addition to the papers already enumerated, a return was submitted by command of his Excellency, showing the rents of the various revenue farms for the last ten years.

Outside of the Council a good deal of political discussion has been awakened by the very able letter the Chairman of the Straits Association in London has addressed to the Secretary of State for the Colonies, under date the 12th March, on the subject of Straits grievances. While agreeing with the spirit of retrenchment which breathes through this letter, exception is taken to the rather radical measures by which it is suggested to inaugurate that retrenchment, viz., the arrest of further expenditure upon the new Government-house, and the sale at home of the steamer and steam launch ordered eighteen months ago. The former would clearly be an intemperate measure, and the reverse of an economy. The building has progressed too far to be curtailed in plan without marring it, and to come to a sudden halt and leave it unfinished would be to sacrifice all the money that has already been expended—by far the greater part of the cost. Regarding the new steamer, too, unless it be plain that its maintenance will involve upon the colony a seriously greater annual outlay than the *Peiho*, it would seem desirable—if we are to have a steamer at all—to have one specially adapted to our purpose rather than continue a makeshift.

# Commercial Report.

## STRAITS, CHINA AND JAPAN IMPORTS.

YOKOHAMA.—There was still an almost entire absence of business in either cotton or woollen goods, prices being nominal and holders firm. This state of affairs had prevailed throughout the fortnight, the only exception to the general depression having been Cotton Yarn, of which about 1,000 piculs, chiefly 16-24, had changed hands at $45 to $46 per picul.

TIENTSIN.—The market for all classes of imported goods was reported to be very inactive.

SHANGHAI.—Cottons: The advance in Grey Shirtings noted in our last report had been lost, the market having declined about 3 candareens. There was little demand, and the business had been chiefly in resales. White Shirtings: The demand was less active, but prices were maintained. The supply was moderate, and importers were not anxious to sell. T-Cloths: To effect sales a slight concession on the quoted rates must be made. There had been a large speculative business in both English and American Drills. Dyed and Printed Cottons were in fair demand. Woollens: Camlets were in better inquiry. Figured Orleans still found buyers. Metals—Lead: Prices had again given way a little; notwithstanding favourable advices from Hankow and Kiukiang, arrivals had been small, only 1,554 piculs added to stocks, whereas 5,556 piculs had been exported. Nail Rod Iron: Demand for good assortments during the fortnight had been good, and sales on the spot had been effected at Tls. 2.45 to 2.50, whilst a few invoices "to arrive" had been disposed of at Tls. 2 40 per picul. Stocks were much reduced. Bar Iron was much inquired after at Tls. 2.70 for best assortments. Coals: The market was still dull; sales of small lots of Cardiffs had taken place at Tls. 10.5, and a cargo of Australian had realised Tls. 7.8. There was some inquiry for Japans. The arrivals had been 368 tons from Great Britain, 306 tons from America, 2,062 tons from Australia, and 300 tons from Japan; in all, 3,036 tons, of which 467 tons were to order. The following were the current quotations at departure of the mail:—Grey Shirtings, 7 lbs., per piece, Tls. 1.9.6 to 2.0.2; 8.4 to 8.6 lbs., Tls. 2.1.9 to 2.2.5.; 9 to 9.12 lbs., Tls. 2.8.0 to 3.2.5. White Shirtings, Tls. 2.3 0 to 3.5.0. T-Cloths, Tls. 1.5.5 to 2.6.0. American Drills, 40 yards, Tls. 4.2.5 to 4.4.0. American Jeans, 30 yards, Tls. 3.6.5 to 3.7. English Drills, 40 yards, Tls. 3.9.5 to 4.1.5. Camlets, English, S.S., Tls. 12 to 12.6. Spanish Stripes, per yard, Tls. 0.5.5. to 0.8. Medium Broad and Habit Cloths, Tls. 0.9.0 to 1.6.0. Iron, nail rod, small size, per picul, Tls. 2.3.0 to 2.4.0; fair to good assorted, Tls. 2.4.5 to 2.5.5; Hoop, Tls. 1.9.0 to 2; Flat and Round, Tls. 2.6.0 to 2.7.0; Lead, Tls. 5.9.0 to 6.2.5; Tin Plates, per box, Tls. 4.3. to 4.8; Steel, per tub, Tls. 3.5.0 to 3. 6.0.

HANKOW.—Throughout the whole of the interval the import market had been dull and inactive. Arrivals of cotton goods had been on a large scale, and heavy stocks were on hand. In woollens a moderate business had been done at about previous rates. Cotton Goods:—Grey Shirtings—During the early part of the fortnight sales to some extent were effected at Tls. 2.25 to 2.32 per piece for 8¼ lbs. goods. Subsequent heavy arrivals had caused prices to decline 5 candareens per piece, and the dealers seemed fully occupied in clearing their former purchases. Few sales had been made, and the market closed quiet at Tls. 2.02 to 2.05 for 7 lbs., Tls. 2.21 to 2.26 for 8¼ lbs., and Tls. 3 to 3.20 per piece for 9¾ lbs. goods. White Shirtings had continued in good demand, and a further advance of 5 candareens per piece was established. T-Cloths had been dull of sale, and stocks had greatly increased. Quotations were slightly lower. Drills: A few sales of English and Dutch makes are reported at previous rates. Fancy Cottons had been in fair inquiry at somewhat higher prices for most descriptions. Woollens and Worsteds:—Camlets—A good business had been done at about previous prices for assorted colours, with the exception of Scarlet, which had been sold at a decline of 1 to 2 mace per piece. Lastings had found buyers to a considerable extent, but prices were 1 mace per piece lower. Long Ells had been in little enquiry; quotations unchanged. Spanish Stripes continued dull; Medium and Broad Cloths had been saleable to some extent. Figured Orleans firmer, with few sellers at quotations. Metals:—Lead had given way in price, best brands being quoted up to Tls. 6.70 per picul, and the demand was very trifling. Quicksilver was in some request at Tls. 49.30 to 49.50 per picul. Tin—Small sales had been made at Tls. 25 to 25.50 per picul. Quotations:—Grey Shirtings—7 to 7½ lbs. per piece, Tls. 2.0.2 to 2.0.5; 8¼ lbs., Tls. 2.2.1 to 2.2.6; 9 to 9¾ lbs., Tls. 2.8 to 3.2. White Shirtings, Tls. 2.1.5 to 2.7.5. T-Cloths, Tls. 1.4.5 to 2.2.8. Drills—American, 40 yds., Tls. 4.1 to 4.2; English, 40 yds., Tls. 3.9 to 4.0.5. Spotted Shirtings—White, Tls. 2.2.5 to 2.3; Dyed, assorted, Tls. 2.5 to 2.6.5. Brocades—White, Tls. 2.2 to 2.3.5; Dyed, assorted, Tls. 2.9 to 3.1. Damasks—White, Tls. 3.5 nominal; Dyed, assorted, Tls. 4.3 to 4.6. Chintz, Assorted, Tls. 1.4.5 to 1.8. Velvets—18 in. Black, per yard, Tls. 0.1.6½ to 0.1.7; 22 in. Black, Tls. 0.2.0 to 2.1.5. Orleans Cloth, Figured, per piece, Tls. 3.8 to 4.1. Spanish Stripes, per yard, Tls. 0.5.8 to 0.6.1; Cloth, Tls. 1.2.5 to 1.7.

FOOCHOW.—No sales of Manufacured Goods are reported. The undermentioned sales of Lead were made in the early part of the interval, since when there had been some large arrivals, and prices were tending down-

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wards. The following transactions are reported:—430 piculs Lead at $9.50 to $9.80 per picul, against tea; 250 piculs Lead at $9 cash.

CANTON.—A small sale of Grey Shirtings, 8.4 lb., say 500 pieces, had been made at $2.75. Prices for Metals and Quicksilver were rather lower. Nothing had been done in Ginseng. Both holders and native dealers were firm. Stocks small. Sales of Imports had been:—Lead, 400 piculs, at $8.10 to 8.20; Quicksilver, 50 flasks, at $67 to 67.50.

HONG KONG.—The following is from Messrs. Olyphant and Co.'s Circular, dated 19th ultimo:—Cotton yarn: Business has been much upon a par with that of the preceding fortnight, though prices from the commencement have been very firm; a further advance of $2.50 upon last figures was soon established, and in some instances increased rates have been demanded. Nos. 16-24 have again been easiest of sale, while the higher numbers have been taken but sparingly; foreigners have been holding above the ideas of the Chinese, whilst the views of the latter have been more for price than quality. Piece Goods: Prices are much firmer, though operations have been smaller, and buying has been more confined to regular dealers. Grey Shirtings during the first of the interval were neglected; but as stocks of 7 lb., 9.8 lb., and 10lb. had run very low, they soon recovered their favour, and these weights are now quoted 5 cents dearer, with a strong demand for 7 lb. T-Cloths show a greater enhancement of values, and quantities offering are very limited; 6 to 7 lb., and 8 to 10 lb. meet with very quick sale, the former at an advance of 5 cents, and the latter of 10 cents per piece upon previous quotations. The small stock of common kinds is held at very high figures. White Shirtings are also in very decreased supply, particularly 54 to 60 reed, which are much wanted; 64 to 66 reed are in fair demand, and are 5 cents dearer; the finer kinds have been much sought after, and such makes as E.F. mark could be placed at $6.70 to 6.90 per piece. There are no Drills or Jeans on offer, but both have been inquired for at an advance; the only transaction has been a sale of 1,000 pieces Dutch "to arrive." The shipments per Netty Merryman, from New York, were not intended for disposition at this, and will be sent on to Shanghai for sale. Woollens: The market is even duller than before. Scarlet and Assorted Long Ells have declined 10 cents, and the only kinds that at all maintain their values are the colours last advised, and the demand is very slack. Spanish Stripes are weaker, and not wanted. Lastings and Crape Lastings are without change. The inquiry for B.B.B. Camlets has sensibly decreased, and prices are weaker. Metals: Nail rod iron has been fairly taken, but shows no alteration in price: Hoop has been neglected, while Soft Bar has gone rather lower; Steel is still in good inquiry, and sales are readily made at an advance of 20 cents. Lead has ruled very quiet, and a reduction upon last quotations of 20 cents is noted. Such small lots of Tin as have come upon the market have been quickly taken at rates $2.50 to 2.75 higher; at present no parcels are offering. Quicksilver is rather firmer. Coal: Stocks have been fairly augmented, and prices have gone somewhat lower. Arrivals have been:—250 tons English, 1,193 tons Sydney, and 950 tons Cardiff. The only sale has been the cargo from Cardiff of 950 tons, at $10.75 per ton. Ginseng: Transactions have been on a very limited scale, and holders still continue very firm; the only noteworthy sale has been one of 14 casks of Crude, at $130 per picul. Some small odd parcels have been disposed of at irregular rates, not justifying other mention. The current quotations were as follows:—Cotton Yarn, Nos. 16 to 24, per bale, $125 to 132.50; 28 to 32, $135 to 140; 38 to 42, $135 to 140; Grey Shirtings, 7 lbs., per piece, $2.55 to 2.60; 8.4 lbs., $2.77½ to 2.85; 9.12 to 10 lbs., $3.90 to 4.10; White Shirtings, $2.45 to 5.10; T-Cloths, $1.95 to 3.30; Spotted Shirtings, $2.75 to 3.70; Turkey Red Shirtings, 8 lbs., $2.85; American Drills, 40 yards, 14 lbs., per piece, $5.25 to 5.30; Spanish Stripes, per yard, $0.78 to 0.93; Medium, Ladies', and Habit Cloths, $1.15 to 2; Long Ells, Scarlet, per piece, $8 to 8.50; Assorted, $8 to 8.50; Camlets, SS Scarlet, $17.50 to 18; SS Assorted, $16.25 to 16.50; Blankets, per lb., $0.45 to 0.63; Iron Nail Rod, per picul, $2.80 to 2.85; Round, Square, and Flat Bar, $2.85 to 2.95; Hoop, $2.90 to 3. Wire, $7.25 to 7.50; Lead, $7.30 to 7.45; Tin plates, per box, $6.50 to 6.75; Steel, per tub, $4.25 to 4.50; Quicksilver, per picul, $63.50 to 63.75; Window Glass, per box, $3.50 to 3.75; Coals, English, per ton, $10 to 10.25; Welsh, $11.

SINGAPORE.—The market had been quiet and business limited; rates for Manchester staples were generally firmer. Grey Shirtings had advanced in value, 39 inch 8¼ lbs. having been placed to a moderate extent at $2.87½ to 2.90, and small sales at $2.92½ per piece; 7 lbs. were in demand, and the stock light, 6 lbs. wanted, and market nearly bare; 45 inch shirtings inquired for; none in first hands. Long cloths dull of sale. Maddapollams inquired for, stock nearly cleared, prices firm. T-Cloths continued in brisk inquiry, good business, stocks much reduced, the lower weights nearly cleared; large sales of superior qualities, quotations firmer. Dutch drills unchanged, stock light, and moderate inquiry. Grey Yarn of low numbers quiet, quotations unchanged. No. 40s moving off slowly, inquiry slack. White shirtings of low and medium qualities in good demand, stocks much reduced, moderate business at an advance on last quotations, fine qualities in fair request. Imitation Irish linens in demand, stocks light. Maddapollams in moderate request. Cambrics No. 24s in moderate demand and several sales had transpired; Nos. 15 and 16 selling slowly, and previous rates barely maintained. Figured shirtings dull. Metals: Bar Iron difficult to place, without enquiry; Nail rod neglected, and no business had transpired; small sales of Hoop Iron and Swedish Iron. Lead in less active demand; prices declined, owing to lower rates current in China. Yellow Metal firm and stock in first hands light. Brass wire of the coarser qualities wanted. Supplies of Tin Plates had come forward, but no sales were reported. Gunpowder unchanged; a few trifling sales had been made. Coals had declined in value; the market was very dull, and there was a heavy stock with both importers and consumers; several cargoes on the market.

## STRAITS, CHINA AND JAPAN EXPORTS.

### TEA.

YOKOHAMA.—During the early part of the fortnight more activity was experienced in the market, and settlements, principally for California, were 800 to 900 piculs, all of medium to good medium grades; since the departure of the P.M.S.S. Co.'s steamer on the 31st March, with 190,954 lbs., the market had again been quiet. Dealers continued firm, and prices may said to be a little higher; no change, however, is made in quotations, as the settlements had been effected as quoted. Arrivals were small, and stocks remained unchanged. The J. Godfrey had sailed with 339,287 lbs.; there was no vessel on the berth. Quotations:—Common, $19 to 23 per picul; good common, $24 to 25; medium, $26 to 28; good medium, $29 to 32; fine, $34 to 37; finest $38 to 39; choice, $40 to 42.

SHANGHAI.—Black: Since the departure of the previous mail the greater part of the stock left has been cleared from the market at former rates, and only 4 chops remained. Settlements for the fortnight, 2,063 chests; stock, 4 chops, or 1,313 chests. Green: A fair business had been transacted, but prices showed no alteration. Settlements were: 9,398 half-chests Moyune, at Tls. 24 to 41; 1,074 half-chests Fychow, at Tls. 21.7.5 to 23.5.0; 688 half-chests Pingsuey, at Tls. 28 to 38; and 2,968 half-chests Shanghai-packed, at Tls. 22 to 23. Settlements for the fortnight, 12,922 half-chests; re-shipments on owners' account, 1,206 half-chests; stock, 14 chops, or 6,501 half-chests.

FOOCHOW.—No change had taken place in the figures of stock, and no intelligence of moment had been received from the producing districts, whither most of the teamen had taken their departure, other than that the weather was still very favourable for the growth of the leaf.

CANTON.—About 1,000 boxes Gunpowder had been settled for the Continent, but no offers were reported for the remaining stock on offer. The weather continued very unfavourable for the crop, and natives asserted that a considerable portion of the leaf had been seriously injured. Musters were not expected to be placed on the market for several weeks.

### SILK.

YOKOHAMA.—There had been a small business of about 800 bales done, the high Boo-value of the dollar having induced some silkmen to accept concessions varying from $30 to $50 on last nominal quotations, but it cannot be said that there was any general pressure to sell. The settlements had been replaced by the same amount of arrivals, leaving stocks unchanged in quantity, and as before chiefly of mixed and common quality. Settlements, Hank sorts, 150 bales; Oshu, 130 bales; other sorts, bales; total, 300 bales. Quotations (all charges paid to London at exchange 4s. 7d.) were as follows:—Hanks, Mybash, Sinchu, &c., extra, 34s. 1d. to 36s. 1d.; ditto, best, 31s. to 33s. 8d.; ditto, medium, 27s. 1d. to 29s. 10d.; ditto, inferior, 26s. 1d. to 27s. 7d.; Oshu, extra, 32s. 11d. to 34s. 11d.; best, 29s. 1d. to 31s.; medium, 23s. 3d. to 27s. 1d.; Coshu, best, 29s. 1d. to 31s. 4d.; medium, 25s. 2d. to 28s. 3d.; Sodai, best, 27s. 1d. to 29s. 1d.

SHANGHAI.—The following is from Messrs. Skeggs and Co.'s report, dated 13th April:—The total business for the fortnight is estimated at about 600 bales, including 100 bales re-reeled descriptions; prices at the beginning were fully Tls. 10 higher, but any further upward movement has been checked by the advanced rate of exchange, and closing quotations may be considered on a par with those of last mail, thus leaving the cost in London 6d. per lb. more against buyers. There are no settlements of well-known chops to remark. Nearly one-half of the shipments go forward on native and joint account with Foreigners, one large holder having reduced his stock by 250 bales in this manner, and a considerable proportion of the remainder has been in barter for woollen goods.

### STRAITS PRODUCE.

SINGAPORE.—Business during the fortnight had been on a moderate scale; there was not much alteration in prices, and there was a good demand for most articles of export. Transactions had been limited by the shortness of supplies. Gambier easier, contracts for about 500 tons reported at $3.07½ to $3.05 per picul, and dealers were offering to sell at the lower quotation. Tin in active demand, supplies had been readily taken up at an advance on last rates, chiefly for the American market. Black Pepper firmer, crop nearly exhausted and supplies very small. White Pepper scarce, supplies had fallen off, and the price had advanced. Sago Flour in fair demand; price rather easier, supplies small. Pearl Sago difficult to procure, and price advanced. Tapioca lower in value; inquiry dull. Coffee in demand; no supplies of Bontyne had come forward; Bally had been taken up at about previous rates. Hides in good demand, and rates firmer. Horns inquired for. Cubebs had been bought at an advance. Gutta Percha eagerly taken up at higher rates. India Rubber in fair inquiry. Nutmegs and Mace in good demand; supplies small. Rattans of best qualities scarce and in request.

## EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

| At | Bank Bills. | Credits. | Documentary. |
|---|---|---|---|
| Yokohama, 6 m. s. ... | 4s. 6¾d. | 4s. 7¼d. | 4s. 7¼d. |
| Hiogo & Osaka ,, ... | — | — | — |
| Shanghai ,, ,, ... | 6s. 1½d. | 6s. 2¼d. | 6s. 2¼d. |
| Canton ,, ,, | 4s. 6¾d. | 4s. 7d. | 4s. 7¼d. |
| Hong Kong ,, ,, | | | |
| Macao ,, ,, | | | |
| Singapore ,, ,, ... | 4s. 6¾d. | 4s. 7d. | 4s. 7¼d. |
| Manila ,, ,, ... | 4s. 7d. | 4s. 7¼d. | 4s. 7¼d. |

MISCELLANEOUS.

| — | At Shanghai. | At Hong Kong. |
|---|---|---|
| Bills on India ... ... ... | 304 to 305 | 225½ to 226 |
| ,, Hong Kong ... ... | 25½ to 26 dis. | — |
| Bar silver ... ... ... ... | 111·5·0 | 8 prem. |
| Mexican dollars ... ... ... | 75·3·0 | ½ prem. |

Bons, at Yokohama, 340 to 360 per 100 dols.

SHARES.

Hong Kong and Shanghai Bank, New, 16; Old, 29 per cent. premium.
Hong Kong Gas Company, 41 dols. per share.
Hong Kong and Whampoa Dock, New, 6; Old, 3 to 4 per cent. discount.
Union Dock Company, 25 per cent. discount.
China Traders' Insurance, 540 dols. premium.
Hotel shares, 50 per cent. discount.
Hong Kong and Macao Steamboat Company, 7 per cent. premium.

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The following is from Mr. E. Mellish's report:—Shortly after the departure of last mail sales of private paper were made at 4s. 6½d., 6 months' sight. The P.M.S.S. *China* arrived on the 9th April, with treasure to the value of about $700,000, but this amount did not have the effect of depressing exchange. Rates remained unaltered until the 15th, when credit bills were sold at 4s. 6¾d., and the rate subsequently advanced to 4s. 7d. A large portion of the paper placed on this market has been forwarded for sale from Manila, where rates continue in advance of those ruling in Hong Kong. A large business has been done in rupee paper, at rates which have continued to advance throughout the fortnight. Consequent, however, upon advices from Shanghai, the market both for sterling and rupees closes with a downward tendency. Estimated amount of business:—Bank bills £70,000; private paper £190,000 to £200,000; rupees thirty-three lakhs.

# Shipping Intelligence.

## ARRIVALS.

At YOKOHAMA.—From London, March 31, Eliza Shaw; from Glasgow, 24, Clydesvale; from New York, April 1, George Peabody.

At OSAKA.—From Cardiff, March 21, Crown.

At SHANGHAI.—From London, April 4, Charmian; May 6, Argonaut, Whitecadder (reported by telegram); from New York, 10, Tavistock.

At HONG KONG and CANTON.—From London, April 10, Drydens (reported by telegram); 18, Nile (s.); from Cardiff, 4, Queen of the Ocean; from Portsmouth, &c., 8, Clara; from Ramsgate, 13, Else; from Liverpool, &c., 15, Agamemnon (s.); from Havana, 8, Cataluna; from Callao, 12, Feiga; from New York, 6, Netie Merryman.

At MANILA.—None.

At SINGAPORE.—From Cardiff, April 16, Lord Raglan; 25, Meggie; from Sunderland, 27, Crofton; from Shields, 22, Lord Collingwood; from Liverpool, 24, Cestrian; from Hamburg, 19, J. H. Jessen; 20, Nahodka; from Clyde, Edinburgh Castle (reported by telegram).

## DEPARTURES.

From YOKOHAMA.—For London, March 30, Chrysolite; for Callao, 24, Pegasus; for New York, 25, J. Godfrey.

From SHANGHAI.—For London, April 1, Everest; 2, Undine; for New York, 5, Chinaman.

From HONG KONG and CANTON.—None.

From MANILA.—For London, April 8, Sir Jamsetjee Family, Solent; for Falmouth, Cissy.

From SINGAPORE.—For London, April 16, Queen of India; for Liverpool, 24, Charlot; for New York, Chaturanga; for Philadelphia, 23, Peter.

From PENANG.—For London, April 19, Ilione.

## VESSELS LOADING.

At SHANGHAI.—For London, Chillingham, Grasmere; for New York, Anglo-Saxon, Tycoon.

At AMOY.—For New York, Benefactor.

At HONG KONG and CANTON.—For New York, A. W. Stevens.

At MANILA.—For Falmouth, April 2, China for Boston, Mindoro, Sooloo, Hazard; for New York, Rattler, W. G. Russell; for Hamburg, Voladora.

At SINGAPORE.—For London, Golden Russett, Queen of Devon, Siberia; for Liverpool, Charlot, Foxglove, Wemyss Castle; for New York, Joseph Holmes, Selim; for Boston, Aurelia, Lord Raglan; for Havre, Amaranth.

At PENANG.—For London, Corea, Salado, Dharwar.

## VESSELS PASSED STRAITS OF SUNDA.

| Date. | Ship. | From | To. |
|---|---|---|---|
| April 2 | Carrick Castle | ... Singapore | ... London |
| „ 3 | Robert Rickmers | ... Saigon | ... Falmouth |
| „ 4 | Gabalva | ... Foochow | ... Boston |
| „ 5 | Shakspeare | ... Saigon | ... Falmouth |
| „ 10 | G. P. Servatius | ... Batavia | ... Amsterdam |
| „ 11 | M. A. Wilson | ... Ilo Ilo | ... London |
| „ — | Mutloh | ... Manila | ... Boston |
| „ — | Philben | ... Saigon | ... Bourbon |
| „ 12 | Sophie Helena | ... Batavia | ... Falmouth |
| „ — | Ocean Empress | ... Saigon | ... Rotterdam |
| „ 13 | Augusta | ... Samarang | ... Amsterdam |
| „ — | Triton | ... Batavia | ... Rotterdam |
| „ 14 | Virgilia | ... Bangkok | ... Falmouth |
| „ — | Ocean Bride | ... Bangkok | ... Mauritius |

## FREIGHTS AND CHARTERS.

At YOKOHAMA.—To London, £4; to New York, per steamer, $45; per sailing vessel, £2 15s. to £3.

At NAGASAKI.—To London, £3 15s.; to New York, £3 10s. nominal.

At SHANGHAI.—The Chillingham and Grasmere, the only vessels on the berth, are loading for London at £3 and £4 respectively. To New York the rate is £3 5s. to £3 10s.

At HONG KONG and CANTON.—For home direct and the rice ports no charters have been made, and there is but little inquiry for tonnage, but a better demand exists from the rice ports to China and Japan. To New York the A. W. Stevens has taken the berth at £3 5s. per ton of 40 feet.

At MANILA.—The following transactions have taken place during the fortnight:—Her Majesty, 1,112 tons, takes sugar and hemp to New York at £2 10s. per ton, but she will not be ready to receive cargo for about six weeks; Rattler, 909 tons, has engaged sugar for New York at $13 per ton; China, 268 tons, takes tobacco to Falmouth for orders at £4 10s. per ton.

At SINGAPORE.—There is not much change to report in the freight market. There has been an inquiry for vessels of suitable size for the coasting trade, and there is still a demand for tonnage to load home from Bangkok. Rates for the United Kingdom have been lower, and there is not much cargo offering.

At PENANG.—The Salado has been laid on the berth for London at £3 for tin, pepper, and tapioca, £3 5s. for hides, and £3 10s. for sugar in baskets. She has engaged a full cargo.

# SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—May 15, at New York, from Yokohama, Caractacus; 29, at Deal, from Bangkok, Geologist; 6, at San Francisco, from Yokohama, Evangeline; 31, off Falmouth, from Singapore, Loudoun Castle.

DEPARTURES.—May 29, from London, for Hong Kong, River Eden; for Singapore, Pactolus; from Rotterdam, for Java, Johanna, Helvoetsluis; 28, from Liverpool, for Shanghai, Mikado.

LAID ON.—At London, for Bangkok, Hampton Court; at Liverpool, for Shanghai, Banian.

# REUTER'S TELEGRAMS.

(RECEIVED VIA GALLE, MAY 19.)

## CHINA.

HONG KONG, April 28.—A placard has been circulated in China denouncing Foreign missionaries, and styling them barbarian wolves. It is rumoured that a high Chinese official at Peking has slapped the French Ambassador on the face, and that his Excellency has in consequence hauled down his flag. It is believed that the Peking Government is in great fear of further encroachments by Russia.

### COMMERCIAL.

SHANGHAI, April 23.—Grey shirtings, 6½ catties, 8¼lb., 2.25 tls. Cotton, Shanghai 15½ tls. Tea, nothing doing. Silk quiet and unchanged. Settlements since departure of last mail, 300 bales. Export to date (China and Japan), from commencement of season, 64,000 bales. Exchange on London, Bank bills, six months, 6s. 1¼d. Freights, tea, £4.

HONG KONG, April 28.—Grey shirtings, 6½ catties, 8¼lb., $2 85c. Water twist, $1 35c. Cotton, Bengal, fair medium, $17. Tea, nothing doing; total export, China and Japan, 139,500,000lb. Exchange on London, Bank bills, six months, 4s. 6¼d.

# BIRTHS, MARRIAGES, AND DEATHS.

## BIRTHS.

ANDREWS—On the 22nd May, at Brooklands, Redhill, the wife of Arthur Andrews, Esq., of a daughter.

ANNESLEY—On the 12th May, at 5, Leinster-terrace, Hyde-park, the wife of the Hon. Sydney Annesley, of a daughter.

BARROS—On the 8th April, at Hong Kong, the wife of F. J. Barros, Esq., of a son.

BECKER—On the 18th April, at the Hotel de l'Europe, Singapore, Mrs. A. Becker, of a son.

BOWRA—On the 14th May, at 15, Longton-grove, Sydenham, the wife of F. W. Bowra, prematurely, of a daughter, who survived a few hours.

DAVIES—On the 18th April, at Hong Kong, the wife of C. Langdon Davies, Esq., of a son.

EITEL—On the 8th April, at the London Mission House, Canton, the wife of the Rev. E. J. Eitel, of a daughter.

HASCHE—On the 24th April, at Penang, Mrs. Alfred Hasche, of a son.

HENNESSY—On the 7th March, at Government House, Labuan, the wife of Governor J. Pope Hennessy, of a son.

KERSHAW—On the 16th May, at No. 1, Lincoln-villas, Willesden-lane, N.W., Mrs. John Kershaw, of a daughter.

LAURIE—On the 17th April, at 2, Castle-road, Hong Kong, the wife of Peter G. Laurie, Esq., of a son.

MOURILYAN—On the 6th May, at Lewisham, the wife of T. B. Mourilyan, Esq., prematurely, of a daughter, stillborn.

SASSOON—On the 18th May, at Beacon Lodge, Twickenham, the wife of R. D. Sassoon, Esq., of a daughter.

STEARNS—On the 24th May, at Radnor House, Twickenham, the wife of Alfred C. Stearns, Esq., of a son.

WADE—On the 22nd May, at 6, Seymour-street, Portman-square, the wife of Thomas Wade, Esq., Secretary to H.M.'s Legation, Peking, of a son.

## MARRIAGES.

HUNT—CLARKE.—On the 8th April, at St. George's Church, Penang, by the Rev. Julian Moreton, S. B. Hunt, Esq., Asst.-Surgeon H.M.'s Indian Army, to Emma Matilda, third daughter of F. C. Clarke, Esq., Beau-Coin, Jersey.

LITTLE—MARCHANT.—On the 29th April, at the Church of the Holy Trinity, Brooklyn, New York, by the Right Rev. A. N. Littlejohn, Bishop of Long Island, assisted by the Rev. A. Jones, D.D., uncle of the bride, and the Rev. N. H. Schenck, D.D., Robert William Little, of Shanghai, China, son of W. J. Little, M.D., of London, to Mary, daughter of the late Henry Marchant, of New York. No cards.

SMITH—JEFFERY.—On the 15th May, at St. Paul's Church, Covent-garden, by the Rev. B. Compton, William Sumner, only son of the late Capt. William Richard Smith, R.N., to Elizabeth Anne, younger daughter of the late Robert Jeffery, Esq., of Ceylon.

TROLL—ZECHARIAH.—On the 20th April, at St. Andrew's Church, Singapore, by the Rev. J. A. Beckles, Jacques Troll, son of J. Troll, of Winterthur, to Annie, youngest daughter of the late Isaiah Zechariah, of Singapore.

WINBOLDT—STEVENS.—On the 10th April, at St. Andrew's Church, Singapore, John S. Winboldt, Assistant Surveyor Straits Settlements, to Christiana Isabella, only daughter of the late Robert Stevens, Esq., M.R.C.S.

## DEATHS.

BRODERSEN—On the 19th May, at Altona, Charles Brodersen, Esq., late of China.

FARQUHARSON—On the 17th May, at Southampton (ten days after his return from China, invalided), Charles H. Farquharson, Lieut. R.N., aged 30.

FYERS—On the 20th April, at Slave Island, Colombo, Ceylon, Ann Eliza, the beloved wife of Capt. A. B. Fyers, R.E., Surveyor-General.

KRAAL—On the 18th April, at Singapore, Mr. Edwin A. Kraal, aged 22 years.

PATERSON—On the 7th April, at Hong Kong, of consumption, John Paterson, of Glasgow, Scotland.

WOODS—On the 7th April, at Singapore, the wife of R. C. Woods, Esq., barrister-at-law, aged 52.

BREAKFAST.—EPPS'S COCOA.—GRATEFUL AND COMFORTING.—The very agreeable character of this preparation has rendered it a general favourite. The *Civil Service Gazette* remarks:—"The singular success which Mr. Epps attained by his homœopathic preparation of Cocoa has never been surpassed by any experimentalist. By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected Cocoa, Mr. Epps has provided our breakfast tables with a delicately-flavoured beverage which may save us many heavy doctors' bills." Made simply with boiling water or milk. Sold by the trade only in ¼lb., ½lb., and 1lb. tin-lined packets, labelled—JAMES EPPS & Co., Homœopathic Chemists, London.

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## STRAITS GRIEVANCES.

(To the Editor of the *London and China Telegraph.*)

SIR,—Your support of the deputation from the Straits Settlements to Earl Granville induces me to pen you a few lines on the subject of one of the three evils which the deputation brought to the notice of the Colonial-office. I refer to what you have so appropriately termed "the burlesque of a free Legislature;" and without asking that a change should at once be made in the constitution of the Legislative Council of the colony in the choice and election of its members, let the Colonial-office equalise the number of the official and non-official members, and let the Council, *as at present legally established,* have fair play, *without illegally, by secret orders,* turning that Council to its own purposes, or, which is much worse, to those of the local Governor, in framing laws which on their face purport to have been done freely and fairly *by the advice and consent* of the Legislative Council!! and the Straits people may in the meanwhile mature their plans as to the non-official members being an elective body.

The 2nd Clause of the 29 and 30 Vic., cap. 115 (which formed the Straits Settlements into an independent colony) empowered Her Majesty, by Orders in Council, to establish laws and ordinances for the colony, and the 3rd Clause enabled Her Majesty, by Letters Patent under the Great Seal, or by instructions under her Signet and Sign Manual, *accompanying and referred to in such Letters Patent,* to delegate to other persons within the said Settlements the powers and authorities of making laws and ordinances, either in whole or in part, and *subject to all such conditions as by such Letters Patent of Instruction* Her Majesty should see fit to prescribe—with a proviso that, notwithstanding any such delegation of authority, it should still be competent to Her Majesty in Council to exercise all the powers and authorities aforesaid.

By Letters Patent, issued on the 4th February, 1867, Her Majesty delegated her powers and authorities to the Legislative Council, to consist of official and non-official members; by the 9th clause of which all questions brought before it are to be decided *by the majority of votes,* the Governor having an *original* vote, and also a *casting* one if the votes are equally divided. The 13th Clause declared all laws and ordinances of the Legislative Council to be null and void if disallowed by Her Majesty in Council or through one of her principal Secretaries of State.

Now, in no part of the Letters Patent (instructions accompanying and referred to in such Letters Patent there were none) is there *any condition* laid down that the official members are to vote as bid by the Governor or Colonial-office; in no part was there any power given to the Duke of Buckingham to write a despatch, that "a member of the Government will, *under all circumstances, support the Governor with his vote,* and I trust in case he finds it impossible to reconcile such a line of conduct with his wishes or honour, he will not hesitate in resigning his situation, *and in the event of his acting contrary to these instructions* I shall not be displeased to hear that the Governor had suspended him forthwith from the exercise of his official functions;"—in no part was there the shadow of any right given to Earl Granville to say that "the official members, upon *any important question* or *orders from the Home Government,* would be bound to vote with the Governor]; but there are many questions not of such importance, where, as occurs in frequent cases in the House of Commons, the members of Government are free to pursue their own policy."

If the Act of Parliament and Letters Patent are to have efficacy they should be as binding, if not more so, on the Colonial-office and local Governor, as on others; and when the Letters Patent directed that all questions should be decided by the majority of votes, with a casting vote to the Governor, who would dream that the votes of official members *(always a majority in the Council)* were to be given compulsorily on the side of Government? Who would dream that after an official member had taken his oath to act to the best of his skill and judgment, he could be compelled to forswear himself by any local Governor upon pain of being suspended forthwith to the high pleasure of a British Minister at home? Earl Granville, indeed, wished to soften down the meaning of the despatch of the Duke of Buckingham. But is the colony to be grateful and satisfied that when the Governor is indifferent to a particular measure he may graciously permit the officials "to pursue their own line of conduct," but that in a case where a vital question to the colony is raised, they are to be gagged and forsworn, on pain of the high displeasure of himself and the Secretary of State, and suspension from office and salary? How refreshingly Earl Granville cites as authority for such a practice the English precedent, "where, as occurs in frequent cases in the House of Commons, the members of the Government are free to pursue their own line of conduct," wholly wishing us, like babes, to overlook the great distinguishing feature between such a Legislative Council and the House of Commons, where the Ministry exists only by the confidence of the other members of the House of Commons, and where each Ministry is formed of members whose political views are the same, and who are banded together only so long as they agree to vote with and for each other when required!! Men also of independent means. But in our Legislative Council the official members are men drawn from the highest *permanent paid* offices, salaried out of the Colonial Exchequer, and ought to give their counsel in the Legislative Chamber pure and undefiled for the benefit of the colony. How are the true merits of any particular measure, which the Governor or Colonial-office may desire to force through, to be thoroughly discussed, as being beneficial or iniquitous to the colony, if the majority of the members are to vote with their minds Chubb-locked under the present system? How exasperating must be the feelings of the unofficial members when they address themselves to the conscientious opinions and judgments of the officials, endeavouring to convince them, and inviting a real interchange of ideas, to find, sitting after sitting, that they had better have spoken to the walls of the Chamber as to men whose minds were forcibly made up by the secret and underhand orders issued under the present system!

Now, in lieu of the Colonial-office sending secret orders to the Governor for the official members to vote in one way, or of allowing the Governor himself, in an underhand way to force their votes to suit his views, why does not the Colonial-office act legitimately and boldly, in exercising the powers vested in Her Majesty in Council, whenever any particular measure is required to be passed? and do not allow the local governor the power to interfere with the officials in the Legislature. On the contrary, knowing well the temptations besetting an official appointed to the governorship of a distant colony (even supposing him not to be a Sir Harry Ord), in whom much confidence is necessarily placed by the Colonial-office, from whom secret reports on his subordinates are received, and who is vested with the power of marring their promotion, and tyrannising over them in their paid offices in petty ways, which only the mind of a Colonial Governor can fully enumerate, let the clause in question of the Duke of Buckingham's despatch be cancelled, and write a clear order enforcing on the officials the exercise of free opinions, speech, and vote on all questions, and forbidding them to secret interviews with the Governor on any measure to be legislated upon. Then all measures will be fully and freely discussed; a cordial feeling will spring up between the officials and unofficials, though they may differ in opinion; and the Governor will study to bring forward such measures as the Colony really require; the public will appreciate the Legislature, and, need it be added, the Colonial-office will be gainers by having the advantage of reading the free speeches of both officials and non-officials on every subject without losing the present power of vetoing any ordinance from the Colony, or of passing any other law by Her Majesty's Order in Council. But the Governor's power of interfering with the well-being of the Colony will at least be swept away; and, with all due submission to the Colonial-office, it will be found that it is really the Governor, and not the Secretary of State, in ninety-nine cases out of a hundred, who is the party blameable for the evils complained of.

With a Government of such liberal and pure tendencies as the present one at home, surely the Straits Settlements may expect that their grievances will be examined and remedied in a proper spirit and by independent judgment, free from all Colonial-office traditions and humbug.—I am, Sir, yours faithfully,

A STRAITSONIAN.

## LEGAL.

### COURT OF QUEEN'S BENCH.—MAY 26.

TAYLOR V. THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

This was the action by Colonel Taylor for injuries sustained by reason of his falling down the bullion hole of one of the company's steamers, in which he was a passenger. The case was tried at the last sittings before the Lord Chief Justice, when it appeared that Colonel Taylor came on board, while the vessel was loading, to look at his cabin, and going along the saloon he fell down a hole in the floor, called the bullion-hatch, into the hold below. There was nothing to denote the danger, and no one said anything to warn him of it, nor to awaken his particular attention, and as it was dusk he did not see the hole. He was seriously injured and permanently disabled, so that he had to retire on half-pay, and, of course, sustained considerable and permanent pecuniary damage, and the loss of all his future prospects in life. The jury gave a verdict for £3,750.

Sir J. Karslake (with him Mr. Watkin Williams and Mr. M'Leod), on the part of the company, moved for a new trial, on the ground that the verdict was against the evidence. He relied chiefly on the general state of the vessel while it was loading as enough to put the plaintiff on his guard, and that the accident arose partly from negligence. Moreover, he had no right to be there at all while the vessel was loading.

The Lord Chief Justice, however, intimated that he saw no reason to be dissatisfied with the verdict. The hole was in the floor of the saloon, the last place where anyone could expect it. The saloon was like a drawing-room, and who would expect a hole in the floor? As to the point that he had no right to be there, the steward told him to go, and that his cabin was a certain number.

Mr. Justice Mellor observed that the degree of care a man was bound to exercise must in some degree depend upon the place in which he was.

Mr. Justice Lush likewise remarked that there was nothing to warn the plaintiff or call his attention to the hole.

Mr. Justice Hayes observed that the plaintiff's mind was naturally preoccupied with the position of his cabin, for the door of which he was looking, and a man whose mind was thus occupied might naturally be less observant of other objects, and thus it had happened to himself in going along to knock his head against a post. (Laughter.)

After a long discussion,

The Lord Chief Justice said he saw no reason to disturb the verdict. It was not hastily given, but after great consideration.

Mr. Justice Mellor concurred. It was a question for the jury, and there was no sufficient reason for disturbing their decision.

Mr. Justice Lush likewise agreed. The degree of care to be exercised in any particular place must depend upon the circumstances, and therefore must be a question for the jury.

Mr. Justice Hayes also agreed. It was, he said, eminently a question for the jury, as such questions must necessarily be.—Rule refused.

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NOTICES TO CORRESPONDENTS.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be accompanied by the name and address of the writer.

*Any information required by Subscribers, in reference to Commercial or General Matters in* CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST, *will be supplied on application at the Office, where files may be seen of the Journals published in those countries.*

THE LONDON AND CHINA EXPRESS,

PUBLISHED on the departure of the Fortnightl English Mails *via* Marseilles, and Monthly French Mails, contains a Summary of European, American, Continental, and General News, Commercial and Shipping Reports, and Special Notices of Trade with the FAR EAST.

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# The London & China Telegraph.

*LONDON, MONDAY, MAY* 31, 1869.

## CORRESPONDENCE ON THE RECENT OPERATIONS IN CHINA.

THE papers relating to the various outrages on British subjects in China, which were asked for some time ago by Colonel SYKES, have been published, and in another column we reprint four letters, two from Lord CLARENDON to Sir RUTHERFORD ALCOCK, one from the Foreign-office to the SECRETARY to the ADMIRALTY, and one from the last-named official to Admiral KEPPEL. The bulk of the papers consists of the despatches received from China by the Foreign-office and the Admiralty, detailing the operations and the circumstances that gave rise to them; but these are already so well known to our readers in China that it is needless to reproduce the letters describing them. It will be seen that with a single exception, namely, the action of Mr. HOLT in reference to the outrage on British merchants at Banca, in Formosa, all the steps taken by both Consular and naval authorities in defence of their countrymen have met with the unqualified disapproval of the Home Government.

In Lord CLARENDON'S despatch regarding the proceedings in connection with the missionary difficulty at Foochow his lordship takes it for granted that, had time been given them, the local authorities would have procured ample redress for the aggrieved missionary, and condemns Consul SINCLAIR for "inexcusable precipitancy" in not waiting the result of the course "which, on his representation, they *might* take." So Mr. SINCLAIR is to be "strongly censured" for what he did, and cautioned to be "more circumspect for the future." Nothing could be better. Encouraged by the warm appreciation of a grateful country, Mr. SINCLAIR will doubtless be found one of the most efficient officers in the Consular service at whatever port he may be placed; besides it is expedient to inculcate in the Mandarins a proper degree of respect for British representatives, and what is more calculated to produce this effect than a perusal of the despatch above quoted, which is sure to find its way into Chinese hands with very little delay? Mr. HOLT, who by good fortune, coupled with undeniable good management, managed to adjust the Banca "difficulty" without an actual resort to force, receives the commendation he so well deserves. Sir RUTHERFORD ALCOCK speaks in high terms of the judgment and firmness displayed by him, and, in reply, Lord CLARENDON fully endorses this praise, but specially grounds it on the fact that no force was employed, the *Janus*, which had been sent for, arriving after a settlement had been made. So we may infer that had the Chinese been just a little more obstinate, so as to prolong the dispute until the arrival of the gunboat, Mr. HOLT and the commander of the *Janus* would have shared in the sweeping censures with which the present Government is so exceedingly "Liberal." The tenour of the despatches sent to Sir R. ALCOCK regarding Mr. GIBSON'S case is already known, but the letter from Mr. HAMMOND to the SECRETARY to the ADMIRALTY exhibits the FOREIGN SECRETARY'S opinions in a very clear light. The Chinese Government is to be informed that Mr. GIBSON'S acts are "regretted and disavowed." A more distinct invitation to the Mandarins to insult and outrage British subjects could hardly be conveyed, and they will not be slow to avail themselves of it.

The last of the series of letters we publish refers to the operations by the *Algerine* at Namoa. That portion of it which points out that every vessel stigmatised as a pirate by a Chinese informer may not prove to be one, is by no means without reason. But here again we have a most absurd opinion expressed, that "when a number of armed vessels fire on one of Her MAJESTY'S ships," rather than show their papers, that is *not* to be considered evidence of piracy; and this is followed by instructions that "their fire is not to be provoked." That is to say, no junk is to be called upon by our cruisers to show her papers, as, if "provoked" by being so called on, she is justified in firing into the gunboat, and even then (so we infer from the despatch) her fire is not to be returned! If this system is to be carried out there is an end to all hopes of keeping piracy in subjection.

Sir HENRY KEPPEL is far too energetic an officer to suit the GLADSTONE-CLARENDON-BRIGHT combination that now rules the destinies of England at home and abroad. As they could hardly, in common decency, recall him, they have hit upon an admirable expedient to get rid of him—namely, to disgust him with his position and then tell him he need not stay if he doesn't like it. We read in the *Army and Navy Gazette* that Sir HENRY is expected to return to this country, "as the Admiralty have given him the option of doing so, if agreeable to himself." We should think the delightful series of despatches he has lately received will have made his present command anything but "agreeable," and we shall not be surprised to hear that he has availed himself of the "option" so gracefully accorded him; in which case it seems likely that the China station will be given to Vice-Admiral HENRY KELLETT, C.B., lately Admiral Superintendent of the dockyard at Malta.

By the way, one of the letters from Admiral KEPPEL, published in the Parliamentary paper now before us, contains a distinct corroboration of the views we recently expressed as to the true origin of Chinese hostility to foreigners. Sir HENRY asserts the necessity of activity on the part of the naval force in China, which he considers is the only means of preserving our Treaty rights, "as the constant outrages "are clearly to be traced to the instigation of Government "officials." If there is any truth in a report that lately reached us by telegraph that "a high Chinese official at Peking has slapped the face of the French Ambassador," our own views and those of Admiral KEPPEL as to the real feelings of the official class will have received an unexpected confirmation. But the French official journals repudiate the telegram as altogether "sensational" and unfounded.

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THE telegram above alluded to, dated Hong Kong, April 28, conveys a belief that "the Peking Government is in great fear of further encroachments by Russia." If this be true, the most sensible policy on the part of the Peking Government would be to cultivate friendly relations with England and France.

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SOMEWHAT late in the day, *The Times* notices Mr. ANDREW WILSON'S work on the Taiping campaign, entitled "The Ever-Victorious Army." A generally favourable review of the volume concludes as follows:—"The Chinese Govern-"ment bestowed all kinds of honours on GORDON for these "achievements, and he received several flattering addresses "from the British residents at Shanghai and elsewhere. *Eng-"land might do well to follow this example.* Such officers are "not always to be found, and GORDON'S services were of real "importance. . . Our object has been to direct atten-"tion to the gallant deeds of a most promising officer, *which, "though not sufficiently appreciated, were most valuable to "English interests* in the Far East at a critical juncture; "and it is for this reason we notice a book which, if imper-"fect in some respects, does justice to GORDON and his ex-"ploits." The words italicised exactly confirm the opinions we expressed when reviewing the book on its first appearance.

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AT last the English Government has formally made reparation for the almost insulting neglect with which it has hitherto treated the restored dynasty of Japan. We have frequently pointed out the absurdity of the system whereby our Home Government still affected to treat the SHIOGOON as the *de facto* Sovereign of Japan, long after the supremacy of the MIKADO had been clearly manifested. We now read in the *Gazette* that an Order in Council has been issued revising the order of March 9, 1865, which made provision for the exercise of jurisdiction in Japan. For the future, wherever in that order reference is made to the "Tycoon" of Japan, such reference is to be held to apply to the MIKADO. It is so long since the Shiogoonate was suppressed that the order reads like an anachronism. But "better late than never."

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## FRENCH REPORTS ON SILK.

THE repeated failures in the silk producing districts of France, and, indeed, of all Europe, render the present season a very anxious one for the silk interests. The Lyons and other markets continue to be very flat, and the little business done has been principally in Asiatic silk. At Lyons, during the third week in April, the *conditioners* passed in round numbers 50,000 kilogrammes of silk, of which 19,500 organzines, 14,000 trames, and 16,500 raw silk. At Marseilles prices suffered a slight reduction; the *conditioners* of that port examined only 28 bales, 1 from Italy, 8 from Brousse, 6 from the Levant, 1 from China, with 12 sample packages; 10 bales from China were also weighed, their total being 477 kilogrammes. At Valence good silk becomes more and more scarce, while lower qualities are not in demand. Like reports from the Ardéche and other districts. At the public sales of eggs which occurred at Lyons there were plenty of buyers, but holders were compelled to sell at low figures, the sheets fetching various prices, from 1 franc to 25 centimes.

This month the case is much the same, holders and buyers wait the result of the hatching to form an idea of the coming crop of silk. The quantity of silk conditioned at Lyons during the last week of April amounted to 54,780 kilos. At Marseilles only 1 bale from the Morea was announced as sold. Cocoons fetched low prices. Good silk wanting; waste silk refused. The silk examined by the *conditioners* consisted of 4 bales from Brousse, 3 from the Levant, 7 from China, with 27 sample parcels, making a total of less than a ton. Besides these, 13 bales of Chinese silk were weighed and reported at 606 kilos.

From the Var the reports were bad, the mulberry leaves being sadly bitten by the March frosts, and the new shoots promised little good; it is expected that the trees will have to be stripped twice, which of course weakens them excessively. The eggs, too, had turned out badly, many having been hatched during the warm days of February, when there were no leaves for them. There was a public sale of silk at Lyons in the first week of May, when the following goods were offered:—373 raw Japanese silk, 56 raw China, 62 trames of China, 13 organzines China, 24 raw tsatlee, respun, 35 Setchuen, 14 Taysaam Kahing, 282 Tsatlee, 277 Hamin, respun—in all 1,092 bales. There was little interest excited, and the prices attained were below the official minimum quotations. At Marseilles, between the 1st and 7th inst., there were entered only 4 bales of Levant silk, with 24 sample parcels, and 2 others, altogether 357 kilos. Cocoons sold, 1,500 kilos. Calamusa, f.28.25. 1,900 kilos. Syrian, 28 francs. 500 kilos. Panderma, f.32.50. 1,000 kilos. Japanese, 17f. The general accounts of the worms are, that the imported eggs have done well, but not those of the second generation, and that the mulberry leaves are in good condition. Accounts from Italy good, but those from Spain unsatisfactory.

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THE inauguration of the Suez Canal stands for the 16th, 17th, and 18th October, and the departure of the boat from Marseilles on the 9th of that month, to arrive on the 13th or 14th. The French Government is said to have undertaken the task of inviting a certain number of representatives of the press to assist at the opening of the great water-way. Once in Egypt the visitors will be the guests of the VICEROY; a complete caravanseray will, it is said, be arranged for their accommodation, as well as asses and camels for such excursions as they may choose to make. In addition to this a very comfortable boat is now being completed to carry the visitors up the Nile and give them an opportunity of visiting Upper Egypt; the vessel is named the *Ark of the Alliance*. The VICEROY will, we are told, act the host right royally, and everything may be expected, say the journalists, of a prince who stored the lockers of the boat in which the Prince and Princess of WALES ascended the Nile with "20,000 bottles of Claret." The company of the railways of Upper Italy are organising a trip to Egypt on the occasion of the inauguration; it is to last twenty days, and everything required by the voyagers is to be supplied at fixed and very moderate rates. The passengers will embark at Brindisi on board the two best boats belonging to the company, which, it is added, will be the first vessels to enter the Suez Canal on the opening day.

## THE BRINDISI ROUTE.

A report recently made by Captain Tyler to the Board of Trade on the facilities afforded for communication with India and the East by the Brenner Pass and the Brindisi route, is published in a Parliamentary paper. Captain Tyler states that considerable progress has been made in the construction of the harbour at Brindisi, and a new hotel, which is being built by the railway company, will probably be completed in six months. The Italian Government are about to undertake the construction of docks, and all the works in progress would be expedited if there were any immediate prospect of the employment of the harbour for regular Indian mail steamers. The port of Monopoli, Captain Tyler considers, would be a superior point of departure for the mails as regards salubrity, but it cannot be considered as a rival port with Brindisi for the accommodation of steamers of a large class; and travellers need have no hesitation in resting *en route* at the new hotel at Brindisi, now in course of construction, provided it be managed as intended, with a view to their comfort in all respects, and at fixed and moderate charges. The Brenner Railway, which Captain Tyler has recently travelled over, has, he thinks, nothing exceptional about it to prevent it from being worked in much the same way as any other railway, and he believes that an express service may be performed, as far as this line is concerned, with a high degree of regularity. The total distance from London to Alexandria by the Brenner route (*via* Ostend, Cologne, Augsburg, Munich, Brenner, Verona, and Brindisi) Capt. Tyler calculates would be about 150 English miles longer than by the Paris and Mont Cenis route; but as regards time there would be very little difference. The time occupied by the Brenner route is estimated at 150 hours, by the Mont Cenis route, 150½ hours, or 147½ after the Mont Cenis tunnel is completed. Either service, if carried out, would effect a saving of 30 hours over the Marseilles route, but practically the time saved as regards letters from this country would not be more than 24 hours, because the Indian mail now leaves London on Friday evening, and as the General Post-office is closed on Sunday, the latest time for the postage of letters would be Saturday evening. As the arrangement for despatching the mails on Friday evenings was settled after much deliberation with reference to the convenience of those principally interested, the more immediate practical benefit to be anticipated by the adoption of either of the Alpine routes would, as far as letters are concerned, be the possibility of sending a supplementary mail 24 hours later than the mail *via* Marseilles. All these routes, Captain Tyler observes, may, however, be only provisional ones. The line by Constantinople and the Valley, and over the Greek frontier to Cape Shorium, so near to the Suez Canal, have yet in process of time to be constructed, and the hope of the Indian traveller of the next generation, chimerical as it may appear to many at present, must be nothing less than to pass dry-shod from London to Bombay, through a submarine tunnel from Dover to Calais, through Europe by railway, over the Bosphorus by a bridge, and forward by railway down the Euphrates Valley, and round the Persian Gulf to Bombay.

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## OFFICIAL CORRESPONDENCE ON THE OUTRAGES IN CHINA.

1.

LORD CLARENDON TO SIR R. ALCOCK.

"Foreign-office, April 23.

"SIR,—Her Majesty's Government have received from Vice-Admiral Sir H. Keppel copies of a correspondence respecting certain proceedings of Her Majesty's consular and naval officers in support of the claim of the Rev. Mr. Wolfe, a missionary, to a piece of land purchased by him for the use of the mission at Sharp Peak Island, near Foochow-Foo. The papers forwarded by Sir H. Keppel supply the only information that has reached Her Majesty's Government on the subject; but they are sufficient to enable them to judge of the consul's proceedings, which I have to inform you are entirely disapproved, except in so far as relates to his application to the local authorities. Those authorities, it appears by Consul Sinclair's letter to Lieutenant Keppel, of January 19, were perfectly ready to obtain redress for the missionary, and it was inexcusable precipitancy on the part of Consul Sinclair not to await the result of the course which, on his representation, they might take; and even if that had been unsatisfactory, the case was not one calling for forcible interposition on the part of the Consul, or of the naval officer whom he instigated to apply it, without direct reference to Peking. The Consul's measures had a direct tendency to provoke, without sufficient cause, collision with the Chinese authorities and people; and I have to instruct you strongly to censure Mr. Sinclair for what he did, and to caution him to be more circumspect for the future.—I am, &c.,

"CLARENDON."

2.

LORD CLARENDON TO SIR R. ALCOCK.

"Foreign-office, Feb. 17.

"SIR,—I have received your despatch of the 30th November, en-

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closing copies of correspondence with Mr. Holt, in regard to the outrage committed on Messrs. Kerr and Bird, British subjects at Banca, and reporting the steps he had taken with a view to obtain reparation from the Chinese authorities for that outrage. I have to instruct you to inform Mr. Holt that Her Majesty's Government approve his conduct in this matter; and it is a great satisfaction to Her Majesty's Government to think that by his judicious management he had succeeded in obtaining redress without employing force, which was not called for by the state of affairs when Her Majesty's gunboat *Janus* arrived, immediate danger being at an end, and the matter, therefore, being one for which redress was to be obtained at Peking.—I am, &c.,

"CLARENDON."

3.

MR. HAMMOND TO THE SECRETARY TO THE ADMIRALTY.

"Foreign-office, Feb. 23, 1869.

"SIR,—As among the papers enclosed in your letter is found Mr. Gibson's Report of the 18th of December, to Sir Rutherford Alcock on the subject, Lord Clarendon considers that he is sufficiently well-informed to admit of his at once making known to their lordships his opinion, and he is compelled with regret to say that it is wholly unfavourable, whether as regards the conduct of the acting Consul or that of the naval officer, save as regards the operations of the latter considered in a professional point of view, the appreciation of which he must leave to the Board of Admiralty. There was clearly no occasion for these two subordinate authorities to commit any acts of hostility whatever; any danger to life or property was, for the time at least, at an end, and had been so for many weeks; the question at issue was the amount of reparation which might be due, to be ascertained by local inquiry; and any remissness on the part of the authorities to afford adequate reparation was a matter for discussion between Her Majesty's Minister and the Chinese Government at Peking, and not one to be adjusted by a precipitate recourse to reprisals by a subordinate civil or naval officer. Lord Clarendon will convey this opinion to Sir Rutherford Alcock by the next mail. The Lords of the Admiralty will see that his lordship strongly disapproves of the proceedings on the part of the British officers concerned, and he sincerely trusts that the instructions recently sent to China by their lordships and by himself will prevent the recurrence of these unnecessary acts of violence. Equally reprehensible, in Lord Clarendon's view, are the many particulars stated in the correspondence, and to which his lordship's attention is pointedly called in your letter, whether as regards the guarantee of 40,000 dols. demanded by the Commander of the *Algerine* and afterwards returned by him, or to the two sums of 5,000 dols. each, one under the title of indemnity for expenditure of warlike stores in attacking the Chinese fort, the other under that of prize-money, which were exacted from the Chinese authorities. Lord Clarendon considers that these last sums should be immediately returned to the Chinese authorities; and Sir Rutherford Alcock will be instructed to apprise the Chinese Government that the conduct of the British officers in exacting them is regretted and disavowed, and that orders have been given for the restitution of the money."

4.

THE SECRETARY TO THE ADMIRALTY TO VICE-ADMIRAL SIR H. KEPPEL.

"Admiralty, March 18, 1869.

"SIR,—I have laid before my Lords Commissioners of the Admiralty your letter of the 24th January, relative to an action between the *Algerine* and thirteen armed junks off Namoa Harbour, in June last, and requesting instructions as to the course to be pursued in the event of any further instances of Chinese opium smugglers firing on Her Majesty's ships. It is well known to the officers employed in Her Majesty's ships on the coast of China for the suppression of piracy that there are large numbers of well-appointed armed ships engaged in smuggling opium, which will not allow the Chinese officials to board them. It may easily be understood that a Chinese mandarin on board one of Her Majesty's cruisers would be readily disposed to use the opportunity of boarding and seizing such ships. These considerations should render an officer doubly cautious before he begins an action with vessels which may be wholly innocent of piracy. Not to return the fire would no doubt have required the presence of an officer of great temper and sagacity. It appears from Lieut. Domvile's letter of 15th January, 1868, that he succeeded in cutting off one of the Chinese junks, and that he boarded her, and with the mandarin examined her papers, which were apparently correct. The captain also stated that his was a merchant junk, and it is not stated that his story was disbelieved. If his story was true, it is clear that the other junks in his company were not pirates; but after this incident Lieutenant Domvile commenced a sanguinary engagement, pouring in grape at close quarters as he passed three times down the line, which, he adds, 'told with fearful effect.' The junk captured was proved, on trial at Hong Kong, to have been a trader, and was consequently released. Looking to the foregoing considerations, my lords have no hesitation in expressing their inability to concur with that part of your despatch which lays it down that 'when a number of armed vessels fire on one of Her Majesty's ships on the high seas, rather than permit their papers to be examined, the act is *prima facie* evidence of piracy.' Chinese merchant vessels are by law entitled to navigate the high seas armed with heavy guns. You will, therefore, give orders that Chinese vessels are not to be attacked, or their fire provoked, unless from previous information, or other unmistakable grounds, there can be no reasonable doubt that the ship is engaged in piracy. Such an event as the one described in this correspondence must be a great discouragement to native trade on the coast, and must justly cause ill-will between the merchant junks and Her Majesty's ships engaged in suppressing piracy. You will take the earliest opportunity of making the officers under your command acquainted with the remarks and instructions of their lordships."

# Monetary and Commercial.

At the meeting on the 18th inst. of the proprietors of the Chartered Mercantile Bank of India, London, and China, the directors, report was adopted. The net profits for the year amounted to £123,376, out of which £45,000 has been paid in two half-yearly dividends, equal to 6 per cent. per annum. The surplus profits of the year, together with £9,355 brought from special reserve, have been appropriated to the extinction of the greater portion of the losses caused by the crisis of 1866. The board propose increasing the dividend of the current twelve months.

The biddings for £350,000 in bills on India were held on the 19th instant at the Bank of England, and the amounts allotted were to Calcutta £329,000, and Madras £21,000. The minimum price was fixed at 1s. 10⅞d. both on Calcutta and Madras, being a reduction of 1 per cent. No tenders on Bombay were invited. Tenders at 1s. 10⅞d. will receive about 89 per cent.; those above that price in full. These results show a considerable diminution in the demand for means of remittance to the East.

At an adjourned meeting of the creditors of Mr. Charles Bennington, manufacturer, of Blackburn, an offer to pay 10s. in the pound was accepted; the instalments to consist of 5s. in three months, 2s. 6d. in six months, and 2s. 6d. in nine months, the last two instalments to be guaranteed.

On the 4th inst. the steamer *Japan* sailed from San Francisco for Hong Kong, *via* Yokohama, with 1,334,000 dols. in treasure, of which 458,000 dols. are for Yokohama, 21,000 dols. for Hiogo, 263,000 dols. for Hong Kong, and 192,000 dols. for Shanghai.

The Council of India will receive tenders on the 2nd proximo for bills on Calcutta and Madras to the amount of £325,000.

The report of the British Indian Submarine Telegraph Campany (Limited) states that the whole of the capital required from the public—viz., £550,000—has been subscribed; that the order for the cable has been given to the Telegraph Construction and Maintenance Company, and the first payment of £50,000 made to them, as provided by the contract; that 250 miles of core have been completed, while about 500 miles are in the various stages of manufacture, and that there is every reason to believe it will be completed within the contract time. With regard to the prospectus issued in March last of a proposed "direct English, Indian, and Australian Submarine Telegraph Company," to lay light cables between England and the East, it is mentioned that "the scheme has been withdrawn and the deposits returned, so that the threatened opposition is at an end."

The suspension has been announced of Inglis and Morris, manufacturers at Glasgow, with liabilities for £40,821, and assets under £2,200.

The amount of bullion by the P. and O. Company's steamer *Nyanza*, from Southampton 29th inst., was, in gold, to Aden, £420; to Bombay, £10,000; to Madras, £941; in silver, to Singapore, £22,390; to Hong Kong, £24,896; to Foochow, £500; to Shanghai, £6,920; to Yokohama, £400; total in gold, £11,361; in silver, £55,106.

## EXPORT OF COTTON GOODS TO THE FAR EAST.

The following is a summary of Mr. Sam Mendel's tables for the present month, which contain details of the quantities of cotton manufactures and yarn shipped from the ports of London, Liverpool, Southampton, and the Clyde, to Hong Kong, Shanghai, Japan, Singapore, Batavia, Manila, and Ceylon, during the month and twelve months ended 16th May, 1869, compared with the corresponding periods of the two preceding years:—

### HONG KONG AND WHAMPOA.

PLAIN COTTONS.—Export for the month ended 16th May, 1869, 2,688,435 yards; for the twelve months 1869, 45,426,867 yards; for the twelve months, 1868, 62,986,421 yards; for the twelve months 1867, 36,887,861 yards. Decrease for 1869 against 1868, 17,559,554 yards.

COLOURED COTTONS.—Export for the month ended 16th May, 1869, 139,845 yards; for the twelve months 1869, 1,420,949 yards; for the twelve months, 1868, 2,448,432 yards; for the twelve months, 1867, 2,383,563 yards. Decrease for 1869 against 1868, 1,027,483 yards.

PRINTED COTTONS.—Export for the month ended 16th May, 1869, 60,840 yards; for the twelve months 1869, 1,583,081 yards; for the twelve months 1868, 1,483,742 yards; for the twelve months, 1867, 855,956 yards. Increase for 1869 against 1868, 99,339 yards.

COTTON YARN.—Export for the month ended 16th May, 1869, 292,080 lbs.; for the twelve months 1869, 5,164,070 lbs.; for the twelve months 1868, 7,778,216 lbs.; for the twelve months 1867, 4,301,318 lbs. Decrease for 1869 against 1868, 2,614,146 lbs.

VALUE.—For the month ended 16th May, 1869, £69,040; for the twelve months 1869, £1,234,148; for the twelve months 1868, £1,806,349; for the twelve months 1867, £1,235,623. Decrease for 1869 against 1868, £572,201.

### SHANGHAI.

PLAIN COTTONS.—Export for the month ended 16th May, 1869, 21,580,239 yards; for the twelve months 1869, 245,822,017 yards; for the twelve months 1868, 193,239,109 yards; for the twelve months 1867, 111,398,402 yards. Increase for 1869 against 1868, 52,582,908 yards.

COLOURED COTTONS.—Export for the month ended 16th May, 1869, 932,176 yards; for the twelve months 1869, 7,728,939 yards; for the twelve months 1868, 9,003,570 yards; for the twelve months 1867, 11,786,648 yards. Decrease for 1869 against 1868, 1,275,531 yards.

PRINTED COTTONS.—Export for the month ended 16th May, 1869, 256,631 yards; for the twelve months 1869, 2,505,989 yards; for the twelve

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months 1868, 5,682,169 yards; for the twelve months 1867, 6,410,743 yards. Decrease for 1869 against 1868, 3,176,180 yards.

COTTON YARN.—Export for the month ended 16th May, 1869, 50,000 lbs.; for the twelve months 1869, 354,573 lbs.; for the twelve months 1868, 404,300 lbs.; for the twelve months 1867, 165,932 lbs. Decrease for 1869 against 1868, 49,727 lbs.

VALUE.—For the month ended 16th May, 1869, £419,164; for the twelve months 1869, £4,341,996; for the twelve months 1868, £3,556,978; for the twelve months 1867, £2,793,355. Increase for 1869 against 1868, £785,018.

### JAPAN.

PLAIN COTTONS.—Export for the month ended 16th May, 1869, 1,381,535 yards; for the twelve months 1869, 20,387,104 yards; for the twelve months 1868, 24,801,109 yards; for the twelve months 1867, 17,790,607 yards. Decrease for 1869 against 1868, 4,414,005 yards.

COLOURED COTTONS.—Export for the month ended 16th May, 1869, 157,485 yards; for the twelve months 1869, 1,180,237 yards; for the twelve months 1868, 2,197,237 yards; for the twelve months 1867, 3,804,035 yards. Decrease for 1869 against 1868, 1,017,000 yards.

PRINTED COTTONS.—Export for the month ended 16th May, 1869, 35,155 yards; for the twelve months 1869, 827,289 yards; for the twelve months 1868, 571,304 yards; for the twelve months 1867, 1,503,515 yards. Increase for 1869 against 1868, 255,985 yards.

COTTON YARN.—Export for the month ended 16th May, 1869, 374,980 lbs.; for the twelve months 1869, 4,772,784 lbs.; for the twelve months 1868, 4,744,880 lbs.; for the twelve months 1867, 1,663,360 lbs Increase for 1869 against 1868, 27,904 lbs.

VALUE.—For the month ended 16th May, 1869, £50,916; for the twelve months 1869, £682,399; for the twelve months 1868, £803,415; for the twelve months 1867, £701,668. Decrease for 1869 against 1868, £121,016.

### SINGAPORE AND PENANG.

PLAIN COTTONS.—Export for the month ended 16th May, 1869, 5,168,241 yards; for the twelve months 1869, 45,020,039 yards; for the twelve months 1868, 63,414,124 yards; for the twelve months 1867, 49,154,209 yards. Decrease for 1869 against 1868, 18,394,085 yards.

COLOURED COTTONS.—Export for the month ended 16th May, 1869, 363,015 yards; for the twelve months 1869, 4,542,131 yards; for the twelve months 1868, 6,342,846 yards; for the twelve months 1867, 9,744,714 yards. Decrease for 1869 against 1868, 1,800,715 yards.

PRINTED COTTONS.—Export for the month ended 16th May, 1869, 314,996 yards; for the twelve months 1869, 2,267,916 yards; for the twelve months 1868, 3,744,408 yards; for the twelve months 1867, 4,216,279 yards. Decrease for 1869 against 1868, 1,476,492 yards.

COTTON YARN.—Export for the month ended 16th May, 1869, 80,064 lbs.; for the twelve months 1869, 1,395,244 lbs.; for the twelve months 1868, 2,780,614 lbs.; for the twelve months 1867, 2,125,638 lbs. Decrease for 1869 against 1868, 1,385,370 lbs.

VALUE—For the month ended 16th May, 1869, £90,449; for the twelve months 1869, £972,104; for the twelve months 1868, £1,466,214; for the twelve months 1867, £1,538,621. Decrease for 1869 against 1868, £494,110.

### BATAVIA.

PLAIN COTTONS.—Export for the month ended 16th May, 1869, 544,784 yards; for the twelve months 1869, 16,108,498 yards; for the twelve months 1868, 16,702,481 yards; for the twelve months 1867, 30,166,938 yards. Decrease for 1869 against 1868, 593,983 yards.

COLOURED COTTONS.—Export for the month ended 16th May, 1869, 437,065 yards; for the twelve months 1869, 6,100,264 yards; for the twelve months 1868, 9,542,466 yards; for the twelve months 1867, 15,382,036 yards. Decrease for 1869 against 1868, 3,442,202 yards.

PRINTED COTTONS.—Export for the month ended 16th May, 1869, 410,862 yards; for the twelve months 1869, 4,730,931 yards; for the twelve months 1868, 9,138,751 yards; for the twelve months 1867, 16,232,977 yards. Decrease for 1869 against 1868, 4,407,820 yards.

COTTON YARN.—Export for the month ended 16th May, 1869, 11,610 lbs.; for the twelve months 1869, 438,360 lbs.; for the twelve months 1868, 658,410 lbs.; for the twelve months 1867, 835,666 lbs. Decrease for 1869 against 1868, 220,050 lbs.

VALUE.—For the month ended 16th May, 1869, £29,283; for the twelve months 1869, £563,784; for the twelve months, 1868, £809,829; for the twelve months 1867, £1,453,019. Decrease for 1869 against 1868, £246,045.

### MANILA.

PLAIN COTTONS.—Export for the month ended 16th May, 1869, 500,269 yards; for the twelve months 1869, 16,432,774 yards; for the twelve months 1868, 15,411,276 yards; for the twelve months 1867, 16,759,915 yards. Increase for 1869 against 1868, 1,021,498 yards.

COLOURED COTTONS.—Export for the month ended 16th May, 1869, 1,116,749 yards; for the twelve months 1869, 15,649,537 yards; for the twelve months 1868, 12,157,974 yards; for the twelve months 1867, 18,912,573 yards. Increase for 1869 against 1868, 3,491,563 yards.

PRINTED COTTONS.—Export for the month ended 16th May, 1869, 44,347 yards; for the twelve months 1869, 1,361,066 yards; for the twelve months 1868, 757,960 yards; for the twelve months 1867, 1,151,732 yards. Increase for 1869 against 1868, 603,106 yards.

COTTON YARN.—Export for the month ended 16th May, 1869, 25,200 lbs.; for the twelve months 1869, 303,957 lbs.; for the twelve months 1868, 287,413 lbs.; for the twelve months 1867, 139,844 lbs. Increase for 1869 against 1868, 16,544 lbs.

VALUE.—For the month ended 16th May, 1869, £38,461; for the twelve months 1869, £684,903; for the twelve months 1868, £624,646; for the twelve months 1867, £943,225. Increase for 1869 against 1868, £59,257.

### CEYLON.

PLAIN COTTONS.—Export for the month ended 16th May, 1869. 1,567,612 yards; for the twelve months 1869, 21,481,087 yards; for the twelve months 1868, 18,301,683 yards; for the twelve months 1867, 22,911,508 yards. Increase for 1869 against 1868, 3,197,404 yards.

COLOURED COTTONS.—Export for the month ended 16th May, 1869, 68,570 yards; for the twelve months 1869, 857,507 yards; for the twelve months 1868, 777,061 yards; for the twelve months 1867, 1,532,686 yards. Increase for 1869 against 1868, 80,446 yards.

PRINTED COTTONS.—Export for the month ended 16th May, 1869, 132,250 yards; for the twelve months 1869, 2,432,747 yards; for the twelve months 1868, 1,426,054 yds.; for the twelve months 1867, 3,884,813 yards. Increase for 1869 against 1868, 1,006,693 yards.

COTTON YARN.—Export for the month ended 16th May, 1869, 16,800 lbs.; for the twelve months 1869, 373,247 lbs.; for the twelve months 1868, 448,585 lbs.; for the twelve months 1867, 696,419 lbs. Decrease for 1869 against 1868, 75,338 lbs.

VALUE.—For the month ended 16th May, 1869, £32,726; for the twelve months 1869, £448,948; for the twelve months 1868, £383,674; for the twelve months 1867, £730,082. Increase for 1869 against 1868, £65,274.

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## THE CHARTERED MERCANTILE BANK OF INDIA, LONDON, AND CHINA.

The eleventh annual meeting of the shareholders of the Chartered Mercantile Bank of India, London, and China, was held at the banking-house, No. 65, Old Broad-street, on the 18th inst. Mr. G. G. NICOL, chairman of the company, presided.

The CHAIRMAN, in moving the adoption of the report, said that the accounts of the general balance-sheet did not show many changes for the past year. There was, however, the same evidence of progress, which would, he hoped, be considered satisfactory. He was happy to say that since the 1st of January that progress had continued, and there had been an increase of about £250,000 in their deposits since that date. They were always in a strong position, not only at their head office, but at their branches, in having a large available source of revenue to meet all demands upon them. The bills, deposits, and loans were all of the most satisfactory character. Their assets were now almost entirely bills of exchange, and there was not one of them of which they had the slightest reason to feel any doubt. With respect to the profit and loss account, it had during the last half-year fallen considerably short. The shareholders were aware how very unfavourable business had been during that half-year. He hoped that they had now turned the corner, and if there were a good harvest during the present year they would easily bring the bank up to the position which they desired to see it occupy. The produce markets of India and China had been very bad during the last year or two, and that had affected them of course unfavourably. Under the conditions of their deed of settlement they had set apart a sum for the special reserve fund, making that reserve fund £150,000. The point which would, perhaps, be most interesting to the shareholders would be the amount they had written off of bad debts during the previous year. They were disappointed that they had not been able to make larger provision than they had been enabled to do, but that arose from two reasons—the bad half-year which they had had, and the liquidation of estates not coming up to their consideration. Still, they had wiped out a large number of accounts, and the amount was now brought within such a moderate compass that they felt no hesitation at all in giving the shareholders an assurance that they need not be under the slightest apprehensions as to this point. As a proof of the confidence of the directors on that point, they did not hesitate to announce to them that it was their intention, on the 1st of July next, to make a moderate increase of the dividend. They had been pursuing a very cautious policy, and they regretted much that they had not been able to increase the dividend before; they had now, however, no hesitation in doing it, and they were the more induced to do so because of the patience and forbearance with which the shareholders had acted towards them in the past, and they therefore thought that they were entitled, now that matters were getting into smooth water, to participate in the legitimate profits of the bank. They would continue to follow that policy, and to keep gradually increasing their dividend. Until the reserve fund was raised to £250,000, however, they would not increase the dividend beyond a moderate amount. (Hear, hear.) It was necessary that in the first place their reserve fund should be increased, but at the same time consideration was due to the shareholders, and they must try to attend fairly and properly to their present as well as to their future interests. In conclusion, he had merely to observe that it had been brought to his notice that a report had been put in circulation to the effect that the bank had sustained a loss by the failure of Messrs. Morgan, Melbourne, and Co. He had to give the most unqualified contradiction to that report, the account of Messrs. Morgan, Melbourne, and Co. with the bank having been closed two years ago.

A SHAREHOLDER asked what was the amount of the bad and doubtful debts, and the question was reiterated by Mr. R. Roberts and one or two other shareholders, to which Mr. T. N. Garraway and several others said they hoped that the Chairman would not answer the question, and expressed the utmost confidence in the board.

The CHAIRMAN said the loss would certainly be under £100,000, but it would be over £50,000.

The motion was then put, and unanimously carried.

The CHAIRMAN moved that Mr. James Joseph Mackenzie be elected a director, in the room of Sir Frederick Halliday, resigned.

Dr. THOM said he had no objection to Mr. Mackenzie, but Mr. Mackenzie was one of the auditors last year, and in consequence of the death of Mr. John Smith became sole auditor, and he audited the accounts after he knew he was to be elected a director. He objected on principle to auditors being appointed directors.

The CHAIRMAN said Mr. Mackenzie was elected an auditor by the shareholders with a perfect knowledge that he was to be a director.

The motion was then agreed to.

Mr. Donald Larnach was re-elected a director. Mr. George Christian, merchant, of Ceylon, and Mr. C. H. Pickford, merchant, of Calcutta and London, were appointed auditors; and Messrs. Turquand and Young official auditors; and a vote of thanks having been given to the chairman and directors, and to the officers of the bank, the proceedings terminated.

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# LONDON PRICES CURRENT.

Articles in the following list subject to duty are quoted with the duties paid as annexed, unless marked "in bond." Those articles against which no rate of duty is placed are admitted free.

NOTE.—Besides the duties of Customs payable on certain articles as mentioned below, an addition of ½ per cent. in the said rates is also payable on entry for consumption, except Tobacco, on which the extra duty is five per cent. and ½ per cent.

| | | | | |
|---|---|---|---|---|
| ARROWROOT. | | | | |
| (*Duty free.*) | *s.* | *d.* | *s.* | *d.* |
| East India ... ... | — | | — | |
| CANES, Bamboo—each | 0 | 0½ | 0 | 2½ |
| Malacca ... ... | 0 | 1 | 0 | 9 |
| Partridge ... ... | 0 | 1 | 0 | 4½ |
| Tonkin & Carolina ... | 0 | 0½ | 0 | 1½ |
| Rattans, com., per 100 | 1 | 6 | 3 | 6 |
| Good and fine ,, | 4 | 0 | 7 | 6 |
| CHEMICALS. | | | | |
| Alum ... ...per ton | 145 | 0 | 150 | 0 |
| Antimony, ore ... | 280 | 0 | 300 | 0 |
| crude ...per cwt. | 26 | 0 | — | |
| regulus, bowl ... | 50 | 0 | — | |
| star ... ... ... | 50 | 0 | — | |
| Brimstone, roll ... | 11 | 0 | 11 | 6 |
| Calomel ...per lb. | 2 | 5 | — | |
| Corros. Sublim. .. | 1 | 11 | — | |
| Iodine, dry per oz. | 0 | 9½ | 0 | 10 |
| Ivory Blk. dry, p. cwt. | — | | — | |
| Lime, Acet. wh. ... | 12 | 6 | 28 | 0 |
| Magnes. Carb. ... | 42 | 6 | — | |
| Prussian Blue, per lb. | — | | — | |
| Quinine Sulph., per oz. | — | | — | |
| British, in bottle ... | 5 | 9 | — | |
| French ... ... | 5 | 2 | — | |
| Vermilion, Eng., pr. lb. | 2 | 6 | 3 | 0 |
| China ... | 2 | 8 | — | |
| COALS, best per ton | 16 | 3 | 16 | 9 |
| other sorts ... ... | 14 | 3 | 16 | 0 |
| COCHINEAL per lb. | | | | |
| Honduras, black ... | 3 | 1 | 4 | 3 |
| silver ... | 2 | 9 | 3 | 3 |
| pasty ... | 1 | 6 | 2 | 8 |
| Teneriffe, black ... | 3 | 0 | 4 | 3 |
| silver ... | 2 | 9 | 3 | 2 |
| COFFEE, in bond per ct. (*Duty 3d. per lb.*) | | | | |
| Ceylon | | | | |
| Native, fine bold ... | 64 | 0 | 69 | 0 |
| gd. and fine ord. | 58 | 0 | 63 | 0 |
| small and ordinary... | 49 | 0 | 57 | 0 |
| Plantation, fine ... | 89 | 0 | 95 | 0 |
| fine middling ... | 84 | 0 | 88 | 0 |
| good middling ... | 79 | 0 | 83 | 0 |
| middling ... ... | 72 | 6 | 78 | 0 |
| fin. ord. to low mid. | 63 | 0 | 72 | 0 |
| mixed and triage ... | 30 | 0 | 59 | 0 |
| Other British E. I. | | | | |
| fine and superior ... | 92 | 0 | 98 | 0 |
| good and fine ... | 85 | 0 | 90 | 0 |
| mid to good mid.... | 76 | 0 | 82 | 0 |
| fine ord. to low mid. | 69 | 0 | 75 | 0 |
| good ord. Native .. | 58 | 0 | 62 | 0 |
| ordinary ... ... | 55 | 0 | 57 | 0 |
| Batavia, yellow ... | 72 | 0 | 84 | 0 |
| pale and mixed ... | 55 | 0 | 71 | 0 |
| Manila... ... ... | 50 | 0 | 70 | 0 |
| Singapore ... ... | 45 | 0 | 73 | 0 |
| Sumatra ... ... | — | | — | |
| COTTON ...per lb. | | | | |
| Surat ... ... ... | 0 | 7½ | 0 | 11 |
| Sawginned Dharw ... | 0 | 8½ | 0 | 10½ |
| Madras, Tinnevelly ... | 0 | 8½ | 0 | 9½ |
| North, and Westrn. | 0 | 7½ | 0 | 9½ |
| Cocanada ... ... | 0 | 8½ | 0 | 9½ |
| Bengal and Rangoon | 0 | 7½ | 0 | 8½ |
| Scinde ... ... ... | 0 | 7½ | 0 | 8½ |
| China ... ... ... | — | | — | |
| Egyptian ... ... | 0 | 9½ | 1 | 4½ |
| Smyrna ... ... | 0 | 8½ | 0 | 10½ |
| Sea Island ... ... | 2 | 0 | 4 | 6 |
| Upland... ... ... | 0 | 9½ | 1 | 1 |
| Mobile... ... ... | 0 | 9½ | 1 | 1 |
| New Orleans ... ... | 0 | 9½ | 1 | 1½ |
| CUTCH. | | | | |
| See Terra Japonica ... | | | | |
| DRUGS. | | | | |
| Aloes, Hepatic, per ct. | 80 | 0 | 180 | 0 |
| Socotrine ... | 120 | 0 | 240 | 0 |
| Aniseed, Chi. Star ... | 110 | 0 | 115 | 0 |
| Beans, Tonquin, per lb. | 1 | 1 | 1 | 6 |
| Camphor, per cwt. ... | — | | — | |
| Japan ... ... | 105 | 0 | — | |
| China ... ... | 105 | 0 | 100 | 0 |
| Cardamoms, per lb. ... | | | | |
| Malabar, good ... | 7 | 6 | 8 | 0 |
| inferior ... ... | 5 | 6 | 7 | 0 |
| Ceylon ... ... | 2 | 6 | 3 | 3 |
| Corosos Nuts, per cwt. | 16 | 0 | 19 | 0 |
| Cassia Fistula ... | 17 | 0 | 30 | 0 |
| China Root ... ... | 27 | 0 | 33 | 0 |
| Cubebs... ... ... | 41 | 0 | 43 | 0 |
| Dragon's Blood, reed | 100 | 0 | 160 | 0 |
| lump ... ... | — | | — | |
| Galangal Root ... | 13 | 0 | 18 | 0 |
| Gentian Root... ... | 19 | 0 | 20 | 0 |
| Ginger, prsd. (*Duty 1d. per lb.*), per lb.... | 0 | 6 | 0 | 9 |
| Ipecacuanha ... ... | 7 | 6 | 7 | 9 |
| Isinglass, Brazil ... | 2 | 0 | 4 | 6 |
| Tongue sort ... | 3 | 1 | 5 | 1 |
| East India ... ... | 2 | 0 | 4 | 0 |
| Myrabolanes, per cwt. | 9 | 6 | 17 | 0 |
| OILS. | | | | |
| Aniseed ...per lb. | 9 | 6 | 9 | 9 |
| Cassia ... ... | 5 | 3 | — | |
| Cinnamon ...per oz. | 1 | 0 | 4 | 6 |
| Citronel ... ... | 0 | 2½ | 0 | 2½ |
| fine ... ... | 0 | 3 | 0 | 3½ |
| Clove ... ...per lb. | 2 | 8 | — | |
| Lemon... ... ... | 4 | 6 | 8 | 0 |
| Lemongrass ...per oz. | 0 | 4½ | — | |
| Mace, expressed ... | 0 | 0½ | 0 | 2½ |
| Nutmeg ... ... | 0 | 4 | 0 | 7½ |
| Orange ... per lb. | 5 | 0 | 8 | 0 |
| Orris Root ... per ct. | 40 | 0 | 44 | 0 |

| | | | | |
|---|---|---|---|---|
| DRUGS | *s.* | *d.* | *s.* | *d.* |
| Rhubarb ... per lb. | | | | |
| China, good and fine | 4 | 6 | 7 | 6 |
| gd mid. to ord.... | 0 | 9 | 3 | 9 |
| Dutch trimd. ... | — | | — | |
| Saffron, Spanish ... | 27 | 0 | 34 | 0 |
| Squills... ... ... | 0 | 1 | 0 | 2½ |
| Tamarinds ... per ct. | | | | |
| East India ... ... | 15 | 0 | 36 | 6 |
| Vanilla, large...per lb. | 27 | 0 | 30 | 0 |
| DYE STUFFS. | | | | |
| Galls, Buss. bl. per ct. | 80 | 0 | 100 | 0 |
| in sorts ... ... | 70 | 0 | 75 | 0 |
| white ... ... | 48 | 0 | 50 | 0 |
| China ... ... | 48 | 0 | —d | |
| Japan ... ... ... | 47 | 0 | — | |
| Madder Root ... ... | — | | — | |
| Bombay ... ... | 40 | 0 | 50 | 0 |
| Orchella, Angola ... | 60 | 0 | 65 | 0 |
| Bombay ... ... | — | | — | |
| Turmeric per cwt. | — | | — | |
| Bengal ... ... | 21 | 0 | 22 | 0 |
| Madras ... ... | 12 | 0 | 32 | 0 |
| Malabar ... ... | 12 | 0 | 16 | 0 |
| Java... ... ... | 19 | 0 | 20 | 0 |
| China ... ... | 30 | 0 | 35 | 0 |
| GAMBIER. | | | | |
| See Terra Japonica | | | | |
| GUMS ... ...per cwt. | £ | *s.* | £ | *s.* |
| Arabic... ... ... | — | | — | |
| E. I. fine pale ... | 3 | 18 | 4 | 4 |
| sorts, mid. to fine | 3 | 10 | 3 | 16 |
| garblings ... | 2 | 0 | 3 | 0 |
| Assafœtida,com.to gd. | 3 | 15 | 5 | 10 |
| Benjamin, Siam, 1st | | | | |
| and 2nd ... ... | 14 | 0 | 23 | 0 |
| Sumatra, 1st and 2nd | 7 | 0 | 11 | 0 |
| do. third ... | 2 | 10 | 6 | 0 |
| Copal, Angola red ... | 4 | 7½ | 5 | 5 |
| Manila ... ... | 1 | 11 | 2 | 7 |
| Dammar, Batavia, pale | 4 | 16 | 5 | 0 |
| Singapore ... ... | 4 | 0 | 4 | 14 |
| Gamboge, pkd. pipe... | 15 | 0 | 17 | 0 |
| Guaiacum ...per lb. | 0*s* | 8*d* | 1*s* | 4*d* |
| Kino ... per cwt. | 60 | 0 | 120 | 0 |
| GUTTA PERCHA. | | | | |
| genuine ...per lb. | 1 | 6 | 3 | 6 |
| HEMP. per ton | £. | *s.* | £. | *s.* |
| Sisal ... ... ... | 43 | 0 | 48 | 0 |
| Bombay & Kurrachee | — | | — | |
| Manila... ... ... | 43 | 0 | 51 | 0 |
| do., good & fine white | 68 | 0 | 80 | 0 |
| China grass ... ... | — | | — | |
| COIR ... per ton | | | | |
| Rope... ... ... | 20 | 0 | 33 | 0 |
| Yarn, good & fine... | 33 | 0 | 76 | 5 |
| ord. to fair ... | 25 | 0 | 31 | 0 |
| Bombay, cm. to fn. | — | | — | |
| Junk ... ... | — | | — | |
| Fibre ... ... | 19 | 0 | 32 | 10 |
| HIDES. | | | | |
| Sourabaya & Batavia | | | | |
| Ox and cow hides, | | | | |
| dry, best, 6lb. to | *s* | *d* | *s* | *d* |
| 10lb. ... ... | 0 | 8 | 0 | 9½ |
| Seconds ... ... | 0 | 7 | 0 | 7½ |
| Thirds ... ... | 0 | 4 | 0 | 6 |
| Buffalo hides, yel- | | | | |
| low, best, 17lb. | | | | |
| to 22lb. ... | 0 | 6 | 0 | 7 |
| Seconds ... ... | 0 | 5 | 0 | 5½ |
| Thirds ... ... | 0 | 3 | 0 | 4½ |
| Dark, best, 20lb. to | | | | |
| 28lb. ... ... | 0 | 5 | 0 | 6½ |
| Seconds ... ... | 0 | 3 | 0 | 4½ |
| Singapore, | | | | |
| Ox and cow hides, | | | | |
| dry, best, 16lb. to | | | | |
| 10lb ... ... | 0 | 8 | 0 | 11 |
| Seconds & Thirds | 0 | 5 | 0 | 9 |
| Buffalo hides, best, | | | | |
| 171b. to 201b. ... | 0 | 5 | 0 | 6 |
| Seconds ... ... | 0 | 4½ | 0 | 5½ |
| Manila, | | | | |
| Buffalo hides, best, | | | | |
| 181b. to 271b. ... | 0 | 4 | 0 | 5 |
| Seconds ... ... | 0 | 3 | 0 | 3½ |
| HORNS, BUFFALO, | | | | |
| Calcutta, Madras and | | | | |
| Bombay, 11b. to 21b., | | | | |
| per cwt. | 25 | 0 | 41 | 0 |
| Singapore, 2½lb. to 4lb. | 35 | 0 | 47 | 0 |
| INDIA RUBBER, pr lb. | | | | |
| East India ... ... | | | | |
| Assam and Pegu ... | 0 | 10½ | 1 | 2 |
| Penang, &c. ... ... | 1 | 4 | 1 | 6 |
| LAC. | | | | |
| STICKLAC per cwt. | 47 | 6 | 60 | 0 |
| METALS. | | | | |
| IRON ... ...per ton | £ | *s.* | £ | *s.* |
| Welsh Rails in Wales | 7 | 5 | 7 | 10 |
| Welsh Bars in Wales | 6 | 0 | 6 | 5 |
| Welsh Bars in London | 6 | 15 | 7 | 0 |
| Staffordshire Bst. Bars | | | | |
| in London ... ... | 7 | 5 | 7 | 10 |
| Staffordshire B. Nail | | | | |
| Rods... ... ... | 7 | 7½ | 7 | 12½ |
| Staffordshire B. Hoops | 8 | 0 | 8 | 5 |
| Staffordshire B. Sheets | 9 | 0 | 9 | 10 |
| Scotch Pig No. 1 in | | | | |
| the Clyde ... ... | 2 | 12 | 3 | 1 |
| Swedes Bars in Lon- | | | | |
| don ... ... ... | 10 | 0 | 10 | 10 |
| Swedes Steel in kegs, | | | | |
| ½ in. and ⅝ in. ... | 15 | 0 | 15 | 5 |
| COPPER ... ... ... | *s.* | *d.* | *s.* | *d.* |
| Ore ... per unit | 13 | 6 | — | |
| | £ | *s.* | £ | *s.* |
| Chili Slabs per ton | 67 | 10 | 69 | 0 |

| | | | | |
|---|---|---|---|---|
| METALS. | £. | *s.* | £. | *s.* |
| Spanish Cake... ... | 68 | 0 | 70 | 0 |
| Australian Burra ... | 77 | 10 | 78 | 0 |
| Australian Wallaroo... | 77 | 10 | 78 | 0 |
| English tough quality | 74 | 0 | 76 | 0 |
| English best selected | 77 | 0 | 79 | 0 |
| English Sheets,— | | | | |
| Sheathing, &c. ... | 78 | 0 | 79 | 0 |
| English Bottoms ... | | | | |
| rolled ... ... | 81 | 0 | — | |
| English Bottoms ... | | | | |
| hammered ... ... | 86 | 0 | — | |
| | *s.* | *d.* | *s.* | *d.* |
| Yellow Metal Sheets, | | | | |
| 4 by 4 ft. ...per lb. | 0 | 6½ | 0 | 6¾ |
| Yellow Metal Sheath- | | | | |
| ings and Rods ... | 0 | 6¾ | — | |
| LEAD. ... ...per ton | £. | *s.* | £ | *s.* |
| Pig, W.B. ... ... | 20 | 15 | — | |
| Pig, L.B. ... ... | 19 | 12½ | — | |
| Pig, other brands ... | 19 | 5 | 19 | 12½ |
| Spanish soft, ex ship | 18 | 15 | — | |
| Sheet ... ... ... | 19 | 15 | 20 | 0 |
| Shot (kegs extra) ... | 22 | 0 | — | |
| White (kegs extra) ... | 27 | 0 | 30 | 0 |
| Red (kegs extra) ... | 20 | 10 | 21 | 0 |
| SPELTER.... ... ... | | | | |
| Silesian ... ... | 20 | 5 | — | |
| English (smelted | | | | |
| from ores)... ... | 20 | 5 | — | |
| ZINC. | | | | |
| English Sheet ... | 26 | 0 | — | |
| MOLASSES, (*duty* 3*s.* 6*d.*) | | | | |
| East India ... ... | — | | — | |
| OILS | £ | *s* | £ | *s.* |
| Cocoa-nut, Coch. p.tn. | 46 | 10 | 47 | 0 |
| Ceylon ... ... | 45 | 0 | — | |
| Sydney ... ... | 40 | 0 | 44 | 0 |
| Rapeseed—Eng. pale | 38 | 0 | — | |
| ,, brown | 36 | 0 | — | |
| PLUMBAGO. | *s.* | *d.* | *s.* | *d.* |
| Ceylon, Lump ... | 13 | 0 | 30 | 0 |
| Dust ... ... | 7 | 0 | 12 | 0 |
| German ... ... | — | | — | |
| PROVISIONS, per cwt. | | | | |
| Butter— | £ | *s* | £ | *s* |
| Cork, 4th to 1st ... | 4 | 6 | 5 | 8 |
| Beef, India, per tierce | 7 | 5 | 8 | 0 |
| mess, and Ind. mess | 3 | 10 | 6 | 5 |
| Pork— | | | | |
| Pickled middles ... | 3 | 10 | 3 | 14 |
| Irish, mess. p. brl. | 5 | 10 | 5 | 15 |
| Foreign ... ... | 5 | 0 | 5 | 15 |
| Hams, Irish ... ... | 4 | 4 | 5 | 12 |
| American ... | 3 | 16 | 4 | 2 |
| Lard, Irish bladder ... | 3 | 12 | 4 | 2 |
| keg and firkin ... | 3 | 10 | 3 | 16 |
| RICE ... per cwt. | *s.* | *d.* | *s.* | *d.* |
| Bengal, white ... | 7 | 3 | 15 | 0 |
| Ballam and Moonghy | 8 | 9 | 9 | 6 |
| brkn and ord. white | — | | — | |
| red cargo ... ... | 7 | 3 | 8 | 6 |
| Madras ... ... | 8 | 0 | 9 | 3 |
| Arracan ... ... | 7 | 0 | 10 | 0 |
| Moulmein ... ... | 9 | 0 | 10 | 6 |
| Rangoon and Bassein | 7 | 0 | 9 | 6 |
| Salgon... ... ... | 7 | 6 | 8 | 3 |
| Java ... ... ... | 10 | 0 | 15 | 0 |
| Siam ... ... .. | 7 | 3 | 8 | 0 |
| Patna-cleaned ... | 16 | 0 | 24 | 0 |
| Ballam do. ... | 11 | 0 | 12 | 6 |
| Rangoon do. ... | 11 | 0 | 20 | 0 |
| Java do. ... | 20 | 0 | 35 | 0 |
| Do. London cleaned... | 20 | 0 | 36 | 0 |
| SAGO (*duty free*) ... | | | | |
| Pearl, small ... ... | 19 | 0 | 20 | 6 |
| large and medium | 18 | 6 | 21 | 6 |
| SALT (at the works in | | | | |
| Cheshire, exclusive of | | | | |
| 3*s.* lighterage) per ton | | | | |
| common ... ... | 7 | 0 | — | |
| butter ... ... | 8 | 6 | — | |
| stoved, common ... | 10 | 0 | — | |
| handed ... ... | 12 | 0 | — | |
| Rock, large lumps ... | 6 | 6 | — | |
| Irish lumps ... ... | 4 | 0 | — | |
| SALTPETRE. per cwt. | | | | |
| Bengal, 6 p. c. or und | 21 | 6 | 23 | 0 |
| over 6 per cent. ... | 20 | 6 | 21 | 3 |
| Calcutta, 5 to 2 pr. ct. | — | | — | |
| 12 to 6 per cent. ... | — | | — | |
| Scinde, refined ... | — | | — | |
| Madras ... ... | 20 | 0 | — | |
| Bombay & Kurrachee | — | | — | |
| British refined ... | 26 | 6 | 27 | 7 |
| SEED. | | | | |
| Rape per qr. 416lbs. | | | | |
| Calcutta ... ... | 55 | 6 | 56 | 6 |
| Madras ... ... | 58 | 6 | — | |
| Bombay—Guzerat . | 62 | 0 | 63 | 0 |
| Feroze and Scinde.. | 57 | 6 | 58 | 6 |
| Japan ... ... | — | | — | |
| Teel per 384 lbs. | | | | |
| Sesame or Gingly ... | 57 | 0 | 63 | 0 |
| SHELLS per cwt. | | | | |
| Mother o'Pearl ... | — | | — | |
| China and Manila . | 120 | 0 | 200 | 0 |
| Singapore ... ... | — | | — | |
| Bombay ... ... | 45 | 0 | 130 | 0 |
| Panama ... ... | 20 | 0 | 40 | 0 |
| Tortoise per lb. | — | | — | |
| Manila ... ... | 14 | 0 | 22 | 0 |
| Other East India ... | 7 | 0 | 20 | 0 |
| West India... ... | 10 | 0 | 17 | 6 |
| SOY per gall. | | | | |
| China ... ... ... | 2 | 9 | 2 | 10 |

| | | | | |
|---|---|---|---|---|
| SOY. | *s.* | *d.* | *s.* | *d.* |
| Japan ... ... ... | — | | — | |
| SPICES | | | | |
| Cassia Lignea, per cwt. | 130 | 0 | 138 | 0 |
| Vera... ... ... | 50 | 0 | 87 | 6 |
| Buds ... ... | 140 | 0 | 160 | 0 |
| Cinnamon per lb. | | | | |
| Ceylon, 1st quality. | 2 | 0 | 3 | 10 |
| 2nd ,, | 1 | 9 | 3 | 6 |
| 3rd ,, | 1 | 6 | 3 | 1 |
| 4th ,, | 0 | 10 | 2 | 4 |
| Cloves, Penang ... | 0 | 10½ | 0 | 11½ |
| Amboyna ... ... | 0 | 5 | 0 | 5½ |
| Zanzibar ... ... | 0 | 3½ | 0 | 3½ |
| Ginger per cwt. | | | | |
| Cochin ... .... | 34 | 0 | 120 | 0 |
| Mace, 1st qual. per lb | 2 | 9 | 3 | 6 |
| 2nd and int. ... | 1 | 10 | 2 | 3 |
| Nutmegs. | | | | |
| 78 to 80 lb. ... | 2 | 4 | 4 | 2 |
| 80 to 90 lb. ... | 1 | 10 | 2 | 3 |
| 95 to 132 lb. ... | 1 | 5 | 1 | 9 |
| Pepper, black per lb. | — | | — | |
| Penang ... ... | 0 | 3¾ | 0 | 3¾ |
| Singapore ... ... | 0 | 3¾ | 0 | 4 |
| white ... ... | 0 | 6 | 0 | 7½ |
| SUGAR per cwt. | | | | |
| *Duties:*— | | | | |
| *Ref. and Candy*, 12*s.* | | | | |
| *Raw*, 1*st cl.* 11*s.* 3*d.* | | | | |
| ,, 2*nd cl.* 10*s.* 6*d.* | | | | |
| ,, 3*rd cl.* 9*s.* 7*d.* | | | | |
| ,, 4*th cl.* 8*s.* | | | | |
| Penang, yell. and gray | 36 | 0 | 39 | 0 |
| brown ... | 29 | 6 | 35 | 6 |
| Manila, clayed ... | 30 | 6 | 32 | 0 |
| superior ... | — | | — | |
| unclayed ... | 27 | 6 | 30 | 0 |
| Java, gray and white | 38 | 0 | 42 | 0 |
| brown and yel. | 28 | 0 | 37 | 0 |
| China and Siam, white | 34 | 6 | 39 | 0 |
| brown and yellow... | 27 | 0 | 33 | 6 |
| TALLOW per cwt. | | | | |
| East India .. ... | — | | — | |
| TAPIOCA (*Duty free*) | | | | |
| per lb. | | | | |
| Penang and Singapre. | 0 | 2½ | 0 | 3½ |
| Pearl ... per cwt. | 24 | 0 | 27 | 6 |
| TAPIOCA FLOUR lb. | 0 | 2 | 0 | 2½ |
| TEA (*Duty, 6d. per lb.*) | | | | |
| Congou. | | | | |
| brown leaf, ord. ... | 0 | 10 | 0 | 11 |
| good ord. to bst md. | 0 | 11½ | 1 | 0 |
| good export kinds . | 1 | 0½ | 1 | 1 |
| Kaisow, 1st & 2nd ... | 1 | 4 | 2 | 4 |
| bk. leaf, com. to gd. | 1 | 0 | 1 | 2½ |
| medium to finest ... | — | | — | |
| Oopack and Moning . | 1 | 4 | 2 | 0 |
| do., extra fine ... | — | | — | |
| Ning Yong and Oolg. | 0 | 10 | 2 | 2 |
| Souchong. | — | | — | |
| fair to good ... | 1 | 1 | 1 | 8 |
| fine to finest ... | 1 | 10 | 2 | 6 |
| Flowery Pekoe. | — | | — | |
| fair to good ... | 0 | 10 | 1 | 6 |
| fine to finest ... | 1 | 10 | 3 | 6 |
| Caper, scented ... | 0 | 8 | 2 | 0 |
| Orange Pekoe, plain . | 1 | 2 | 1 | 6 |
| scented ... ... | 1 | 0 | 1 | 10 |
| Twankay. | — | | — | |
| common to good ... | 0 | 11 | 1 | 0½ |
| fine to Hyson kind . | 1 | 1½ | 1 | 1 |
| Hyson Skin. | — | | — | |
| common to fair ... | 0 | 9 | — | |
| good to fine ... | 0 | 11 | — | |
| Hyson, common ... | 0 | 11 | 1 | 1 |
| fair to fine ... ... | 1 | 3 | 2 | 2 |
| finest ... ... | 2 | 4 | 3 | 8 |
| Yg. Hyson, Can. kind | 0 | 7 | 1 | 4 |
| country kinds ... | 1 | 0 | 2 | 10 |
| Imperial ... ... | 0 | 9 | 2 | 6 |
| Gunpowder ... ... | 0 | 9½ | 3 | 6 |
| Japan, uncoloured ... | 1 | 0 | 1 | 8 |
| Assam ... ... ... | 0 | 9 | 3 | 4 |
| TERRA JAPONICA. | | | | |
| Gambier per cwt. | 17 | 0 | 17 | 3 |
| free Cubes ... ... | 21 | 0 | 24 | 0 |
| Cutch ... ... ... | 28 | 6 | 30 | 0 |
| TOBACCO. | | | | |
| (*Duty 3s. per lb., and 5 per cent. and ¼ per cent., equal to about 3s. 1½d per lb.*) pr. lb. | | | | |
| East India leaf ... | 0 | 2 | 0 | 5 |
| Japan ... ... ... | — | | — | |
| Java ... ... ... | 0 | 4 | 1 | 0 |
| Manila cheroots ... | 6 | 0 | 7 | 6 |
| WAX per cwt. | | | | |
| BEES'. | £. | *s.* | £. | *s.* |
| English ... ... | 9 | 10 | 10 | 0 |
| German ... ... | — | | — | |
| American ... ... | 8 | 15 | 9 | 5 |
| Bombay & Madras | — | | — | |
| Bengal ... ... | 9 | 5 | 9 | 15 |
| E. I. white ... ... | 10 | 0 | 12 | 10 |
| VEGETABLE.—Japan | 3 | 10 | 3 | 18 |
| Do. mixed ... ... | 2 | 15 | 3 | 8 |
| WOOD ...per ton. | | | | |
| Red Sanders .. ... | 7 | 5 | — | |
| Sapan, Bimas, &c. ... | 8 | 10 | 11 | 10 |
| Do., Siam .. .. | 10 | 0 | 14 | 0 |
| Cedar, Cuba .. per ft. | 0 | 5½ | 0 | 6½ |
| Ebony... ...per ton | | | | |
| Ceylon ... ... | 5 | 10 | 14 | 0 |
| Satinwood ... per ft. | 1*s* | 0*d* | 1*s* | 2*d* |
| WOOL ... ...per lb. | | | | |
| East India, white ... | 0 | 7½ | 1 | 4 |
| yellow and gray ... | 0 | 2 | 1 | 0 |

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# Shipping Intelligence.

## ARRIVALS.

| Date. | Ship. | Captain. | From. | At |
|---|---|---|---|---|
| — | Alardus | — | Bangkok | Queenstown |
| Apr.18 | Vistula | Durkitt | Macao | Havana |
| — 21 | Onrust | Weissenbruch | Do. | Do. |
| May12 | Oxford | — | Rangoon | Liverpool |
| — 10 | Frank Marion | Lincoln | Batavia | Texel |
| — 11 | Atlantic King | Craig | Java, for Amsterdam | Off Dungeness |
| — 12 | Naworth | Kelly | Singapore | Liverpool |
| — 11 | Johanna Christina | Roslngh | Banjoewangie | Brouwershaven |
| — 9 | Amigos | — | Manila, for Liverpool | Off Holyhead |
| — | Glaneur | Lannegrasse | Saigon | Gironde |
| Apr.29 | Inverary | Auld | Colombo | Boston |
| May14 | Trinidad | Larrinaga | Zebu | Liverpool |
| — 12 | Charlotte Gladstone | Betts | Rangoon | Cuxhaven |
| — 17 | Taunton | Hogg | Bangkok | Falmouth |
| — 16 | Rebecca Goddard | — | Sagn., for Vlaardinsen | Do. |
| — 5 | Cingala | Neilson | Shanghai | New York |
| — 5 | New Orleans | Parman | Batavia | Do. |
| — 14 | Jacoba and Christina | Gaaf | Do. | Texel |
| — 5 | Nicoline | Ahlman | Bangkok | San Francisco |
| — 17 | Carlin Craig | McBain | Sourabaya | Falmouth |
| — 17 | Weidenhjelm | Neuzen | Pasaroeang | Do. |
| — 18 | Sophie | Granberg | Sourab., for Amstdm. | Do. |
| — 18 | Beau Monde | Linskill | Maulmain | Do. |
| — 18 | M. A. Forbes | — | Akyab | Liverpool |
| — 19 | Palestine | Park | Colombo | London |
| — 19 | Patria | Christiansen | Saigon | Do. |
| — 18 | Alice | Pounder | Penang | Deal |
| — 17 | Minnehaha | Calder | Maulmain | Queenstown |
| — 17 | John Bunyan | — | Do. | Do. |
| — 19 | Dundonald | — | Shanghai | Deal |
| — 18 | Bravo | Van Ommeren | Bangkok | Falmouth |
| — 18 | Princess of Wales | Dark | Maulmain | Do. |
| — 19 | Spanker | Swan | Sourabaya | Do. |
| — 18 | Princulo | Nyberg | Singapore | Off do. |
| — 19 | Constantia | Reay | Java, for Amsterdam | Do. |
| Apr.28 | Marie Morton | Morello | Macao, &c. | Havana |
| — 30 | Neva | Onate | Do. | Do |
| May 7 | Simon | Valk | Singapore | Boston |
| — 19 | Glasgow | Lloyd | Maulmain | Queenstown |
| — 19 | Blanche | — | Rangoon | Deal |
| — 20 | Cleughs | — | Colombo | London |
| — 14 | Schwan | Rave | Batavia | Do. |
| — 20 | Fort Regent | Olsen | Colombo, &c. | Do. |
| — 20 | Nearchus | Foster | Do. | Do. |
| — 20 | Vivat Veritas | Mason | Do. | Do. |
| — 18 | Talca | Woollacott | Bangkok | Queenstown |
| — 21 | Evangeline | Ferguson | Rangoon | Liverpool |
| — 20 | Napier | Sinclair | Singapore | Deal |
| — 20 | Henrietta Maria | Tjebbes | Batavia, for Amstdm. | Do. |
| — 20 | Walter Baine | Scurr | Ceylon | Do. |
| — 19 | Ann Adamson | Hutton | Bangkok | Falmouth |
| — 19 | Sierra Nevada | Panno | Do. | Do. |
| — 19 | Arabia | Hinckley | Do. | Do. |
| — 20 | Humber | Bell | Batavia | Off do. |
| — 20 | British Crown | McDonald | Do. | Nieuwe Diep |
| — 21 | Sebastopol | Collins | Pasarong., for Amstd. | Off Falmouth |
| — | Geologist | Clark | Bangkok | Off Queenstown |
| — 18 | Equator | Hockert | Sourabaya | Brouwershaven |
| — 18 | Deucalion | Turner | Bangkok | Havre |
| — | Emilie Irma | Bertin | Singapore | Gironde |
| — | Caroline | Bourhis | Saigon | Do. |
| — 20 | Melbourne | Russel | Rangoon | Liverpool |
| — 20 | Kate Kellock | Bevan | Colombo | London |
| — 20 | Elizabeth Nicholson | — | China & New York | Do. |
| — 19 | Maria Diederich | V. Marion | Banjoewangie | Brouwershaven |
| — 20 | Java Packet | Hellingman | Batavia | Texel |
| — 20 | 6 Gezusters | Rottgers | Pasaroeang | Do. |
| — 19 | Arlington | Bartlett | Sourabaya | Brouwershaven |
| — 24 | James Duncan | Toddey | Colombo | London |
| — 24 | Beau Monde | Linskell | Maulmain | Do. |
| — 20 | Johan Kepler | Rahe | Banjoewangie | Texel |
| — 19 | Maria Adriana | Itz | Do. | Brouwershaven |
| — 22 | Laurens Koster | Zweede | Do. | Do. |
| — 22 | Johannes Anthonius | V. d. Straaten | Do. | Zierikzee |
| — 22 | Paul Riquet | Geneviere | Saigon | Bordeaux |
| — 11 | Fanny Hare | Berry | Batavia | San Francis |
| — 22 | Philip van Marnix | Moller | Banjoewangie | Texel |
| — 23 | Hermina M Elisabeth | Dykes | Nagasaki | Do. |
| Apr.24 | Japan (str) | Freeman | Hong Kong | San Francisco |
| May12 | Albatross | Lausser | Do. | Do |
| — 26 | Gebr v. d. Beek | Gobel | Batavia | Texel |

## DEPARTURES.

| Date. | Ship. | Captain. | For. | From |
|---|---|---|---|---|
| May12 | Eastern Star | Allardice | H. K., Amoy, & Fchw. | London |
| — 12 | Antrim | White | Shanghai | Do. |
| — 8 | Jas. Cheston | Swan | Yokohama | Cardiff |
| — 9 | Anevoca | Western | Chefoo | Do. |
| — 10 | Mary Whitridge | Clark | Shanghai | Penarth Dock |
| — 10 | Anne | Smith | Galle | Sunderland |
| — 13 | Kinfaun's Castle | Holmes | Singapore | Glasgow |
| — 14 | San Fernando | De Gamecho | Cardiff & Hong Kong | London |
| — 12 | Sharpeton | Dunn | Hong Kong | Sunderland |
| — 15 | Eastern Empire | Binney | Cardiff & Yokohama | London |
| — | Johanna Maria | Burg | Batavia | Rotterdam |
| — 13 | Nouveau Nomade | Marchandeau | Singapore | Cardiff |
| — 13 | Chili | McSkimmiry | Hong Kong | Clyde |
| — 13 | Eliza Thornton | Shaman | Singapore | Do. |
| — 17 | Old England | Bufman | Cardiff and Galle | London |
| — 13 | San Roman | Martens | Yokohama | Penarth Dock |
| — 4 | Japan (str.) | — | Do | San Francisco |
| — 18 | Venus | Christensen | Cardiff & Hong Kong | London |
| — 15 | Chariot of Fame | Murray | Do. | Liverpool |
| — 15 | John Peacock | Finlay | Do. and Shanghai | Do. |
| — 1 | Sumatra | Dyer | Hong Kong | San Francisco |
| — 1 | Cleopatra | Doane | Manila | Do |
| — 19 | Ta Lee | Thomsen | Yokohama | London |
| — 14 | Emerald | Cathero | Hong Kong | Newport |
| — 16 | Ocean Gem | Griffiths | Yokohama | Cardiff |
| — 16 | Oliver Cromwell | Harwood | Hong Kong | Do. |
| — 18 | Lizzie Iredale | — | Shanghai | Liverpool |

## DEPARTURES—*Continued.*

| Date. | Ship. | Captain. | For. | From. |
|---|---|---|---|---|
| May 6 | Evangeline | Bell | Yokohama | San Francisco |
| Apr.13 | Ringleader | Hamlin | Manila | Do. |
| — 13 | Endeavour | Warland | Do. | Do. |
| May 1 | Moneka | Bentley | Yokohama and Hiogo | New York |
| — | Henra Adriane | — | Batavia | Rotterdam |
| May13 | St. Aubin | Monnier | Hong Kong | Penarth |
| — 22 | Beemah | Wakeham | Shanghai | London |
| — 21 | Tartar | Bush | Do. | Falmouth* |
| — 24 | Countess Russell | Penfold | Hong Kong | London |
| — 24 | Westbury | Cook | Hiogo & Yokohama | Do. |
| — 24 | Miako | Anderson | Yokohama | Do. |
| — 25 | Elmstone | Tomlinson | Hong Kong | Do |
| — 23 | Max | Malford (?) | Shanghai | Cardiff |
| — 11 | Nightingale | Sparrow | Hong Kong | San Francisco |
| — 22 | Hirondelle | Bell | Do. | Clyde |
| — | Gustav | — | Shanghai | Hamburg |
| — 25 | Oscar Moyer | Webber | Anjer | Cardiff |
| — 27 | Premier | White | Tientsin and Chefoo | London |
| — 27 | Ardamza | Alcatena | Cardiff and Galle | Do. |
| — | Helena Anna | Van der Valk | Batavia | Rotterdam |
| — 25 | John Watts | Stenson | Yokohama | Cardiff |
| — 26 | Varuna | Lorentzen | Do. | Do. |
| — 28 | Ocean Rover | Hammond | Colombo | London |
| — 28 | Dudbrook | Bruce | Cardiff & Hong Kong | Do. |
| — | Rio de La Plata | Remmers | Sourabaya | Rotterdam |
| — | Henderika | Huisinga | Batavia | Do. |

* After repairing.

*(See Commercial Postscript and Correspondents' Letters.)*

## LOADING.

At LONDON.—For Nagasaki and Hiogo: Eastern Chief. For Hiogo and Yokohama: Johanna Maria. For Yokohama: Crest of the Wave, Rockliff, Napier. For Osaka and Hiogo: Sampan. For Chefoo: Princess of Wales. For Shanghai: Bristow, Wylo, Dilpussund, Devonport, Dundonald, Taunton, Elizabeth Nicholson, Eaglet. For Hong Kong: River Eden, Star of the North, James Shepherd, Ferndale. For Singapore: Pactolus, Panic. For Singapore and Penang: Rifle. For Singapore and Sarawak: Otter. For Colombo: Southern Cross, Elfin, Palestine. For Colombo, &c.: West Australian.

At LIVERPOOL.—For Yokohama: Malacca, Ellaray. For Shanghai: Aracan, City of Agra. For Hong Kong: Petchelee. For Singapore: Penrith, Naworth. For Batavia and Sourabaya: Perpetua. For Manila: Victoria, Doriga, Juliana, Amigos. For Mauritius, Penang, Singapore, Hong Kong and Shanghai, Diomed (str.).

At GLASGOW.—For Yokohama: Diana. For Shanghai: Melrose Abbey. For Hong Kong: Marchioness of Londonderry. For Manila: Maria de C. For Singapore: Norham Castle, Roslin Castle. For Ceylon: Glenaray.

At NEW YORK.—For Shanghai: Morro Castle, Etha Rickmers, N. B. Palmer.

## SPOKEN.

WILLY RICKMERS, Falmouth to Shanghai, March 12, 12 S., 35 W.
CODAN, Cardiff to Singapore, March 11, 20 S., 30 W.
PERUVIAN, New York to Japan, March 11, 20 S., 30 W.
BLACK NYMPH, Japan to New York, Feb. 17, 34 S., 23 E.
HERMINE, Japan to Amsterdam, Feb. 24, 35 S., 22 E.
ELLINA, Rotterdam to Singapore, April 5, 4 N., 24 W.
WARWICK, Gibraltar to Colombo, March 8, 17 S., 32 W.
COLUMBUS (barque), for Hong Kong, March 14, 17 S.
LITHERLAND (?), Cardiff to Shanghai, March 25, 1 N., 21 W
GERAINT, London to Shanghai, March 31, 6 S., 26 W.
FIDELITAS, of and from Hamburg, for Hong Kong, April 2.
BENVENUE, London to Penang, March 9, off Martin Vas Rocks.
HYLTON CASTLE, for Singapore, March 10, 18 S., 29 W.
SISTERS, Sunderland to Galle, March 24, on the Line, 20 W.
PRUDHOE (ship), for Shanghai, 25 days out, April 4, 1 S., 23 W.
IMPERATRICE (ship), Plymouth to Shanghai, April 8, 15 S., 31 W.
DUDLEY (barque), bound for China, May 11, 49 N., 8 W.
HUMBER, Batavia to Falmouth, March 19, 11 S., 19 W.
G. M. WATSON, Shanghai to London, February 22, 26 S., 7 E.
CARACTACUS, Japan to New York, May 1, 22 N., 63 W.
ARGO, Rotterdam to Batavia, March 20, 1 S., 29 W.
SIERRA NEVADA, Hong Kong to Falmouth, February 27, 35 S., 26 E.
MEDEA, Rotterdam to Batavia, March 10, 21 S., 29 W.
JOHN MILTON, London to Shanghai, April 5, 2 S., 26 W.
DIAMOND (barque), Cardiff to Shanghai, April 20, 5 N., 25 W.
FARNINGHAM (barque), London to China, March 7, 15 S., 29 W.
GEOLOGIST, Bangkok to Falmouth, April 17, 26 N., 40 W.
CHUSAN, London to Hong Kong, March 17, 20 S., 37 W.
MARINE, Sunderland to Shanghai, March 30, 1 S., 22 W.
EASTERN QUEEN, London to Japan, 112 days out.
STEPHANIE (Brem. barq.), Cardiff to Hong Kong, March 5, 7 S., 26 W
AGNES SOPHIA, Tyne to Singapore, March 9, 18 S., 28 W.
METIS, Cardiff to Singapore, March 17, 31 S., 27 W.
AMERZIN (?) (barq.), from China, March 3, 32 S., 23 E.
BROTHERS (?) (Ger.) (?) (barq.), Java to Flmth., March 29, 41 S., 30 E.
OCEAN BELLE, London to Colombo, March 30, on the Line, 22 W.
LOYOLA, Manila to Liverpool, April 8, off Agulhas.
KHIMJEE OODOWJEE (supposed), Liverpool to Singapore, standing S., May 14, 45 N., 15 W.
ELISABETH, Java to Amsterdam, April 28, 29 N., 46 W.
H. N. C. K. (Brit. brigantine), Clyde to Penang, March 29, 10 S., 28 W.
ELLINA (Dutch ship), Rotterdam to Singapore, 16 (?) May, 30 N., 47 W.
ADELAIDE (French barq.), Bordeaux to Hong Kong, Feb. 28, 26 W.
HENRIETTA (Dutch barque), from Batavia, April 12, 30 N., 26 W.
Dutch ship, No. 308, pendant not distinguishable, Batavia to Amsterdam, 36 days out, March 8, 26 S., 6 E.
WAVE QUEEN, London to Singapore, 22 S., 36 W.
HANNAH AND MARY (Dutch ship), Java to Amst., May 16, 48 N., 16 W.
TRIDENT, Singapore to Falmouth, Feb. 4, 26 S., 70 E.
No. 9,620 3rd d. p. (Dut. shp.), Rotdm. to Singapore, May 16, 30 N., 47 W.
ROTTERDAM, Banjoewangie to Rotterdam, April 26, 17 S., 7 E.
Ship No. 571, 3rd d. p., Lndn. to Shghai., 23 days out, Mar. 29, 1 S., 26 W.
Dutch barque, No. 9,620, 3rd d. p., Rotdm. to Singapore, Apl. 5, 3 N., 27 W.
CEDRIC, London to Japan, 41 days out, 24 S., 30 W.

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LOLLARD, New York to Galle, out 49 days.
AMAZON, bound to Batavia, Jan. 4.
TARTAR (ship), of and from London for Shanghai, May 21, 41 miles S. S.W. of the Lizard.
REGINA MARIS, Newcastle to Java, May 11, 44 N., 12 W.
DUNCAIR, Liverpool to Singapore, May 26, 1 N., 26 W.
N. W. C. T., Helvoet to Batavia, May 27.

## FREIGHTS AND CHARTERS.

Berth freights to the Eastern ports still continue very dull, and rates are without alteration; coal freights from the Northern outports are also without improvement.

Current rates of freight for vessels on the berth:—To Yokohama: 40s. weight or meast. To Nagasaki: 40s. weight, 50s. meast. To Hiogo: 50s. weight or meast. To Tientsin: 60s. weight or meast. To Chefoo: 60s. weight or meast. To Shanghai: 35s. weight, 30s. meast. To Foochow: 50s. weight, 45s. meast. To Hong Kong: 35s. weight, 27s. 6d. meast. To Amoy: 50s. weight, 45s. meast. To Batavia: 25s. weight, 30s. meast. To Singapore: 30s. weight, 25s. to 30s. meast. To Ceylon: 20s. to 25s. weight, 20s. meast. At New York to China; $12 to $15 per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—For Yokohama: £14. For Shanghai: £44. For Hong Kong: £33. For Singapore: £24. For Galle: £24. From Newport, Cardiff, or Swansea per ton.—For Yokohama: £2. For Shanghai: £2 4s. For Hong Kong: £1 15s. For Manila: £1 10s. For Singapore: £1 5s. For Galle: £1 5s.

The Admiralty have invited tenders for the conveyance of small stores to Hong Hong.

## CASUALTIES.

The Argo, Hammon, from Singapore, put into Simon's Bay, April 12, for repairs, having lost fore and main-topmast during heavy weather.

The Chusan, Roy, from London to Hong Kong, which was spoken March 17, in lat. 18 S., lon. 37 W., had shipped a very heavy sea, February 12, and damaged boat, bulwarks, &c.

Advices from Amsterdam, dated May 18, state that the Frank Marion, Lincoln, from Batavia to that port, which arrived at Texel May 10, had been in collision.

The Isabella, James, from Cardiff to the Philippines, which put into Lisbon May 11, leaky, had been ordered to lighten; her head knees were started, and the caulking of her top sides was shaken.

The Hollandia, Nieuwenhuy, from Nieuwe Diep to Macassar, put into Simon's Bay, April 9, leaky, and would discharge her cargo.

The Johanna Mathilde, Lohse, from Saigon to Falmouth, put into Simon's Bay, April 10, making about eighteen inches water per hour, and with some bulwarks gone, having encountered a severe N.W. gale on April 7.

The Westminster, which arrived at Liverpool, from Yloilo, May 10, was reported as being leaky.

The Isabella, James, which sailed from Cardiff, April 12, for the Philippine Islands, put into Lisbon, May 11, leaky.

The Inverary, Auld, from Colombo, arrived at Boston, April 29, with loss of bowsprit and foretopmast, having experienced heavy weather.

The Tartar, Bush, from Cardiff to China, which put into Falmouth, Feb. 13, parted from her moorings on the 14th inst., and drifted on to the bank, inside the breakwater, but subsequently got off, and would proceed.

The Hirondelle, Beel, from Glasgow to Hong Kong, grounded 23rd May in the Clyde, but got off at high water, and proceeded to Gareloch to have her compasses adjusted.

Advices from Amsterdam, dated May 24, state that the Mary and Hillegonda, Walters, from Rotterdam to Batavia, which put into Rio de Janeiro, April 19, had lost her rudder near Tristan d'Acunha.

## MISCELLANEOUS.

At SIMON'S BAY.—April 12, Argo, Hammon, from Singapore, for London.

At RIO DE JANEIRO.—April 19, Mary and Hillegonda, Walters, from Rotterdam to Batavia, in distress.

At CALLAO.—April 19, Henri IV., Monella, sailed for Amoy.


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BRAG. Serio-comic Song. Written and Composed by ALFRED SCOTT GATTY.

PUT IT DOWN TO ME. Comic Song. Written and composed by ALFRED SCOTT GATTY.

WHEN THE ROSES BLOW. Song. Written by R. REECE. Composed by G. B. ALLEN.

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## PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's establishments at the above port afford every facility, at moderate charges, for REPAIRING and SPARRING VESSELS, cleaning and painting iron ships and steamers.

Their large Granite Dock has 286 feet length on the blocks, and at average spring tides can receive vessels of 16 to 17 feet draught. It has a caisson-gate and a powerful centrifugal steam pump, and an engineer's workshop fitted with lathes and tools, driven by steam: iron and brass foundries, boiler-makers' shop, a large smithy and carpenters and boat-builders' sheds. All superintended by resident Europeans.

Their two smaller GRANITE DOCKS can receive, at spring tides, vessels drawing 12 feet.

Spars, timber, and other Dockyard material kept in stock.

Quarters for officers and a DRY GODOWN for stores of vessels under repair.

## SINGAPORE DOCKS.

THE PATENT SLIP AND DOCK COMPANY execute SHIPS' REPAIRS of all descriptions in the most efficient manner, under the supervision of European Engineers and Shipwrights.

The DRY DOCK (opened in March, 1859) admits two Vessels at the same time, being over 400 feet in length, with a depth of water ranging to 15½ feet. A second DRY DOCK of larger dimensions will shortly be completed, and available for the heaviest Steamers.

Adjoining the above there is extensive WHARF, WAREHOUSE, and other accommodation, including every convenience for coaling Steamers, discharging cargo, and storing goods, together with ample MACHINERY and appliances for repairing iron steamers, &c.

Apply at the offices of Messrs. PATERSON, SIMONS and Co., Singapore; or 21, St. Swithin's-lane, Cannon-street, London, E.C.

WM. CLOUGHTON, Managing Director.

New Harbour, Singapore, June, 1868.

## ORIENTAL BANK CORPORATION

Incorporated by Royal Charter, 30th August, 1851.

PAID-UP CAPITAL, £1,500,000.

RESERVED FUND, £444,000.

The Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hong Kong, Kandy, Kurrachee, Madras, Mauritius, Melbourne, Point de Galle, Shanghai, Singapore, Sydney, and Yokohama, on terms which may be ascertained at their office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India, the purchase and sale of Indian Securities, the safe custody of Indian Government Paper, the Receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named dependencies.

They also receive deposits of £100 and upwards, repayable at 10 days' notice, and also for longer periods, the terms for which may be ascertained on application at their office. Office hours, Ten to Three; Saturdays, Ten to Two.

Threadneedle-street, London, 1868.

## COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July, 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200.000.

Reserved Fund ... ... f 20,000,000 ... £800,00

HEAD OFFICE.—14, Rue Bergere, Paris.

AGENCIES AT—Lyons, Marseilles, and Nantes (France). Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Saigon (Cochin China), Bourbon (Reunion), and Yokohama (Japan).

LONDON BANKERS.—The Union Bank of London.

LONDON AGENCY.—13, Leadenhall-stre t, E.C.

MANAGER.—G. Pietsch.

SUB-MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c., upon terms to be ascertained at the Office.

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Marine Risks are accepted by the above Society on goods by first class vessels from the United Kingdom to India, China, Japan, Melbourne, and Sydney, at the current rates of premium.

Claims for Losses and Averages are payable in London, or at the Port of destination, as may be desired.

OFFICES:—
Nos. 9 AND 11, KING'S ARMS YARD, MOORGATE STREET, E.C.

## THE NORTH CHINA INSURANCE COMPANY.

ESTABLISHED 1st JANUARY, 1863.

SUBSCRIBED CAPITAL—SHANGHAI TAELS 1,500,000 (EQUAL AT EX, 6s. PER TAEL TO £450,000).
PAID-UP CAPITAL—SHANGHAI TAELS 300,000 (EQUAL AT EX 6s. PER TAEL TO £90,000).

HEAD OFFICE—SHANGHAI.

COURT OF DIRECTORS.

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Risks are accepted at current rates of premium.

Agencies have been established at the various ports of India, China, and Japan, at the more important of which Policies can be made payable if required.

In accordance with the Resolution adopted at a Special Meeting of Shareholders, held in Shanghai on 18th Nov., 1867, Messrs. Ashton and Co. have ceased to act as Agents in London, and a Special Branch has been opened above.

JOHN S. MACKINTOSH, Agent.
London, 1st January, 1869.

## HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, 5,000,000 dols Paid up, 3,000,000 dols.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON MANAGER—W. H. Vacher, 32, Nicholas-lane
BANKERS.—London and County Bank.

BRANCHES AND AGENCIES:

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|---|---|---|
| Hong Kong | Hankow | Singapore |
| Shanghai | Japan (Yokohama) | Bombay |
| Foochow | Manila | Calcutta |
| Ningpo | | |

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

## THE "CHINA MAIL,"

No. 2, WYNDHAM-STREET, HONG KONG.

NOTICE.—THE BUSINESS heretofore carried on under the style of "Shortrede and Co." was this day purchased by the undersigned, in whose name and by whom it will henceforth be conducted, and to whom all outstanding accounts owing to the said business are to be paid.

Hong Kong, Aug. 15, 1867. CHAS. A. SAINT.

NOTICE TO ADVERTISERS.

THE DAILY CHINA MAIL.—Six pages; published every evening (except Sunday). Subscription 24 dols. per annum. Circulates in Hong Kong and along the China and Japan coasts. Terms of advertising:—Ten lines and under, 1 dol.; each additional line, 10 cents; one-half of these charges for repetitions. In Chinese, 2 cents per character for any number of days during the current week.

THE OVERLAND CHINA MAIL.—Compiled from the *Daily China Mail*, is published twice a month on the morning of the English mail's departure, and is a record of each fortnight's current history of events in China and Japan, contributed in original reports and collated from the journals published at the various ports in those countries. It contains, besides, a Shipping List for Shanghai, Hong Kong, Canton, and Macao, and a complete Commercial Summary.

Subscription, 12 dols. per annum, payable to any of the undermentioned agents. Postage added. Terms of advertising:—Same as in *Daily China Mail*.

AGENTS.—London: F. Algar, 11, Clement's-lane, Lombard-street, E.C. San Francisco: White and Bauer, 518, Clay-street, San Francisco. Swatow: Drown and Co. Amoy: Giles and Co. Foochow: Thompson and Co. Shanghai: H. Fogg and Co. Manila: Karuth, Heinzen, and Co. Australia: Gordon and Gotch, Melbourne and Sydney. Singapore: Locke, Hongghee, and Co. Batavia: H. Van Dorp.

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Established 1807.

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THE ADVERTISER (who is the wife of a professional man), is willing to receive TWO YOUNG LADIES to be EDUCATED with her own daughter. The best course of education will be combined with all the advantages of a comfortable home. The house and garden are large, and in the neighbourhood of the Crystal Palace. Terms, £100 per annum each.

Address "T.," "London and China Telegraph" Office 2, Cowper's-court, Cornhill. Unexceptionable references given and required.

## NOTICE.

THE PARTNERSHIP hitherto existing between JAMES DOW, JAMES H. WRIGHT, and WILLIAM S. MACLEAN, under the Firm of DOW and Co., ceases this day by efflux of time; the affairs of the Firm will be liquidated by Mr. JAMES DOW, who will sign the firm "in liquidation."

Shanghai, Dec. 31, 1868. DOW AND Co.

## NOTICE.

THE PARTNERSHIP hitherto existing between THOMAS BLAKE GLOVER, FRANCIS A. GROOM, EDWARD HARRISON, and RYLE HOLME, under the firm of GLOVER and Co., of Japan and Shanghai, ceases this day by efflux of time. The business in Shanghai will be conducted on and after the 1st Jan., 1869, under the style of GLOVER, DOW, and Co., in which Firm FRANCIS A. GROOM and JAMES DOW will be partners.

Shanghai, Dec. 31, 1868. GLOVER AND Co.

LIEBIG COMPANY'S EXTRACT OF MEAT.—Only sort warranted perfect and genuine by BARON LIEBIG, the Inventor. "A success and a boon."—*Medical Press and Circular.* One pint of delicious beef tea for 2½d., which costs 1s. if made from fresh meat. Cheapest and finest flavoured "stock" for soups, &c.

CAUTION.—Require BARON LIEBIG'S signature upon every jar. Sold by all Italian Warehousemen, Grocers, Chemists, and Ship's Store Dealers.

PARIS EXHIBITION, 1867, TWO GOLD MEDALS; HAVRE EXHIBITION, 1868, THE GOLD MEDAL.


## THE LONDON & CHINA TELEGRAPH.

THE ELEVENTH Vol. of this JOURNAL commenced on the 4th of January, 1869. The Subscription for three numbers per month is 30s. per annum, including Postage, and to the Export Supplement 12s. extra. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

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WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality. Bombay-made Soda Water and Lemonade. Perfumery, Confectionery, Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.

STEAMER POINT, ADEN.

Drawing and Reading-room free to Passengers.

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CANADIAN NEWS, every Thursday, contains all the latest news from the New Dominion.

Price 2d., post free, 3d.

Office: 11, Clement's-lane, Lombard-street, E.C.


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Communication by Steam with INDIA, CHINA, JAPAN, AUSTRALIA, &c., via EGYPT, from SOUTHAMPTON and MARSEILLES.

The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their Steamers for—

| | From Southampton. | From Marseilles. |
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| GIBRALTAR ... | Every Saturday, at 2 P.M. | — |
| MALTA..... | ,, ,, | — |
| ALEXANDRIA. | ,, ,, | Every Sunday, at 7 A.M. |
| ADEN ..... | ,, ,, | ,, ,, |
| BOMBAY..... | ,, ,, | ,, ,, |
| GALLE..... | Saturday, May 15, 2 P.M. And every alternate Saturday thereafter. | Sunday, May 23 7 A.M. And every alternate Sunday thereafter. |
| MADRAS..... | | |
| CALCUTTA ... | | |
| PENANG..... | | |
| SINGAPORE ... | | |
| CHINA ..... | | |
| JAPAN ..... | | |
| AUSTRALIA ... | Saturday, May 15. 2 P.M. And every fourth Saturday thereafter. | Sunday, May 23, 7 A.M. And every fourth Sunday thereafter. |

Arrangements having been made with the British India Steam Navigation Company, Passengers, Cargo and Parcels are now booked through to any of the Ports touched at by that Company's Steamers.

For full particulars as to Freight, Passage, and Insurance, apply at the Company's Offices, 122, Leadenhall-street, London; or Oriental-place, Southampton.

### ACCELERATED MAIL COMMUNICATION WITH JAPAN.

The Mail Steamers of the PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY will, until further notice, run Fortnightly from Hong Kong to Yokohama and *vice versa* DIRECT, instead of *via* Shanghai as heretofore. The Hong Kong and Shanghai Mail Service will be continued as at present.

122, Leadenhall-street, May, 1869.

### MAIL ROUTE FOR CALIFORNIA, JAPAN AND CHINA, VIA PANAMA.

## THE PACIFIC MAIL

STEAM SHIP COMPANY despatch their splendid side-wheel steamers from NEW YORK on the 1st, 11th, and 21st, and from PANAMA on the 9th, 19th, 24th, and 29th of every month for SAN FRANCISCO (calling at ACAPULCO and MANZANILLA *en route*), thence to YOKOHAMA, NAGASAKI, SHANGHAI, and HONG KONG, on the 4th of every month. Passengers from England may connect with this line at New York by any of the following lines:—

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Inman Line, leaving Liverpool every Wednesday.
National Line, leaving Liverpool every Wednesday.
Guion's Line, leaving Liverpool every Tuesday.
Hamburg-American Line, from Southampton every Friday.
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And at Panama by the steamers of the
Royal Mail Line, from Southampton on the 2nd and 7th of month.
West India and Pacific Line, from Liverpool 5th and 20th of month.
Generale Transatlantique Line, from St. Nazaire 8th of month.

Passengers by this route are less than ten days in the tropics.

For further particulars and through passage rates apply to H. STARR and Co., Passenger Agents, Pacific Mail Steamship Company, No. 22, Moorgate-street, London.

## OVERLAND ROUTE VIA MARSEILLES.—SERVICES MARITIMES DES MESSAGERIES IMPERIALES OF FRANCE.—

FRENCH MAIL STEAM PACKETS LEAVE MARSEILLES AS FOLLOWS:—

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| 23 January, 20 February, 15 May, 12 June | For | Alexandria, Aden, Point de Galle (Ceylon), Pondicherry, Madras, Calcutta, Singapore, Batavia, Saigon, Hong Kong, Shanghai and Japan. |
| 9 January, 9 February, 9 March, 20 March | For | Alexandria, Aden, Seychelles, Reunion, Mauritius. |

9th, 19th, and 2[illegible] of every month for Alexandria.

For Passage, Fr[illegible]ht, and information, apply to B. W. and H. HORNE, [illegible]Moorgate-street, London; G. H. FLETCHER and Co., [illegible]iverpool; at the offices of the Services Maritimes d[illegible]s Messageries Imperiales in Paris, Lyons, Bordeaux [illegible]d Marseilles; or to Smith and Co., Rotterdam

***, Passengers e[illegible]stward of Suez securing their berths in London are ent[illegible]ed to the conveyance of their luggage free to Marse[illegible]lles.

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Passengers will find excellent accommodation, and the fares more reasonable than by any other route.

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ARTHUR B. FORWOOD, Managing Director.

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China, Japan, North and South Pacific, and Central America, via Panama.—Leave St. Nazaire on the 8th of each month, for Martinique, St. Martha (United States of Columbia), Colon, Aspinwall (Isthmus of Panama), La Guayra, Porto Cabello, Guadeloupe, Trinidad, Demerara, Paramaribo, Cayenne, &c., Callao, Valparaiso, &c., San Jose, La Union, San Francisco, China, and Japan.

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Passengers and goods are booked

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| For the South Pacific, Central America, West Coast of Mexico, California, British Columbia ... ... | By steamer from South ampton on 2nd and 17th of each month. |
| For Japan and China... ... | 17th of each month. |

For further particulars apply to

J. M. LLOYD, Secretary.

Royal Mail Steam Packet Company, 55, Moorgate-street, London, E C.

### CHINA AND JAPAN.

## ROBERTSON and CO. will

despatch the following first-class clipper VESSELS:—

| Destination. | Ships. | Class. | Dock. | Last Shipping Day. |
|---|---|---|---|---|
| Hong Kong | Star of the North ..... | AA1 | W.I.D. | With des. |
| Hong Kong | Corypheus... | A1 13 yr. | W.I.D. | To follow |
| Shanghai ... | Taunton..... | A1 16 yr. | W.I.D. | June 10 |
| Shanghai ... | Elizabeth Nicholson. | A1 14 yr. | W.I.D. | With des. |
| Hiogo and Yokohama | Jhnne.Marie | 3-3rds L1 | W.I.D | With des. |
| Yokohama (Kanagawa) | Rockcliff ... | A1 13 yr. | W.I.D. | With des. |
| Chefoo ..... | Princess of Wales .....| A1 10 yr. | W.I.D. | With des. |

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following splendid first-class SHIPS will be despatched as under:—

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|---|---|---|---|---|
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| Ditto ..... | Omba ..... | A1 16 yr. | E.I.D. | To follow |
| Hong Kong | Jas. Shephrd | A1 13 yr | W.I.D. | With des. |
| Yokohama (Kanagawa) | Napier..... | AA1 | E.I.D. | With des. |

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## GELLATLY, HANKEY,

SEWELL and CO. will despatch the following high-classed SHIPS from the East India Docks, as under:—

| Port. | Ship. | Class. | Tons. | To Sail. |
|---|---|---|---|---|
| Bombay..... | Burlington | A1 13 yrs. | 652 | June 4 |
| Calcutta..... | Brit. Envoy | AA1 | 1265 | June 5 |
| Do. ... ..... | Kg. Arthur | AA1 | 1221 | June 20 |

For Freight or Passage apply to GELLATLY, HANKEY, SEWELL, and Co., No. 8, York-street, Manchester; or 27, Leadenhall-street, E.C.

## JOHN C. CAMPBELL will

despatch the following splendid first-class VESSELS:—

| Destinatn. | Ships. | Class. | Tns. | Dock. | Date of Sailing. |
|---|---|---|---|---|---|
| Colombo .. | Ocean Beauty ... | A1 16 yr. | — | W.I.D. | June 20 |
| Cochin, Calicut, Cannanore, & Mangalore ... | Antipodes . | A1 9 yr. | — | — | June 1 |
| Do. & Carwar | Robert Jones ... | A1 12 yr. | — | L.D. | June 15 |

No. 22, Great St. Helen's, E.C.

## BOMBAY DIRECT, first ship,

the well-known clipper ship BURLINGTON, A1 13 years, 652 tons register, A. C. FORSS, Commander; loading in the East India Docks. This fine vessel presents a most desirable opportunity to shippers.

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To follow the "Ocean Rover." Will meet with the usual quick despatch.

## DIRECT for COLOMBO, the

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Malabar Coast. First season ship. Will meet with the usual quick despatch.

## DIRECT for COCHIN, CALICUT, CANNANORE, and MANGALORE, the beautiful clipper ship ANTIPODES, A1 9 years. 420 tons register; J. DUNN, Commander; West India Docks. This splendid vessel offers a most desirable opportunity to shippers of fine goods.

For Freight or Passage apply to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

Mate's receipts must be left before bills of lading can be signed.

L. H. and B. will not be responsible for demurrage on craft sent alongside without their instructions.

Malabar Coast. To follow the Antipodes. Will meet with the usual quick despatch.

## DIRECT for COCHIN, CALICUT, MANGALORE, and CARWAR, the beautiful clipper ship, ROBERT JONES, A1 12 years, 287 tons register; E. ELLIS, Commander; London Docks.

This splendid vessel offers a most desirable opportunity to shippers of fine goods.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

Mates' Receipts must be left before bills of lading can be signed.

L. H. and B. will not be responsible for demurrage on craft sent alongside without their instructions.

N.B. Shippers are particularly requested to have the Port for which the Goods are intended distinctly marked on the packages, to prevent delay and confusion on delivery.

Steam from London to Shanghai direct. To sail punctually on the 28th of July.

## FOR SHANGHAI, the

splendid new composite full-rigged steam clipper ship OBERON, A 1 16 years at Lloyd's, 1,200 tons register, 300-horse power; JOHN KEAY (late of the ARIEL), Commander; East India Docks. This fine ship, built expressly for the China trade, combining all the latest improvements of the fastest clippers, with the addition of the best description of marine engines, offers a most favourable opportunity to shippers of fine goods. The passage to Shanghai is expected not to exceed 75 days.

For Freight only, apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

To sail on the 15th June.

## FOR SHANGHAI, the Splendid

Clipper Ship, DEVONPORT, A 1 13 years, 1,188 tons register; THOMAS S. KENNEDY, Commander; East India Docks. This beautiful ship presents a favourable opportunity to shippers of fine goods, and has superior accommodation for Passengers.

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FRENCH MAIL EDITION.]

# The London and China Telegraph.

## JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON THE ARRIVAL OF THE FORTNIGHTLY ENGLISH, AND MONTHLY FRENCH MAILS FROM CHINA, JAPAN, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A SUMMARY OF NEWS FOR THE OUTWARD MAILS.

VOL. XI.—No. 315.] LONDON, MONDAY, JUNE 7, 1869. [Price 9d., with Sup., 1s. 3d.—Sub. 30s. per ann. postage, included. Sup. 12s. extra.

## Latest Advices.

—o—

| Ports. | From London. | Arrived out. | HOMEWARD. Received this day. |
|---|---|---|---|
| JAPAN — Yokohama | Feb. 12 | April 5 | April 13 |
| Yedo | | | |
| Osaka and Hiogo | | | |
| Hakodadi | | | |
| Nagasaki | | | |
| CHINA — Peking | | | |
| Tien-tsin | | | |
| Chefoo | | | |
| New-chwang | | | |
| Hankow | — | — | April 13 |
| Kiu-kiang | | | |
| Chin-kiang | | | |
| Shanghai | Feb. 26 | April 13 | April 16 |
| Ningpo | | | |
| Foochow | — | — | April 17 |
| Formosa—Tamsuy | | | |
| Amoy | | | |
| Swatow | | | |
| Hong Kong | Feb. 26 | April 8 | April 22 |
| Canton | | | |
| Macao | | | |
| PHILIPPINES— Manila | — | — | April 12 |
| COCHIN-CHINA— Saigon | | | |
| SIAM — Bangkok | | | |
| BORNEO—Labuan | | | |
| Sarawak | | | |
| JAVA — Batavia | — | — | April 26 |
| MALACCA STRAITS— Singapore | March 26 | April 29 | May 1 |
| Penang | — | — | |

### THE MAILS, &c

—o—

The French mail, with Hong Kong advices to April 22nd, which was not due at Marseilles (according to the Company's time table) until Friday last, June 4, reached London on that day. As it brought only two days' later news, and that of no importance, we deemed it advisable to reserve the present issue until to-day, and are now enabled to print some very interesting matter which would not have been ready for publication on Friday.

The next homeward mail is that with Hong Kong dates to April 29, due here this day week. Telegrams have been received, *via* Galle, in advance of the mail leaving Hong Kong May 12; and *via* Kiachta telegrams from Shanghai to May 19 came in yesterday.

## List of Passengers.

—o—

### PASSENGERS INWARD.

Per Messageries Imperiales steamer *Moeris*, arrived at Marseilles June 2.—From Yokohama: M. de la Pagerie and servant. From Shanghai: Messrs. De Queredo, Détape, Agostina, Casse, Lanfranchi. From Hong Kong: Messrs. De Aguilar, Acirio, Leyte, Codorella, Alvarez, Estrado, De Fuensolida, Mas, Grobien, Sinclair, and eight Spanish soldiers. From Saigon: Messrs. Francfort, Thornton, Engler, Mdlle. Hang, and four religieuse. From Batavia: Messrs. Le Cœur, Von Derenter, Polkyn, Mesdames Woolff, Blanket, Bolle, Grendorf, Mr. and Mrs. Le Bauer, Mr. and Mrs. Anderson, Mr. and Mrs. De Morsan. From Singapore: Ten Spanish soldiers. From Galle: Messrs. Thompson, Patter.

### PASSENGERS OUTWARD.

Per P. and O. steamer *Nyanza*, from Southampton, May 29.—To Yokohama: Mrs. Mitchell, Mr. B. H. Pratt. To Shanghai: Mr. and Mrs. D. D. Inglis, child, and servant, Mrs. Cammidge. To Penang: One second-class passenger. To Ceylon: Mr. J. H. Campbell, Mr. and Mrs. R. W. Jenkins, Mr. H. C. Bury, Mr. T. Cole, and two second-class passengers.

Per P. and O. steamer *Delta*, from Marseilles, June 6.—To Yokohama: Mr Andreis. To Hong Kong: Mr. Brodie. To Ceylon: Mr. H. T. Irving, Rev. H. L. Mitchell.

Per P. and O. steamer *Tanjore*, from Southampton, June 12.—To Hong Kong: Mr. W. S. MacLeod. To Singapore: Mr. R. R. Purvis. To Ceylon: Mr. Ralph Tatham, Mr. W. G. Kortwright, Lieut. Baldwin.

Per P. and O. steamer *Pera*, from Marseilles, June 20.—To Hong Kong: Mr. and Mrs. P. Karberg, Mr. C. S. Craig. To Batavia: Mr. Otto Sielcken.

Per P. and O. steamer from Suez, June 27.—To Hong Kong: Mr. A. F. Walcott, Mr. S. P. Walcott.

Per P. and O. steamer *Ripon*, from Southampton, June 26.—To Singapore: Mr. J. D. Vaughan. To Penang: Mr. and Mrs. Thompson and child.

## Summary of News from the Far East.

—o—

### CHINA.

—o—

### TIENTSIN.

(FROM A CORRESPONDENT.)

TIENTSIN, March 15, 1869.

We were much surprised to read in the *L. and C. Express* of the 15th January that Lord Clarendon had agreed with Mr. Burlingame that when any differences arise, before war shall ensue, they shall be referred to the Home Government for consideration. Surely this must be a hoax. No Minister with the slightest knowledge of Chinese character, as at present constituted, would ever agree to such a thing. The *Standard* and Mr. H. N. Lay show plainly and truly what would be the effect of so acting. If Lord Clarendon has so far forgotten himself, would it not be advisable to carry the Civil Service examinations a little further, and make it imperative on all Secretaries, whether Indian, Colonial, or Foreign, to have a full knowledge of the people and countries they are called on to have dealings with?

No one here that I have met with has the slightest belief that the Burlingame mission will do anything towards the opening up of China; the belief is entirely the other way, that the mission will do all they can—being well paid for it—to prevent the opening up of the country. The Chinese, if left to themselves, never will do anything, and this, to any resident in China, is so plain that he who runs may read. If the Chinese wish to be placed on the footing of European nations, and have reference made home in any case of dispute, let them act like European nations, and allow telegraphs and railroads to be spread all over the Empire, and from that to Foreign countries, so that the Consuls can communicate with the Ministers, and the Ministers with the Home Government; then it is possible that at times small wars might be avoided; but their reason for asking this reference to Europe or America is from a mere desire to put things off, and, if necessary, to make preparations for eventualities. And so will it ever be with them if they are granted this concession of delay; and not compelled to make progress in return for it. No Foreign nation has the real good of the Chinese at heart, unless that nation insists on the Chinese advancing in the paths of scientific progress. That they have no such intention themselves is shown daily. Witness the answers given by the Tsong-li Yamun to the British Minister, when he asked them to make a road to the coal mines. The reply was that the construction of the road would injure the Feng-shui. Could any answer be more childish or unlike a nation anxious to go forward in the paths of progress? In favour of the Chinese, it is said they have had translated Wheaton's "International Law;" but what use do they make of it? They use it when they can find anything in it which favours their cause, but they totally ignore it when it goes against them. The college at Peking shows also in their favour; but some folks there say the college is already on its last legs—and no wonder, if the following case is correctly reported. Some Chinese in authority over the college sent for the scholars of the French class to examine them, and knowing nothing of French themselves, dismissed from the class about one-half the scholars—the scholars who had really the best knowledge of the French language.

The Chinese Government are really at work, however, and it is well to look at the nature of their work. Is their progress in work in the paths of peace? is it in the furtherance of commerce? No! Is it in the protection afforded to missionaries? No! Is it in making roads or canals, or anything to ameliorate the condition of their own subjects? No! What is it, then? It is in the erection of arsenals, the making of cannon, muskets, the manufacturing of gunpowder, and warlike stores and implements; in fact, in carrying out Tseng-kwo-fan's programme, as given in his private letter of advice, namely, to make these things

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themselves, and be independent of Foreigners, and in time to be in a position to drive them out of China, or at least confine them to the seaboard! Such is the progress the Chinese are making, and that alone—unless when compelled to do otherwise; all else is decay. If this can be called a progress, then they are fast progressing. Can any true friend of China say it is the progress he would like to see made here!

The insults and worse than insults in some places offered to our missionaries at Yangchow, Tungchow, Chefoo, Formosa, Foochow, and Swatow, you are already aware of, but may not yet have heard of the last and worst case, an account of which has only just reached Peking. The account, as I got it from good authority, is that a French priest in Szechuen had been brutally murdered and cut in pieces; another French priest was wounded, but escaped; about two hundred native converts killed. One of the converts who escaped, and afterwards joined the French priest who was wounded and escaped, told the latter that after he (the French priest) left about three hundred more native converts were killed. A mandarin, who was hostile to the priests and converts, in conjunction with the literati, is believed to have been at the bottom of this affair, and is said to have spent a large sum of money to get it accomplished. Another—and what—a commentary on Mr. Burlinghame's account of the Chinese welcoming the missionaries to plant the shining cross on every hill! Tseng-kwo-fan showed plainly at Nanking that he would grant no compensation for the Yangchow affair until compelled to do so. When the *Rinaldo* was there he promised everything; when she left nothing was done until the affair was placed in the Admiral's hands—and only then compensation was made. So will it ever be with the Chinese until their characters are changed for the better; but with them whose chief glory it is to try and throw dust in our eyes, by any or every means, however low or mean those means may be, what can you expect?

Our missionaries are trying their best to enlighten the Chinese; but with what success you see from the above cases. They may not in all cases be the most suitable for such works; they are like their neighbours, of different minds and temperaments. The societies at home at all times do not appear to have much choice in whom they will send; but the best missionaries will do little good in the interior of the country, I fear, until we get railways; the people require to see more of Foreigners and of each other—they know little or nothing about us; and the mandarins, possibly knowing as little, seem, while having a dread of us, to have a hatred of us also. Why is this? Wherever we travel in the country we are most kindly received and treated by the country people. Such has always been the case with myself, and other travellers say the same; it is only when we come in contact with the mandarins or those about them that travellers experience any molestation or trouble. The mandarins know nothing of us personally; do they take the cue from the Imperial Government, or have they an innate feeling that we are likely to supplant them, or at least to expose their illegal exactions?

Some foreigners in Chinese Government employ, who have access to the mandarins, and are often brought in contact with them, tell me it is very evident to them that the mandarins as a class would gladly see us all out of the country; and that we are only tolerated here. And this is no doubt the feeling of the Imperial Government towards us; they cannot now well drive us out, but they are trying their best, by every means in their power, to keep us back; the Imperial Government, being Manchus, are, so to say, strangers in the land, like ourselves, and what they did in conquering the country, they possibly think some other foreign nation may do also; the great bocy of the people have little nationality, and care little who rules s· long as they have peace and plenty, and no doubt the Government are well aware of this. Had England and France not interfered with the Taipings, they would have been masters here now. And were a good man to arise now, anxious to benefit his countrymen and possessed of the knowledge how to do it, there would be little doubt of his succeeding; and were the people well treated, no country could be so easily governed as China. I cannot think that this dynasty will last long; it is rotten to the core. Burlingame's plans, if carried out as he would have them, would hasten this catastrophe; he may do the country good in this way, but certainly he will do China no good otherwise, in the way he proposes. China, in my opinion, is not to be opened gradually; China will be opened at a bound, at once, like the emancipation of the slaves in America and West Indies. Like the revolution in Spain, or something of a like nature, but whether caused by war with foreigners, or by war amongst themselves is difficult to foresee.

Mr. Charles Wentworth Dilke may be right in saying that the words of the Chinese translation in his letter which you print in italics are a forgery. Nevertheless they are now looked on and acted on by the Tsong-li-yamun as part and parcel of the treaty. The high provincial authority here, H.E. Chung How, superintendent of the three Northern ports, looks on the words and acts on them in the same light. The following case will show this. Some eighteen months ago native Christians in Shantung, connected with a mission having their head-quarters at Tientsin, were molested by some of their neighbours on account of their Christianity, and were by the local mandarin refused protection, on the plea that they were Christians and not under his jurisdiction. The missionaries brought the case before the Consul here, Mr. James Mongan, and he laid it before H.E. Chung How; the latter took it up, and sent Mr. Mongan a draft proclamation quoting the Roman Catholic or French article in the treaty as being the strongest worded, but the Consul preferred the English treaty, Article 8, as being quite strong enough, and also because he did not wish the missionaries to be thought Roman Catholic. The proclamation was sent to the district, and there has been no more trouble or molestation to the native Christians since then. His Excellency Sir R. Alcock was informed of the affair after it was all settled, but only then, I believe.

This case, I think, proves plainly that the Chinese look upon the article, however obtained, as part of the treaty, and binding upon them; therefore the missionaries have a perfect right to be in all these places, so long as they behave themselves. Mr. Dilke would have been a much better authority on Chinese matters had he come and seen the country and people for himself. He may have then seen things in another light, like some of Mr. Burlinghame's friends who had heard him at San Francisco, and have since visited China, and found the Chinese of real life very different indeed from the Chinese portrayed with such glowing language by Mr. Burlinghame. I hope Mr. Dilke is wrong in saying that Sir R. Alcock has withdrawn the claim of right of residence, if so, we may suppose he has also withdrawn the claim, if ever made, to have the mines opened, and railways made, or anything else which would necessitate a residence in the interior.

I was somewhat surprised to read in the *L. & C. Express* that Mr. J. McL. Brown, Secretary to the Chinese Mission, stated at a meeting of one of your societies that he did not think that we should get railways about Peking or China for years to come (I have not the paper by me containing his words), on account of there being cemeteries all round Peking, and the opposition on that account of the mandarins; he might have said with equal truth that if the mandarins have their way we shall never get railways. From what I have seen of these cemeteries all round Peking I have no doubt but an engineer could lay a line of rail down in the thickest part of them, and go no nearer any of them than the existing roads do to some of them. And as for the Feng-shui it may be met and laid as easily there as elsewhere when it suits the Chinese Government to do so; the lower classes of Chinese readily sell their ground about Tientsin, although covered with graves; they try generally to get a higher price for it on that account, saying that if the ground is built on at any time they would previously have to remove the coffins; but they always abate their demand, and accept the usual price of land. On one occasion a house was to be built on some land having graves on it; the late owner was asked to come and remove the coffins as he agreed on; but although he was sent for several times he never came. Where was the Feng-shui here?

On my telling two missionaries here lately that this Government would not allow a road to be made to their coal mines because it would obstruct the Feng-shui, they only laughed at it. On my asking one of them what Feng-shui was, he said it was something he had heard of but knew nothing about. On my asking the second one the same question, he replied, "Feng-shui is something said to exist in rich men's villages. Now, our village (Chaiting) is a poor one—a very poor one—and therefore there can be no Feng Shui there." The upper classes may have Feng-shui, and use it when it suits them, as the Government do; but they also, when it suits their purpose, have no difficulty in overcoming the Feng Shui. Witness an arsenal, built within the walls of the Treaty Temple of Tientsin for the manufacture of cannon, gun carriages, &c., with steam engine, and a lofty chimney, showing by the smoke issuing from it that the work is being carried on, and by the sound of a steam whistle, instead of a bell, the men are called to labour and to leave it. Witness also the new powder manufactory at Tientsin, which is to be called the "Imperial Arsenal." When the ground for it was laid out, the priests or parties who pretended to a knowledge of Feng-shui were present, but the English gentleman who is in charge of the works, by giving a foot or two here was able to gain a foot or two there, and so was able to get what he wanted without much difficulty. So would it be in every case when it suits the Government to overcome Feng-shui, which is but a myth, so far certainly as any Foreigner knows anything about it. If there is really anything in it, let it be stated distinctly what it is, and how it acts, then one may be able to argue with them about it, but one cannot argue with or expect to command another, neither knowing anything about it.

The Chinese Government, I firmly believe, do not like us, not that we are doing or have done anything that they should dislike us for, but because they cannot understand our energy and restlessness, and constant moving to and fro. Leave us alone would be their policy, and to all our demands, reply, like the poor Pope, "Non possumus." As it has been and will yet be with the Pope, so will it also be with the present dynasty of China, unless they move forward with the age in which they live.

The Chinese Government, even if they grant the concession of roads and railways, will no doubt be anxious that they be made only in some of the Southern provinces in the first place, although there is no place so well adapted for them as the plain of Pechile, and no place where they would pay better than a line from the coal mines forty miles west of Peking to Peking, Foochow, Tientsin, and Taku, between which places the traffic is immense. Here also the Imperial authorities could judge of their working for themselves, instead of leaving it to some Governor of a province to report upon it—having had previous instructions to

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report against it, and to put what obstacles in the way of it that he can; but I fear the Imperial authorities do not wish to hear the sound of the railway whistle in Peking yet. The Chinese Government well know that if liberty to work the mines is granted, railways must follow; the first is of little use without the second; they must go hand in hand. They also know, as we are beginning to know, that the whole of the southern range of mountains—and possibly others also—through Manchuria, Mongolia, Chihli, and Shansi, contain vast mineral resources of many kinds—gold, silver, iron, copper, lead, and no doubt many others. While coal is found in the greatest abundance all over the north of China, and in some places, like Chaiting and neighbourhood, steam coal, both bituminous and anthracite, of the very best quality, besides the common anthracite used for house purposes by the Chinese, a few miles of rail could connect the main rail about Peking and give the Pekingese their coals at one-third or one-fourth the price they now pay for them. Coals costing at the mines, forty miles in a straight line from Peking, 1 dol., or 4s. per ton, were selling at Peking during a part of last winter at 7 mace, or 1 dollar per picul, there being 16 piculs and 80-109 catties to the ton. A ton cost in Peking no less than £3 11s. 4d. Could a greater case be needed to show the want of a railroad from the mines to Peking? The working of these mines and transport by railroad would prove an inestimable benefit to the country. Foreigners at first would reap a share of these benefits, but in no long time the natives might have it all in their own hands. Our friends in England and China who have such a stake in the China trade seem very apathetic in some things nearly concerning their interests. For instance, they nave done nothing, so far as I know, in endeavouring to find out the mineral resources of China. The P. and O. Company might surely of themselves have taken this trouble, but it seems to have been left to a gentleman sent here by the merchants and others in San Francisco, who, at their expense and under the instructions of the U. S. Minister at Peking, to report on the coalfields in the North of China; he is now at work, has been up the Yangtsze, and is now, I believe, at Formosa, and will, no doubt, in time pay us a visit here.

On the Yangtze, I believe, he reports there are no available fields of good coal close to the river, so far as he had travelled. Shantung may produce good steam coal. The Chaiting mines, forty miles west of Peking, are producing the best steam coal; the want of a road, and want of water in the river, alone prevents them being got down in large quantities. With a railroad from the mines to Tungchow, and river dredged from that to Tientsin, or railroad to Tientsin or Taku, and mines worked by machinery, 100,000 or 120,000 tons a-year might be exported and laid down at most ports in China, at prices which neither the English nor Australian coal could compete with; while as to quality, some of the engineers who have tried it give it the preference over both. If our friends in England are afraid of their coalfields being exhausted, had they not better assist us in getting our mines into working order, so that we may help to save their coals? The great coalfields here may still be said to be untouched, as the Chinese have no machinery, and the mines are, consequently, of little depth, the miners being always obliged to stop when the water becomes too great for their buckets, or the expense is greater than the cost of the coals. If our Transatlantic cousins on the Pacific side have taken the initiative in exploring the coalfields here, would it not be well that our English friends connected with China or some of the learned societies should follow suit, and send some learned geologist and mineralogist to survey the northern part of China? I feel sure, from what I have seen of the country, that they would be amply repaid for their trouble and expense in the knowledge they would gain of this very interesting part of China, which may be said to be, especially in minerals, the richest part of it.

March 24.—Rumour a few days since had it that Tseng-kwo-fan was coming here from Powting-foo to drive all the Foreigners out of Tientsin—that at his late interview with the Emperor he had asked and obtained permission to do so. To-day several of his people are reported to have been seen in the city, and the report now is that he is coming to drive the French Consul and priests out of their present residence, which is said to be Imperial property, and that the French acting Consul refuses to quit it. There has been some communication passing about this residence, but I imagine his visit—if he makes one—is one of inspection, Tientsin being the most important place in his province.

Our winter, just past, has been a very mild one, except the first few days, which were cold and stormy. The river was navigable from Tientsin to the sea on the 11th February. Chinese New Year's Day much earlier than usual. While at Newchwang, which generally opens about a fortnight after Tientsin, the first steamer could not enter until the 15th March, the ice about the settlement at Newchwang breaking up on the 18th, laden carts crossing over it the day previous. At Tientsin our first steamer of the season arrived on the 25th February. Our postal arrangements were very defective during the winter, hardly a newspaper being received all winter, and in the spring we have all the winter's supply, and are unable to read them all.

Preparations are reported to be making in Peking for the reception of H.R.H. the Duke of Edinburgh.

This day, March 24, is the first rainy day of the season; it has been raining all day. We had a slight shower on the night of the 16-17th. The steamer now here may not save the mail, on account of the rain. She has also been in collision with a North German vessel, and the latter will have to be surveyed. We had lately here some six steam and twelve sailing vessels; ten sailing vessels were North German, one Swede, one English.

I enclose you herewith a comparative table, showing the principal articles of the import trade at Tientsin in 1867-68, with memorandum of direct imports from Great Britain, 1868, from Customs returns. You will see our imports of grey cotton goods last year amounted to no less than 2,045,876 pieces, while of grey cotton goods direct we had 185,100 pieces. The five or six vessels now on their way here direct, to be followed, it is hoped, by others during the season, will bring us a much larger quantity than we received in this way last year.

Tientsin being the largest consuming port in China for cotton goods, it follows that if goods pay here sent *via* Shanghai by sailing vessel, and thence to Tientsin by steamer at the rate of Tls. 8 to Tls. 12, or 50s. to 75s. per ton of forty feet, as is often the case, they must pay, if sent direct by sailing vessel to Tientsin or Taku, at an extra freight of 5s. per ton over Shanghai rates, as is at present the case.

Much has been written in our Consular and Customs reports during the last two or three years about the obstacles to Foreign trade here, such as the bar outside Taku and want of lighthouse on Shallentun Island, that I need not do more here than mention them, except to say, that although we have been promised that we shall have our bar dredged and lighthouse erected, we have not yet got either the one or the other done. It is to be hoped that in the revision of the Treaty, Article 32, relating to these affairs, may be altered from *consulting* together to acting together, and that with a right good will, when harbour improvements are requisite. No one here has much faith in seeing these things done in a hurry. They are going on slowly with improvements about Shanghai, and possibly our turn will come in time.

### COMPARATIVE TABLE SHOWING THE PRINCIPAL ARTICLES OF THE IMPORT TRADE AT TIENTSIN, 1867-68.

(*From Customs Returns*, 1868.)

| Description of Goods. | Pieces. 1867. | Pieces. 1868. |
|---|---|---|
| COTTON PIECE GOODS:— | | |
| Shirtings, gray | 656,349 | 1,398,377 |
| ,, white | 164,558 | 248,574 |
| Dyed and brocade | 46,631 | 54,635 |
| White spots and do. | 25,900 | 27,646 |
| Printed chintz and furniture | 55,459 | Omitted. |
| Turkey red cambrics | 19,121 | 39,920 |
| Drills, English | 84,336 | 24,232 |
| ,, Dutch | 14,761 | 3,470 |
| ,, American | 29,366 | 97,879 |
| T-Cloths, 24 yds. | 126,393 | 505,359 |
| Damasks, cotton | 2,130 | 1,930 |
| Twills | 700 | 918 |
| Dimities | 751 | 3,000 |
| Jeans, American | 4,424 | 28,289 |
| Muslins | 1,119 | 1,200 |
| Velvets | 3,210 | 2,308 |
| Velveteens | 1,942 | 240 |
| Cotton handkerchiefs | 5,218 | 17,415 |
| WOOLLEN:— | | |
| Spanish stripes | 3,501 | 6,639 |
| Long ells | 2,240 | 2,062 |
| Camlets, English | 10,667 | 15,521 |
| ,, Dutch | 80 | 552 |
| ,, imitation, &c. | 650 | 552 |
| Lastings | 3,719 | 5,052 |
| ,, imitation and Orleans | 3,244 | 1,200 |
| ,, crape | 11,580 | 1,432 |
| Woollen and cotton mixtures | 66,189 | 70,533 |
| METALS:— | pcls. | pcls. |
| Lead in pigs | 2,304 | 5,230 |
| Steel, native and foreign | 3,637 | 8,624 |
| Tin plates | 737 | 2,290 |
| Tin | 1,120 | — |
| Copper, native and foreign | 1,925 | 3,591 |
| Window glass | 1,381 | 6,852 |
| Total of grey cotton goods | — | Pcs. 2,042,876 |
| FROM GREAT BRITAIN DIRECT (1868). | | |
| Shirtings, grey | — | 151,000 |
| ,, white | — | 20,097 |
| ,, white spots | — | 4,966 |
| ,, white figured | — | 2,500 |
| ,, dyed do. | — | 500 |
| Drills, English | — | 2,010 |
| T-Cloths | — | 32,100 |
| Turkey reds | — | 999 |
| WOOLLEN:— | | |
| Camlets, scarlet | — | 240 |
| Long ells | — | 500 |
| Lustres, figured | — | 2,450 |
| METALS:— | | pcls. |
| Lead | — | 838 |
| Nail rod iron | — | 1,008 |

## SHANGHAI.

From this port we have but two days' later advices, namely to April 16th, with no news whatever of any importance. Mr. Burlingame's doings in Europe, and the action of the Home Govern-

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ment regarding the Yangchow affair, are the only topics discussed in the local papers. No later outward mails had been received since the date of our last despatches, and there seems to be no news from the River or Northern Ports.

A correspondent writes:—"Admiral Keppel got pelted by a Chinese mob at Lochow, near the entrance to the Poyang Lake. He and his officers and boat's-crew had to cut and run; of course, according to Lord Clarendon, he is to do nothing—but we shall see. He sent to the authorities at Hankow for assistance when the *Salamis* got ashore; but they refused, though they had two steamers there at the time! The clipper *Thermopylæ* is loading 400 tons tea here for Foochow, where she is to fill up with new crop.

"Some excitement in Shirtings, consequent on telegrams reporting a strike in Manchester, and 'short time.' Several firms are buying largely, the idea being that in August we shall have high prices ruling. Exchange is weak since P. and O. mail, and closed at 6s. 1¼d. to 6s. 1½d. for Bank Bills."

## HONG KONG.

Our advices from Hong Kong also extend to two days later only, the 22nd April being the latest date. No outward mail had arrived in the interval. The only item of news worth reproducing is the following, from the *China Mail* of April 21st:—

The following paragraph appeared in our contemporary's issue of Monday, but it then escaped our notice:—

"It is stated that a despatch has been forwarded from the Colonial-office on the position of the ex-officio members of the Legislative Council, the purport of which is that, with regard to all measures emanating from the Colonial-office, Her Majesty's Government will expect the support of the ex-officio members, but with regard to such measures as originate in the Colony, either from the Governor or from any other member of Council, H.E. the Secretary for the Colonies will be only too glad to get the benefit of their opinion. It is to be hoped that this desirable line of conduct will be acted upon."

What amiable condescension! The despatch, if its effect is correctly stated, only confirms what is already known as to the conditions under which the *ex officio* members hold their position; they must accept the rule of Downing-street. As for the unofficial members, they are simply complimentary make-believes, to relieve the colony from the appearance of a pure despotism, and whose "representative" functions are *nil*. Whether such a position confers any real honour is a question hardly worth inquiring into, but we cannot help thinking that, under the circumstances of the case, the official Government might well be left to monopolise the honours of administration. The Governor, for instance, is wholly credited for the suppression of piracy, but the whole Government (including the unofficial members) will have to share in the odium of the gambling revenue.

# STRAITS SETTLEMENTS.

## SINGAPORE.

The last mail brought advices from Singapore to the 1st May. The outward mail of March 26 was received on the 29th April, the latest telegrams from London being to the 17th April.

The races were going on, and formed the only topic of interest. In the first day's racing (April 28) the first race was won by Fisch-Ton-Khan; the Roadsters' Cup by Pills; and the Confucius Cup by Bismark. On the 30th (second day) the Club Cup was won easily by Colonial, the Galloway Stakes by Pills; the Johore Plate was not run for, on account of a sufficient number of horses not coming to the starting-post; the Winners' Handicap by Colonial. The *London and China Express* Cup (presented by the proprietors of that journal) was to have been run for, but it was dark when the above events had come off, and this race was consequently postponed until the following afternoon; Sir Harry was the favourite, but we are ignorant of the result, as the mail left at noon.

## SINGAPORE IN 1869.

(FROM OUR SPECIAL CORRESPONDENT.)

That a feud exists between the Governor and the governed in Singapore is soon apparent to a passing visitor. How this most unsatisfactory state of things was brought about is not so easily described. The community complain of the Governor as overbearing and intolerant, trusting to no one in the discharge of the duties of the various departments. It is alleged on the other side that the community have thought proper to range themselves in opposition to the Governor, and, in fact, to raise a wall between them which renders it impracticable to act with anything like co-operation. The consequence of this is that neither the Municipal Council nor any other representative body can make common cause for the benefit of the public generally. The Municipal Council, who collect the 10 per cent. on rentals levied for town purposes, *i.e.*, a radius of three miles, are constantly at loggerheads with Government officers; and the town is still without a system of water supply in consequence. The risk of fire is therefore much increased, as the hose may have to be laid on at a distance of a quarter of a mile. There are steam fire engines and hand engines, but the chief element is wanting.

The feud between the Governor and the community is much increased by the hearty sympathies of the latter with the position of the Chief Justice, Sir Benson Maxwell, who considers it a great blow to his dignity, and an injustice to the public, that the judges in the Straits should have been deprived of their former independence of the local executive, although the change only places them under the same regulations as the other Crown colonies. It is at the same time known that the Chief Justice is often arrayed against the Government in the measures which come before the Legislative Council; and his opposition generally carries with it the sympathies of the inhabitants.

The post vacated by Dr. Little in the Legislative Council has not yet been filled, and it is currently stated that it has been offered to and rejected by several merchants. The Governor should not incur this undignified position, and the best manner to avoid this would be, not to ask, but leave it to the community to send up the names of, say three or four gentlemen whom they consider eligible. This could be arrived at through the Chamber of Commerce, Municipal Council, or similar representatives of the community. The Government could then select one. It is stated that in offering the post it was accompanied with the suggestion that they would make themselves pleasant, *i.e.*, not oppose Government measures! !

The new Government House, about which there has been so much said, is getting on very fast, and there is but little doubt of its completion by October, the time of the arrival of the Duke of Edinburgh in the *Galatea*. As far as the building and its appointments are concerned, there is nothing that can be termed extravagant. The ball room, drawing and dining rooms, and bed rooms are certainly not in excess; indeed the visitors' bed rooms are decidedly not up to the mark for a Government house. The site is certainly a charming one, and commands fine views; indeed, for the distance from town, is the finest. There is a great deal of spare ground, which can be realised. The cost of the land was 46,000 dols., and in speaking of the 200,000 dols. which the whole thing is estimated at, including furniture, this should be remembered.

The steamer building by White, of Cowes, which is to cost £23,000, and perhaps £25,000, still continues to be a mark for attacks by the writers in the *Straits Observer*. In a recent article they even go to the length of saying that it will be better that she "sinks in the Bay of Biscay." The *Observer* of the 23rd had a very bitter personal attack on Mr. Cameron, who has lately taken editorial charge of the *Straits Times*, for an article which turns to the Governor's side. These personalities are inseparable from colonial controversies, and generally afford amusement to the community, but do not effect any real good. The *Observer* in many things is much too personal.

The Cavanagh Suspension Bridge, which is to connect the business part of the town with the Esplanade, the Court-house, the Government offices, Post-office, &c., and which will supersede the present wooden structure, is progressing very slowly, and will take six months to complete. The bridge is too heavy and too costly by far; a very suitable one might have been erected for 50,000 dols., instead of 150,000 dols., and would have been completed by this time. This is an undertaking of the municipal authorities.

The scheme for connecting the town with the docks, wharves, &c., at New Harbour, a distance of some six miles by rail, is still agitated, but the owners of the nearest wharves are opposed, as it deprives them of the advantage over their far-off competitors. This isolated interest, however, cannot overcome the greater portion of the mercantile people, backed by the Government and the public generally, to whom it would be an immense boon. Passengers and their friends passing to and fro find the journey by gharry a very fatiguing, dusty, and expensive ride. The great utility of the rail will be in the transport of goods to and from ships, a process that at present often occupies three days. It will not be very long, however, before we have the iron horse snorting, not only from this to New Harbour, but to the extremity of the island, and on to Johore, Malacca, &c. The Maharajah of Johore is quite sanguine on the subject. The telegraph wires erected by Mr. Fisher from the square to three stations in New Harbour continue in good working order.

There is a neglected "tagrag-and-bobtail" sort of appearance in all parts of the town, which sadly requires, as the Americans say, "straightening out." The surroundings of the Town Hall, Court House, and Government offices (a batch of public buildings lying close together) are in a most miserable condition. The Esplanade along the beach is in a wretched condition, and a few seats should be placed about it. The canal is in a most offensive condition, the effluvia at low water being horrible; the work of cleaning and laying a granite bottom to this foul ditch is a work which Governor Ord should have undertaken long ago. The open drains which run along the native dwellings are also a disgrace to any English settlement. The police offices, gaols, hospitals, &c., are, however, in excellent order. The Convict Jail, accommodating 2,000 inmates, is a credit to those in charge. The Chinese Hospital, called the Tak Seng Hospital, requires a different organisation; those in attendance have not a fair chance of keeping the establishment it decent order. Its present mode of working is not suitable; Chinese should be employed as dressers and attendants, and in all posts but those of the superior medical officers.

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Hotels in Singapore do not shine; there are some half dozen, but, with the exception of the Clarendon, kept by Mr. Emerson, which is very clean and well managed, there is hardly a comfortable hotel in the place.

The Sailors' Home, under the superintendence of Mr. Moyle and a committee of Government officers and merchants, is a very well managed institution; a good building, accommodating thirty officers and 170 men, at 1 dol. 50c. each per diem. The Raffles Institute, under the management of Mr. Bayley and Mrs. Boyd, maintains its utility for educating children of any age and any parentage. The number of boys at present under Mr. Bayley is thirty-three boarders and 350 day scholars, most of whom pay 6 dols. as boarders, and half to one dollar for day, the number entirely supported by the Institute numbering from fifteen to twenty. In the girls' school there are sixty-nine boarders and day scholars, about twelve at the expense of the institution. Both schools are conducted under one fine building on the Beach-road, fronting the sea. The effect of this English education on the natives ought to be a powerful element for good over all the Eastern seas, and the same thing is going on in China and Japan. What will it produce a century hence? Any one who has £100 to spare could not do better than bestow it here.

The storekeepers in Singapore have largely increased in number during the past few years, and now include several German and Chinese firms. The old established store of John Little and Co. has kept pace with the times in the extension of the premises and the reduction of prices, and it is no longer necessary for travellers to burden themselves with large stocks of clothing, &c., for everything can be bought at Little's as good, and in many cases as cheap, as at home. The truth is that the 30 to 50 per cent. which the shopkeepers at home put on their wholesale prices more than covers cost of transit here, and a stranger who is not on the "inside track" is truly astonished at the nearness of prices to the English shopkeepers. At Little's the *London and China Express* and other home papers can be obtained.

The accommodation for docking and discharging ships in the new harbour is somewhat too extensive for the pockets of the various shareholders. The competition is very keen, and large vessels have been docked (towed in and out) for 50 to 75 dols., and, according to appearances, the dock managers will shortly have to throw in a champagne lunch to the captains to secure them. This is very disastrous in a climate like this, where people as a rule come to make dollars. The chief competitors are Mr. Smith, the manager of the Tanjong Pagar Dock, and Mr. Cloughton, of the Patent Slip and Dock Company. The other dock of Messrs. Buyers and Robb looks out for paying work. The docks and works are of the first class, capable of taking in any vessel and performing any repairs to either the hull or machinery.

In 1870 the Straits Settlements will be shorn of its convict labour, unless the Home Government make a move in the matter, and induce the Indian Government to resume their system of transportation. The number is now about 3,000, and the time of nine-tenths of them expires next year. Their labour is very useful, and having the necessary accommodation in working order, the loss to the Straits for Government works, &c., will be very much felt, as the Klings will not work so well as Malays voluntarily, and Chinese can find better and more lucrative employment than Government work on roads, &c. Earl Granville should see to this before it is too late.

The Governor has returned from Penang, after completing the preliminary arrangements for adding some islands called the Dindings to the Straits Settlements, under the British flag. It is believed they will prove a source of revenue, and increase the production of sugar. It is the intention of Sir Harry Ord to visit Java as soon as possible, and amongst other matters it is to be hoped that he will endeavour to settle the old standing grievance of the Penang people anent the interference of the Dutch with the native growers in Sumatra.

The Austrian expedition, consisting of the frigates *Donau* and *Friedrich*, sailed on the 22nd for Bangkok, under the command of Admiral and Plenipotentiary Petz (the hero of Lissa). Dr. von Scherzer, the chief director (of *Novara* fame), and Baron Herbert, who have been in Singapore some six weeks, proceeded in the *Donau*. It is expected that the treaty negotiations at Bangkok will occupy several weeks; from thence Saigon will be visited *en route* to China and Japan. There has been much comment on the reception of the Austrian Admiral by Governor Ord. On his arrival the Admiral, with his A.D.C., called on the Governor; the call was returned by the Governor's A.D.C., and an invitation sent to dine at Government House. The gallant Admiral feeling much hurt at this treatment, excused himself, and sent only his A.D.C., which may be looked on rather in the light of "diamond cut diamond." Why the Governor should adopt such a course towards a Plenipotentiary who had been specially recommended to the good offices of all our officials in the Far East by the Foreign-office is a mystery which, perhaps, the Government at home will think proper to ask an explanation of.

The admiral and officers of both ships, and the captain and officers of the North German frigate *Medusa*, were entertained at a ball given by the German community at their club, the Teutonia. In consequence of the national character which it was desired to give to the affair, the invitations could not be extended to the whole of the community usually invited on such occasions, which gave cause for considerable growling on the part of the British bachelors, who declare they will be revenged by leaving the German bachelors out in the cold at the next ball. There is always some dissatisfaction at these affairs, and the managers never can please every one. However, the affair was a thorough success. The ladies numbered forty-four, including Lady Maxwell and daughters (the Governor and Lady Ord of course were not invited after the slight to the Admiral), and the gentlemen about a hundred and fifty. The band of the Austrians was an immense acquisition, as Singapore balls generally suffer for the want of good music. A supper was served at twelve, and dancing did not cease until three, everything passing off most satisfactorily and highly creditably to the German Club.

The races commence to-morrow with the Governor's Cup, value 25 guineas; the Roadster's Cup, value 100 dols.; the Hack Pony Race; the Confucius Cup, value 250 dols., presented by the Chinese merchants.

The second day, 30th, Club Cup, 200 dols.; The Cup, 100 dols.; the Johore Plate, 150 dols., by the Maharajah; the Winner's Handicap; the *London and China Express* Cup, 100 dols., by the proprietors. On this last cup the *Straits Times* has the following:—"Our readers will doubtless have noticed a handsome addition to "the programme of the coming races in the shape of a *London and* "*China Express* Cup, value 100 dols., presented by the spirited pro- "prietors of that well-known and favourite journal. This courteous "act, unprecedented as it is, will not decrease the popularity of *The* "*London and China Express* in the Straits, and we feel sure that "our sporting friends will fully appreciate the kindly spirit which "has actuated Mr. Angier in contributing his mite, as a passing "visitor in name of his paper, towards the amusement of the resi- "dents in this benighted colony, and towards the support of "genuine sport, harmless in itself as conducted here, and deserv- "ing of the approval of the whole community."

The gas works continue to be worked in the most satisfactory manner, under the management of Mr. Wells, who has now been seven years in charge. The consumption is now up to close on the producing power with one gas-holder, and sometimes overruns, but there is not sufficient demand for two. The total number of lights is now about 7,000, including public lights. The charge for private lights is 3 dols. per 1,000 feet, while at Hong Kong it is 4.50 dols., labour and general expenses being cheaper here. The Australian coal is chiefly used, and answers better than any other (cost compared); a cargo from England now landing being miserably small stuff. The whole of the works are in excellent order, the premises, &c., clean, and general discipline. The company have been fortunate in securing such a manager.

The ice-making machine, originally imported by Dr. Scott (now in San Francisco), is at present in the hands of Messrs. Riley, Hargreaves and Co., engineers, &c., on a monthly rental of 180 dols., which yields the shareholders who subscribed to Dr. Scott's company a very small per centage. The machine is constantly out of order, not really being constructed for an ice-making machine. When in good order it can produce about 22 cwt. per diem. The daily average demand is about 8 cwt. When the present contract is out the company must either remodel or sell out, in order to place the undertaking on a satisfactory footing.

The Horticultural Gardens and the Leveson Lake continue to be a great source of enjoyment, and the promoters will ever command the thanks of successive residents. The boat propelled by a small engine worked by hand, presented by Mr. Stuart, the overseer of the convict jail, has been shorn of her engine and oars substituted, to the annoyance of many persons. It is to be hoped that the committee will as soon as possible place some seats in different spots, and when some liberal and wealthy visitor to Singapore wishes to leave a mark of his appreciation of Singapore, a pair of gates would be a great acquisition to the gardens.

A curious case, arising out of the late fire which consumed the Oriental Bank premises, the office of the *Straits Times*, and some Chinese property, is likely to come before the Court. Mr. Dunlop, the managing partner of Madame Fraser and Co., representing several fire companies, had information which induced him to lay a charge of arson against the Chinese, and he offered a reward for information establishing the same. A Chinese came forward, who swore that he had seen the implements of destruction arranged, and the match applied. The evidence seemed so conclusive that he was promised the reward of 100 dols. The Chinese in this extremity set their wits to work, and actually induced this same man to swear that all he had said before was manufactured, and he had been paid for it. On this a criminal information was filed against Mr. Dunlop for a conspiracy, and he is bound over to appear for trial. Mr. Dunlop represents the Phœnix and Home and Colonial offices of London, and some Foreign ones.

The screw steamer *Flying Scud*, 105 tons, consigned to Hamilton, Gray, and Co., has arrived from Australia for sale, but is not likely to find a purchaser, and will go on to China. The Dutch steamer *De Hoop*, of about 200 tons and 30-horse power, is also in the market, and reported sold to Messrs. Wilton and Co.

The last French mail arrived on the 19th, the due date, with advices from London to the 18th March. There is every prospect of this line now working with regularity, the captains having strict orders to adhere to the schedule time.

The eight English miners sent out for the Labuan coal mines, per *Agamemnon*, have been sent forward by the company's steamer *Vine*.

Mr. C. Sturzenegger, of the firm of Messrs. Rautenberg,

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Schmidt and Co., has been appointed Acting Consul for Austria, in the place of Mr. Conighi, who goes to Europe by the present mail.

The last mail steamer took away the remaining portion of the 8th M.N.I. (about 250), leaving only the wing of the 75th Regiment (about 450 strong) and the Artillery, who cannot perform the guard duties performed by the native troops, and indeed are a mere show for the £59,000 per annum paid by the colony. This military question is in a very unsatisfactory state, but arrangements are in progress more suitable to the requirements of the Straits Settlements. Certainly for £59,000 there should be a force fully equal to all guard duties usually performed by the military.

News has been received by telegram of the abandonment of the "Direct English, Indian, and Australian Telegraph," on the ground that "Varley's" cable would not answer. The scheme was looked on with much favour here, as likely to outstrip all other more cumbrous and expensive plans.

Yesterday afternoon the occupants of the Square were astonished at an encounter between Mr. Atchison (a barrister, and a writer on the *Straits Observer*) and Mr. Cameron, the editor of the *Straits Times*. As already noticed above, the *Observer* had a slashing and personal article on Mr. Cameron, at which he took great offence. At the corner of the building occupied by the Chartered Bank, it appears, Mr. Cameron met Mr. Atchison, and demanded if he wrote the article in question, to which Mr. Atchison replied that he should not answer; whereupon Mr. Cameron struck him across the neck with a whip, which inflicted a wound drawing blood. A scuffle ensued, in which blows were exchanged, watches smashed, and coats torn. The combatants were separated by Mr. Buyers, who was passing. The *Observer* article was extremely strong, but not of a nature to justify Mr. Cameron in resenting it in that manner. His proper weapon was the *pen*, not the whip, and his conduct is generally condemned. It is not the business of editors to chastise each other.

Mr. Fisher, who has for some time been distilling by machinery the various grasses grown here, including lemon grass, citronella, patchouli, sandalwood, nutmeg, and ourum, is now trying the growth of tobacco and indigo. He has lately added the packing of pine apples in tin cases for export to London, &c., both with and without sugar. By this process a pine can be laid down at about 4d. The distilling works are not at present in full working, as prices for all these oils are very low at home; they are capable of producing 1,764 oz. per diem. They have already obtained prizes at the Paris Exhibition of 1867, and the Nagpore and Agra Exhibition.

In addition to the Dock enterprise, Singapore boasts of a Coir Rope Company, under the auspices of Dr. Little. The refuse of the cocoa-nut is worked up by machinery specially imported for the purpose. This rope is laid up in first-rate style, and only requires to be more generally known amongst shipowners and captains. The cost of this rope is about 6 dols. to 7 dols. per picul, and the agent in London is Mr. John Little, Cannon-street.

## JOHORE.

(FROM OUR SPECIAL CORRESPONDENT.)

On the 22nd I went over to Johore at the invite of the Maharajah. It is fourteen miles from Singapore, and the crossing by water about two miles. He provided carriage and boat, gave a tiffin, &c. The Rajah's dominion is about 200 by 100 miles, and the river intersections consist of the Johore river, a fine stream, navigable for large vessels some fifty miles up, and numerous smaller ones, perhaps over fifty in all. The population is largely increasing, and is now computed at 50,000 Chinese, 30,000 Malays, &c. The cultivation of gambier, pepper, &c., is yearly increasing, and a coffeee state has lately been added to the other productions, the plants looking very promising; if it succeeds it will be a very valuable addition to the revenue of the Maharajah. The estates are mostly let out at an annual ground rent to Chinese, who work it on their account. The great desideratum in the development of the country is roads; this seems to be appreciated by the Maharajah, who is cutting them as fast as possible. The house at present occupied by him is rather small, but a new one is in progress on a good commanding site. The Maharajah has several brothers, who take part in the administration of Government, which is administered more on the European model than on the Oriental; for there is a Court-house and a Council, to deliberate on general matters, in addition to a police-court, and a school for English learning. The Maharajah has an establishment in Singapore, on which side he usually resided; but he now sees the necessity of residing at Johore, to be more amongst his people, like other Eastern potentates. The Maharajah's late visit to Europe has evidently given him a more intelligent view of his duties as a ruler, and already he talks of railways, connecting his territory with that of the British authorities. His net revenue is now about £10,000 per annum; but in a few years there is every prospect of its being doubled or trebled.

One of the mountains in Johore is about 2,100 feet elevation, and the distance from Singapore is about thirty miles. There is some talk of forming a sanitarium on it for the residents of Singapore; roads are now being pushed forward to the base, and the scheme is very likely to be carried out in time.

On the water side (with a depth of some twenty-five feet, and wharves for loading vessels) stand the Johore Steam Saw Mills, erected by Messrs. Paterson, Simons, and Co., in conjunction with the Maharajah and Mr. Meldrum, the manager. There are two mills, with engines of considerable power, and when fully running about 400 labourers are employed, the Europeans comprising four or five. The whole of the works are in a very creditable state. The principal employment is cutting railway sleepers for the supply of the Indian railways; any description of cutting, however, for house building is done. About twelve ship loads were sold last year. At the present the demand is slack, and only one mill is working. The works also include a small foundry, and many additions have been made to the working appliances. It is a satisfactory thing to note that the proprietors have not left the *employés* without the means of Sunday improvement, for a neat little chapel stands on the hill. In the event of railways being introduced into the Straits, the Johore saw mills would be largely benefited. The wood is pronounced of the best sort for railway purposes.

## JAVA.

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### BATAVIA.

The cause of the recent disturbances in the vicinity of Batavia is still involved in some degree of mystery. We hope however to have some reliable information shortly from our special correspondent, who is visiting Java.

The *Batavia Handelsblad* of the 20th April observes:—"We think ourselves fortunate in being able to state that the movement in Bekassie, and Depok has been wholly suppressed, and it now sufficiently appears that it was nothing else than a tumult of evil disposed persons. Probably a personal exercise of vengeance on a certain Baba Beiran, a Chinese landowner converted to Islamism; so far about 200 persons have been arrested.

The result of the examinations into this partially dark affair is waited with interest. Rumours which were current of an extensive conspiracy, and which seem to have had their chief ground in the circumstance that one of the ringleaders had given himself out to the credulous natives as being Raden Paleh, the Javanese artist, so well known in Europe, have proved to be quite unfounded. The losses of the Chinaman, Baba Beiran, from the firing of his premises by the rioters, amount to upwards of 300,000f. Besides his buildings and paddy stores, a number of valuables in gold and precious stones, and a sum of 50,000f. in cash, became a prey to the flames. He saved his life by a timely retreat and concealment. The attack on Depok, which it appears had been fully planned and determined upon by the rioters, was prevented by the prompt action of the Resident of Batavia, who arrived just in the nick of time, with a body of military. All the able-bodied depokers had assembled, well armed, and had passed the night in the church and school, fully determined to fight to the last in *pro aris et focis* repelling the rioters.

"A very interesting letter from J. Beukhof, the teacher at Depok, appears in the *N. B. Handelsblad*, from which it appears that the danger was imminent and the rebels close to the place. Amongst the other prisoners is the native who gave the fatal thrust to Mr. de Kuypers—a very ill-favoured fellow, fifty-five years of age, who by his own confession had no grievance whatever against Mr. de Kuypers. A native is also among them named Bapa Joenda, who was the acknowledged head and leader of the rebels, who directed their movements, and whose commands were obeyed by them and other natives implicitly. He wanted to deny that he was the man, but as the prisoners were being conveyed along the roads, a passenger in a cart hailed him as Bapa Joenda, to whom he replied, and thus betrayed himself. The well-disposed natives in the Campongs appear to be communicative on the subject; and no doubt the really guilty will be brought to light, and their punishment act as a warning to other would-be banditti and plunderers who only want a chance."

The Batavia papers strongly recommend horse, or cavalry police as being more effective and prompt in operation than mere foot police prove to be on an emergency. The cavalry, it appears, did excellent service as patrols or rangers, through the disturbed districts, and prevented some intended burnings and plunderings from taking place.

## EXPORT OF TEA AND SILK, SEASON 1868-69.

TO GREAT BRITAIN.

| Date. | From Kanagawa & Nagasaki. | From Shanghai and Hankow | From Foochow. | From Amoy. | From Canton, Macao, &c. | Total lbs. | SIL Total Bales & Cses |
|---|---|---|---|---|---|---|---|
| From June 1, 1868, to March 31, 1869..... | 731407 | 68689159 | 53399568 | ... | 15790745 | 138610879 | 86217 |
| Corresponding period last season..... | 1059770 | 56147973 | 44981433 | ... | 13650583 | 115839759 | 5310 |

*Shipments Since;*

| | | | |
|---|---|---|---|
| April 1 per Chrysolite | From Yokohama | ... | 2,424 |
| — — ... Everest | ... Shanghai | ... | 638,302 |
| — 3 ... Undine | ... Do. | ... | 1,033,824 |
| — 30 ... Orissa (ml. str.) | ... Do., &c. | ... | — 913 |

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TO UNITED STATES.

| | | Pcls. |
|---|---|---|
| From June 1, 1868, to March 31, 1869..... | 39167247 | 1601 |
| Corresponding period last season..... | 32505053 | 1193 |

*Shipments Since;*

April 1 per John Godfrey From Yokohama ... 339,287
— 5 ... Chinaman ... Shanghai ... 836,994

TO THE CONTINENT.

| | | Bales. |
|---|---|---|
| From June 1, 1868, to March 31, 1869..... | 4096139 | — |
| Corresponding period last season..... | 1425456 | — |

*Shipments Since;* None.

TO AUSTRALIA.

From June 1, 1868, to March 31, 1869 ... ... ... ... 16,781,399 lbs.
Corresponding period last year ... ... ... ... 12,050,083

*Shipments Since;* None.

## REUTER'S TELEGRAMS.

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### (RECEIVED VIA GALLE, JUNE 3.)

### CHINA.

HONG KONG, May 11.—Accounts received here of the fracas at Peking, state that it originated in the French Chargé d'Affaires, Count de Rochechouart, having jostled against a chair containing a brother of Prince Kung. The Prince struck the Chargé d'Affaires across the face, and, an apology having been demanded and refused, the French tricolour was hauled down. The other Foreign Ministers had taken up the matter, and had given the Chinese Government three days to apologise. Another account says that the Chargé d'Affaires' pony ran into a chair containing the brother of Prince Kung, and that the Prince's outrider struck the blow, but whether he aimed at Count de Rochechouart, or at a member of his suite, is said to be uncertain.

### JAPAN.

HONG KONG, May 11.—Intelligence received here from Japan states that a powerful naval force is being moved by the Mikado's Government against the rebels, who occupy Hakodadi. It is asserted that the latter are supported by French officers. The Mikado is expected to reside at Yedo.

## SHIPPING POSTSCRIPT.

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ARRIVALS NOT IN THE TABLES.—June 2, at Liverpool, from Rangoon, Cora Linn; May 27, at Gibraltar, from Sumatra, for Marseilles, Sumatra; —at Queenstown, from Hong Kong, Sarah Nicholson; June 3, at London, from Colombo, Frances, Ocean Beauty; in the Downs, from China, Lauderdale; 4, at Deal, from Singapore, Zodiac; —, off the Start, from China and New York, Sir Wm. Wallace; 3, at Glasgow, from Maulmain, Bruce, Queen of Scots; off Queenstown, from Rangoon, for Liverpool, Inkerman; 4, in the Downs, from China and New York, Glenaros.

DEPARTURES.—June 2, from Liverpool, for Manila, Victoria; May 25, from Cardiff, for Manila, Cosmopolitan; 31, from Glasgow, for Singapore, Roslin Castle; for Yokohama, Diana; June 4, from London, for Cardiff and Galle, Lloyds; 3, from Liverpool, for Manila, Doriga.

LAID ON.—At London, for Shanghai, Lammermuir; for Colombo, Fort Regent; at Liverpool, for Buenos Ayres and China, Surprise; at Glasgow, for Penang, James Paton; at London, for Shanghai, Omba.

SPOKEN.—Australia (Dutch barq.), Batavia to Amsterdam, May 10, 25 N., 40 W.; Frederick, Saigon to Falmouth, March 28, 30 S., 43 E.; Tropic, Singapore to London, April 2, 32 S., 31 E.; Fair Leader, Canton to London, April 20, 18 S., 3 E.; Kate Carnie, Singapore to Lynn (?), March 4, off Java Head; Sevilla (Germ. barq.), Batavia to Rotterdam, March 6, 10 S., 101 E.; Lord Riverdale (Amer. barq.) Shanghai to New York, March 17, 22 S., 67 E.; Magnet, Hong Kong to New York, March 30, 31 S., 37 E.; Khimjee Oodowjee (barq.), Liverpool to Singapore, May 24, 23 N., 44 W.; Anna (Dut. ship), Rotterdam to Batavia, May 1, 3 N., 22 W.; Kortenaar (Dut. ship), Rotterdam to Batavia, April 21, 12 S., 29 W.; Peter (Dut. barq.), Cardiff to Hong Kong, April 21, 12 S., 29 W.; Mary Scott (barq.), Liverpool (?) to Sumatra, Jan. 18, 40 N., 20 W.; Torro, Liverpool (?) to Singapore, Jan. 31, 24 N., 24 W.; Southern Belle, Liverpool to Yokohama, April 22, 7 S., 29 W.; Wigerdina (?) (N. Ger. ship), Java to Falmouth, March 27, 29 S., 45 E.; Star of India, Cardiff to Japan, April 13, 39 S., 46 W.; Peterborough, China to London, May 19, 39 N., 38 W.; Flora, London (?) to Singapore, April 25, 1 N., 32 W.

CASUALTIES.—The Mutlah, Ballard, from Manila, for Boston, which arrived at Mauritius, May 3, had experienced bad weather in the Straits of Sunda, from 1 to 8 April, during which she sprung foremast and topsail yards.

MISCELLANEOUS.—May 3, Mutlah, Ballard, from Manila, for Boston; April 18, Westward Ho, Kirk, sailed for Singapore.

## BIRTHS, MARRIAGES, AND DEATHS.

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### BIRTHS.

CAMPBELL—At 93, Cornwall road, Westbourne-park, the wife of George W. R. Campbell, Inspector-General of Police, Ceylon, of a daughter.

CHALDECOTT—On the 26th May, at Beomond, Chertsey, the wife of T. A. Chaldecott, M.D., late of Hong Kong, of a son.

EHLERS—On the 31st May, at Arundel Cottage, Tulse Hill, S.W., Mrs. Paul Ehlers, of a son.

GALTON—On the 26th May, at Brockwell, Dulwich, the wife of W. P. Galton, Esq., of Foo-chow-foo, China, of a daughter.

LAY—On the 25th May, at 89, Gloucester-terrace, Hyde Park, the wife of H. N. Lay, Esq., C.B., of a son.

MEDHURST—On the 7th April, at Shanghai, the wife of Walter Henry Medhurst, Esq., H.B.M.'s Consul, of a son.

WEST—On the 6th June, at West Grove, Woodford, the wife of Mr. James West, late of China, of a daughter.

### MARRIAGES.

SCOTT—HARDY.—On the 21st April, at the Wesleyan Chapel, Point de Galle, by the Rev. G. Baugh, the Rev. John Scott, Chairman of the Wesleyan Mission, South Ceylon, to Emily Ann, eldest daughter of the late Rev. Robert Spence Hardy.

### DEATHS.

BEDWELL—On the 18th May, at East Moulsey, Maria Jeannette, widow of the late Frederick Bedwell, Esq., of the Record and Will Clerk's Office, aged 56.

BRODERSEN—On the 19th May, at Altona, Charles Brodersen, Esq., late of China.

## THE WILL OF DOUGLAS LAPRAIK, ESQ.

The will of the late Mr. D. Lapraik has been proved, and the following outline of its provisions will probably possess some interest for readers connected with Hong Kong. The personalty was sworn under £20,000; but as much of the property is in land and buildings, this conveys no adequate idea of its total value. The executors, who are also appointed trustees, are—Mr. William Lane, of Highbury; Mr. W. Mauger, of Piccadilly; Mr. Robert E. Baker, of Hong Kong; and Mr. John S. Lapraik, of Hong Kong. The testator leaves his house at Acton ("The Oaks"), with its furniture, plate, carriages, horses, and all its contents and appurtenances, with the freehold property attached to it, to his wife absolutely; and a sum of £2,000 in addition. There are fifteen or twenty other legacies, chiefly of small sums, the principal ones being—to Mrs. Mauger, £500; her eldest daughter, £500; her three younger daughters, £100 each; her son, Douglas Mauger, £200; Mr. Thomas Lane, £100. After these bequests, all the rest of the estate is vested in the trustees, who are to pay out of it an annuity of £800 per annum to Mrs. Lapraik, and one of £500 per annum to Mrs. Baker, the niece of the testator, the residue being left to his nephew, Mr. John S. Lapraik. One clause provides that, in the event of Mr. John Lapraik not surviving the testator, the residue of his estate, after satisfying the specia bequests above enumerated, should be distributed in the same manner as if no will had existed. Mr. John Lapraik having survived his uncle, this clause is of course inoperative.

## THE PACIFIC RAILWAYS.

The following comments on the practical utility of the railways across America are from the *New York Times*:—

The enthusiasm in respect to the Pacific Railroad has undoubtedly entered into the excitement in real estate on this island. Many expect lines of marble palaces in our streets, built up by the profits of new trade with the Orient, and that New York is to become a kind of Venice in connecting the products of the Indies with Europe. Chicago has caught the enthusiasm, and is awaiting a new prosperity, as the centre of the carrying trade in teas, silks, rice, and all the most profitable products of China and Japan, on their way to New York and London. "The way to the Indies" is said to be already posted up as an inscription somewhere on the Pacific road. We regret to say that cool reason characterises these expectations as mere dreams of hope. The cool and shrewd business men engaged in Oriental trade doubt if it will ever pay to forward teas from San Francisco overland to New York, except, possibly, a single first cargo of some exceptional article. The freights will be too high. Already it costs as much to send teas by rail from New York to Chicago as by water from Hong Kong to New York. Moreover, the time now from China to England by canal and steamer, on the old route, is somewhat less than by rail and steamer on the new American one. Japan alone is brought nearer to Europe. The Pacific roads, with 3,600 miles of travel, can never deliver with profit any California or Oriental freights on this coast, except such as are very light and costly, such as silks or light manufactures. And even with these they must compete with the water freights of the Pacific Mail, which will only be a fortnight longer in time. Land transportation can seldom compete successfully with water. Undoubtedly, Oriental travel will take this route, at least for half its journey; but Oriental trade with this coast and Europe will be more likely to take the Isthmus or the old routes. The Pacific Road will feed and clothe the interior of the Continent; it will pour an increasing stream of pleasure seekers, business travellers, and emigrants from one coast to the other; it will build up Colorado, Montana, and Nevada, and supply California with cheap labour; but as a link between the far Orient and the Atlantic Coast or Europe, we are persuaded its importance has been much exaggerated.

THE ORDER OF THE BATH.—A supplement to the *London Gazette* states that the Queen has been graciously pleased, on the occasion of the celebration of her Majesty's fiftieth birthday, to give orders for a number of promotions in and appointments to the most Honourable Order of the Bath. Among those we notice that Vice-Admiral Kuper, K.C.B., who recently commanded the China fleet, is promoted to be a G.C.B.; and Vice-Admiral Henry Kellett, C.B., who is spoken of as the probable successor of Sir Henry Keppell, becomes a K.C.B. The *Gazette* also notifies the appointment of Henry Turner Irving, Esq., to be Colonial Secretary for Ceylon.

BREAKFAST.—EPPS'S COCOA.—GRATEFUL AND COMFORTING.—The very agreeable character of this preparation has rendered it a general favourite. The *Civil Service Gazette* remarks:—"The singular success which Mr. Epps attained by his homœopathic preparation of Cocoa has never been surpassed by any experimentalist. By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected Cocoa, Mr. Epps has provided our breakfast tables with a delicately-flavoured beverage which may save us many heavy doctors' bills." Made simply with boiling water or milk. Sold by the trade only in ¼lb., ½lb., and 1lb. tin-lined packets, labelled—JAMES EPPS & Co., Homœopathic Chemists, London.—ADVT.

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NOTICES TO CORRESPONDENTS.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be accompanied by the name and address of the writer.

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The London & China Telegraph.

*LONDON, MONDAY, JUNE 7.*

## THE STRAITS SETTLEMENTS.

WHEN any particular cause is to be advocated before the Minister responsible for one of the chief departments of the State, a deputation, consisting of a select number of influential persons who are well informed on the question at issue, is probably the best method that can be chosen. But a Minister who receives such a deputation, and listens to several addresses from gentlemen who each handle the subject perhaps in a different way, cannot be blamed if his impressions regarding some of the facts sought to be impressed on him are rather confused, although of course he retains a fair general idea of the whole. The Straits Settlements Association, remembering this, and being anxious that no single feature of their case should be overlooked or misunderstood, have forwarded to Earl GRANVILLE a "memorandum," in which the arguments already presented verbally for his lordship's consideration are recapitulated with admirable conciseness and lucidness. To this document, which we reproduce in another column, no official reply has been received, and perhaps none is needed; but the members of the Association have the satisfaction of knowing that no effort has been wanting on their part to secure a favourable result. It is a great pity that we cannot say the same of a kindred institution—the Hong Kong Association of London, which has of late exhibited no signs of vitality. Mr. P. F. TIDMAN has been appointed honorary secretary to the Straits Association in London, and we understand intends to endeavour, by maintaining a regular correspondence with the local association at Singapore, to establish a complete accord between the two communities. The merchants and others resident in the colony are apparently those most immediately interested in its prosperity and well-being, but those who form and support the London association are in no degree less so—indeed, the latter consist mostly of heads of firms who represent the capital by which the Straits trade is sustained, and from this fact, and their long experience of Straits affairs under the old *régime* as well as the new, are the most natural and fitting exponents on this side of public opinion in the Straits. The necessity of perfect accord between the two bodies is therefore clear. At the last meeting, whereat Mr. TIDMAN accepted the post of secretary, a letter was read from the Right Hon. E. HORSMAN, M.P., announcing his acceptance of the Presidentship of the Association, *vice* the late J. CRAWFORD, Esq. Mr. HORSMAN'S energetic disposition and great mental activity, together with his position as an independent member of the House of Commons, will render him a most valuable ally.

Some remarks that recently appeared in the *Straits Times*, a portion of which were quoted in our last issue, would seem to indicate that public opinion, hitherto so strong in its opposition to Governor ORD'S administration, was in some degree wavering. The tenour of our own information, however, is directly in opposition to this idea. Mr. NAPIER'S letter to the COLONIAL SECRETARY, of the 12th March, seems to have been misunderstood in some quarters, more especially that part of it relating to the expenditure on the new Government-house. Although the memorial in question prayed for some check on the excessive expenditure that was draining the resources of the colony, and adduced the outlay on this building as an instance of prodigality, it was never contemplated to ask for a suspension of the work; indeed, nothing could be more distasteful to the Association than to see it left unfinished, to be pointed at by future generations of colonists as a memorial of the folly of the present one. All will agree that the house should be finished, and finished handsomely; but although a mansion is needed, a palace is not, and the association would not willingly sanction a large outlay on profuse internal decoration, only justified on the pretext of the Duke of EDINBURGH'S flying visit. We regret to see that the *Straits Times* speaks somewhat slightingly of the chief opponents of the present system of Government, as "agitators," whose occupation would be gone if that system were abolished. This is hardly fair to a body of gentlemen who are actuated in their arduous task not only by a proper regard for their own interests, but by a sincere desire to promote the welfare of the colonists at large. We deeply regret also the intemperate writing with which the *Straits Observer* seeks to advocate the cause of the reformers. The arguments in favour of reform are so clear, and the facts on which they are based so patent, that anything like vehement writing is altogether unnecessary. Angry words are generally characteristic of a losing cause, and therefore are quite out of place here; besides, even a winning cause is endangered when its advocates descend to bitter personalities. So we recommend our friends in the Straits to be content with ventilating, in that temperate language that always carries the greatest weight, the wrongs for which they seek redress; fearlessly entrusting to the Association in London the task its members are so well qualified to perform, of representing their desires in the proper quarter at home.

The position of the Chief Justice with reference to the Governor seems likely to be the most difficult point to deal with, although it presents such a glaring injustice. Compare it, for instance, with the case of the Mayor of CORK. Here is a tradesman who, by reason of his wealth—no matter how accumulated, or his influence, no matter how obtained—gets himself made an alderman, and in due course is elected Mayor, in virtue of which office he becomes chief magistrate of the city. He may abuse and disgrace that office in every possible way, yet neither the LORD LIEUTENANT nor the Supreme Government has power to dismiss him until an Act of Parliament is passed specially to disqualify him! A colonial judge, on the other hand—necessarily a man of high standing in an honourable profession, nominated by the Government on account of his especial fitness for the post—may be removed or suspended at the caprice of the local Governor! being thus placed in a worse position than the man who becomes temporarily, and almost accidentally, a magistrate by the votes of a few dozen tradesmen. The position is as humiliating as it is anomalous.

Let us conclude these remarks with a suggestion. Why should there not be an Association permanently established in London to advocate the interests of all our Eastern colonies and Settlements? We have a Ceylon League, a Straits Settlements Association, and a Hong Kong Association, all working for the good of the various colonies they represent, and in many cases with objects in common. There was some talk of affiliating one or more of these to the newly-founded "Colonial Society," but that institution is more likely to be occupied with questions of emigration, culture, &c., connected with our larger possessions in Canada and Australia, and among these the affairs of small Eastern settlements would be lost sight of altogether. But a combination, including all the latter, under some such title as the "Oriental Colonial Society," with a standing committee to deal with each separate colony and correspond with local associations, would, we think, be better calculated to attain stability and permanent influence than a number of minor societies possessing no bond of union.

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THE subject of "Our Relations with China" is not to be entirely neglected by the House of Commons, after all. Colonel SYKES has given notice that on Tuesday, the 29th June, he will call the attention of the House to circumstances connected with the revision of the Treaty of Tientsin, and move for correspondence relating thereto. We earnestly trust that those gentlemen interested in the prosperity of the China trade, who have seats in the House, will not fail to take advantage of this opportunity to obtain a thorough discussion of the policy of the present Cabinet towards China, and its inevitable results—if persevered in.

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## THE VICEROY OF EGYPT AND THE SUEZ CANAL.

BEFORE the Viceroy of EGYPT quitted home on his European trip certain new arrangements were entered into between his Highness and M. DE LESSEPS. What these were exactly has not been officially announced, but the following statement comes from a highly respectable source. The company, in the first place, receives an indemnity of thirty millions of francs, and is authorised to sell certain lands which it still holds in participation with the VICEROY. The company gives up its privilege of free importation from the date of the 1st of October, and the Customs service by the canal will be carried on elsewhere in Egypt and under Governmental superintendence. It also renounces the right which it held under the original concession of using the fresh-water canal, and will confine itself exclusively in future to the working of the maritime canal. In return for the abandonment of the above privileges the company is to receive a further indemnity of twenty millions of francs. The company cedes to the VICEROY its warehouses and other constructions at Boulak and Damietta, the hospitals which it has erected and organised, as well as its establishments at the quarries and the port of Mex; the indemnity for these concessions is fixed at ten millions more. Lastly, it is stipulated that the 25,000 acres of land which the company possesses on the banks of the great canal, as well as the 1,250 acres intended for the enlargement of Port Said and Ismalia, shall form the subject of an ulterior arrangement; the whole that can be spared to be sold, and the proceeds divided between the VICEROY and the company.

The total of the indemnities in money mentioned above is sixty millions of francs, or £2,400,000; and in order to facilitate the arrangement it is stipulated that the company shall detach from the shares in possession of the VICEROY as many coupons as shall make up the sum of thirty millions of francs, or half the total indemnity, with interest at the rate of ten per cent. The company is to be congratulated on these arrangements, which have already had the effect of raising the value of its shares, which now stand at 580, and will, it is supposed, enable it to make an issue of debentures, and they moreover do away with some of the objections which rendered the original concession unpalatable abroad. A meeting of the company, ordinary and extraordinary, is announced to be held in Paris on the 2nd of August.

Great preparations are being made, it is said, in Egypt for the reception of the Empress and other Imperial and Royal personages in October next; and amongst other schemes is mentioned the formation of a boulevard to give free access to the Roman Catholic Church of Cairo, which is closely shut in and only approachable by narrow streets, or rather lanes. The Opera-house, which is to open its doors at the same time as the canal, is progressing rapidly, and numbers of artistes are engaged; amongst others, the tenor Naudin, who has already secured apartments at the French Club, on the Esbékieh. Apropos to the subject of the canal and the overland route, it may be mentioned that a respectable Paris journal, in quoting the report from the *Economist*, of a convention entered into for the conveyance of the Indian and China mails by Ostend and Brindisi, says that the arrangement in question is the result of the refusal of the French railway companies to run special trains on the arrival of the steamers from Alexandria at Marseilles. Should nothing intervene to prevent the presence of the Empress EUGENIE, the Emperor of AUSTRIA is confidently expected to attend also. The heir presumptive of the Italian Crown will represent King VICTOR EMMANUEL; the King of PRUSSIA intends to send a member of the Royal family; and it is believed that the Prince of WALES, possibly accompanied by Prince ARTHUR, will represent Queen VICTORIA.

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WE invite special attention to a letter from our correspondent at Tientsin, which contains an able exposition of the real feelings entertained towards Foreigners by the ruling powers both at Peking and in the provinces. The statements contained in it corroborate much that we have lately written on the same subject.

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WE hear from St. Petersburg that the Russian Government intends to transport a large number of criminals detained in Siberia to the semi-Japanese isle of Saghalin. It is said that an expedition has already been sent out to make arrangements for their reception.

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THE *Morning Star*, in a frothy article on the completion of the Pacific Railways, says that "Hong Kong is nearer to England by 5,000 miles than it was before the 10th of May," and that "before long it will be possible for a Londoner to "reach Yokohama, in Japan, within three weeks from his "mounting the deck of a Southampton or Liverpool steam-"ship." Such misstatements as these are ridiculous, and only tend to injure the cause they are designed to serve. The fine powerful vessels built especially for the long passage between San Francisco and Yokohama have not yet succeeded in performing that section of the voyage in three weeks, and under the most favourable circumstances they cannot be expected to do it in less, so that this section of the journey alone swallows up all the time allowed by the writer in the *Star*, without any allowance for the time consumed in travelling from Liverpool to San Francisco, which will practically be as much more. The completion of this direct route is a great fact, and needs no sensational writing to magnify its importance.

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THE telegram from China given in another column brings corroboration of that previously received, announcing an assault on the person of the French Minister by a high official at Peking. There can no longer be any doubt that at least some indignity has been offered to his Excellency, and that there has been also the usual passive resistance to his just demand for an apology. We offer Mr. BURLINGAME our respectful congratulations on this unlooked-for confirmation of his assertion that "China is extending her arms towards us." Mr. BURLINGAME did not exactly mean, perhaps, that it was for the purpose of slapping our Ministers on the face, but such a trifling discrepancy is of no importance. A Taoutai is allowed with impunity to assault an English Consul in Formosa—why should his superiors not do the same to a Minister at Peking? Perhaps Sir R. ALCOCK'S turn to be beaten will come next, in which case we suppose he will refer the matter to the Home Government, and receive instructions to make an abject apology.

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A CORRESPONDENT of the *Levant Times*, writing from Alexandria, says:—"One of the most important events I have to report to you is the definitive signature of the contract between the Government of Egypt and a party of English capitalists for the construction of a breakwater at Alexandria. When this work is completed Alexandria will be one of the finest and safest harbours in the world, and the great facilities which will then exist for loading and discharging vessels will probably keep a great portion of the through traffic to India from being diverted to the Suez Canal."

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IT is a noteworthy fact that Hong Kong Cathedral will be the first religious edifice either in India or any part of the Far East to possess a peal of bells. Many of our readers are doubtless aware that an ex-trustee of the Cathedral, now in this country, is sending out a peal of four bells as a parting gift; the building, being a small one, can swing no more. They are being cast by Messrs. STAINBANK, of Whitechapel, and are nearly ready for shipment.

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IT seems there is to be no BURLINGAME treaty made here. The concessions made by Lord CLARENDON are (naturally enough) looked upon as sufficient, and in accordance with the spirit of these the Treaty of Tientsin will be revised. We understand that Mr. BURLINGAME expresses himself quite satisfied with the result of his mission as far as this country is concerned, and speaks of his return to London as a matter of choice rather than necessity.

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## MEMORANDUM NO. 2.

ISSUED BY THE STRAITS SETTLEMENTS ASSOCIATION.

Notwithstanding the representations made to the Right Hon. the Earl Granville by the recent deputation, and the courteous attention with which they were received, it is thought desirable to set forth briefly in this form the grievances complained of, and the suggestions offered for their remedy. These comprise:—

1st. The rapid and alarming growth of expenditure under the administration of the present Governor, Sir H. Ord.

2nd. The subjection of the judicial bench to the local executive.

3rd. The constitution of the Legislative Council, and the restrictions on its official members.

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4th. The state of extreme dissatisfaction and discontent which has grown up under the present Governor.

1st. It is with the greatest satisfaction that the Association receive his lordship's assurance that this matter is already having his attention, and they will rejoice if their statement of the financial position of the colony should be so far modified by his lordship's prohibition of the useless expenditure on steamers, and a determination to restrict that threatened on Government-house; but the Association would impress upon his lordship's attention the fact that during the past year an amount of £50,000, as shown in the report of the committee, has been spent in excess of the current expenditure under the former Government, and, further, that this sum has been appropriated, not to public works, which were urgently called for, and which the increased revenue would have amply met, but largely upon objects personal to Sir H. Ord and the different members of his Government.

The Association are not unmindful that the unofficial members are to some extent responsible for a portion of the extraordinary expenditure, but would remark on this point that it was the desire of all classes in the colony to meet the new Governor in a spirit of liberality and good will, and they believe that the original vote of 100,000 dols. for Government-house, though large, met general approval, but it was most certainly regarded as a maximum, and no thought was entertained that supplemental votes would be required. It is now felt that the style of residence adopted may entail upon the successors of the present Governor a heavy current expenditure, hitherto unnecessary and unknown.

2nd. The Association disclaim the idea of seeking absolute independence for the Judges of the Supreme Court, but they deem it of the very highest importance that they should be held responsible, not to the local Governor, but to the Colonial-office. It cannot be urged against Colonial Judges that they are, as a class, inferior to Colonial Governors, and from an intimate acquaintance with Asiatic habits and modes of thought the Association are of opinion that natives will never regard with anything but distrust the decisions of judges subject to the control of the local Executive, and who have been deprived of the independence hitherto enjoyed by the Bench in these settlements. As regards the supposed absence of checks on the judicial action, it is submitted that these exist in the colony in daily and weekly newspapers, several members of the English bar practising in the Courts, and a strong and readily expressed public opinion.

3rd. There would appear to have been in his lordship's mind some misapprehension as to the views of the deputation on this point. It is by no means sought to give to the unofficial members a preponderating influence in the Council, although such a state of things exists in both Mauritius and Trinidad. The desire is *to equalise the numbers*, giving the Governor a casting vote, and it is submitted since it is within the power of the Government to ensure a fuller attendance of its members than can be done by a non-official party, the result of such an arrangement as is proposed would be simply to create a strong and healthy opposition in the Council, ensuring a full and open discussion of all questions affecting the colony, and tending to a rigid and economical supervision of the public expenditure.

Regarding the mode to be adopted for equalising the numbers in the Council, it is thought desirable to reduce that of the official rather than to materially increase that of the unofficial members.

The method of appointment to the Council is left with confidence to his lordship. The present plan—*i.e.*, nomination by the Governor—has worked satisfactorily, and the Association see no reason at present to depart from it. The existing system of representation, which, if properly carried out, would insure the presence in Council of the leading professional men, merchants, and planters of the colony, is, in the opinion of the Association, the most just and satisfactory to all classes that can at present be adopted; for the Asiatics, being primarily an industrial population, regard the European residents, whose interests they see to be identical with their own, as their truest friends and most fitting representatives; and though the Association admit that a system theoretically perfect might require the attendance of natives in the Council, they find practical difficulties in the way of this, there being but few who are naturalised British subjects, and eligible from their social position, and of these but one or two are sufficiently conversant with the English language to make their services anything but formal. The Association must gravely demur to his lordship's view that the Asiatic portion of the community are fairly represented by Government officials, and believe that fuller inquiries will alter his opinion on this point.

It is satisfactory to the Association to learn that only on important Government measures, or under instructions from home, are the official members of the Legislature bound to vote under the direction of the Governor, and it is very respectfully submitted that his lordship's view of their duty should be publicly made known, looking to the stringent and authoritative language of his Grace the Duke of Buckingham in his despatch on this subject to the Governor of Hong Kong in 1868, and to the not less pointed language of his Grace in his despatch of 17th August, 1868, to the officer administrating the general government of the Windward and Leeward Islands.

4th. It can hardly be matter of surprise if the existing state of affairs in the colony has evoked a spirit of grave dissatisfaction, and a feeling that the present Governor has failed in any degree to identify himself with the real interests of the Settlement. An arrogant bearing, and studied disregard of the public convenience and wishes are charged against him and the Lieutenant-Governor of Penang (Colonel Anson), and appear to have lent force to the grievances in the system of government already complained of, and changed a community hitherto remarkable in the East for its unity and good feeling, into one seriously discontented and alarmed. The existence of this state of feeling will perhaps be best exemplified by the extracts which are appended from the local press, confirmed, as the Association regret to find it is, by the general tone of the private communications from the colony.

## THE P. AND O. STEAM NAVIGATION COMPANY.

The fifty seventh half-yearly report of the directors of the P. and O. Company has been issued, in anticipation of the meeting to be held on the 11th instant. We extract the most important passages:—

### THE COMPANY'S FLEET.

The *Ellora*, *Baroda*, and *Behar* have received their new boilers, and are performing satisfactorily on their regular lines. The fitting of new boilers to the *Madras* and *Delhi* was not found to be immediately necessary after a survey of the former vessel at Bombay, and the latter at Southampton. The *Bombay* has been withdrawn from the Australian service for the purpose of receiving new boilers, which are now being supplied to her. The *Travancore* made an excellent voyage of fifty-seven days, from Southampton to Bombay, and is now running on the China station. The *Deccan* was despatched to Calcutta, *via* the Cape, in January, and made the run out in sixty-two days. She has already taken up her work on the Suez line, and delivered the mail which reached that place on the 21st ultimo within the contract time. The new ship *Hindostan*, the contract for which was announced in the half-yearly report of June last, is to be launched by Messrs. Day and Co., at Southampton, on the 12th instant.

In the early part of April the directors invited tenders for the construction of a new steam ship of about 3,000 tons, and 600-horse power. A spirited competition between the leading builders of the North and South was the result, and the lowest offer, that of Messrs. Caird and Co., of Greenock, was accepted. It affords the directors much satisfaction to add to this part of their report that the very extensive operations of the company, which now include the performance of nearly 1,400,000 miles annually, have not been attended by any casualty during the last twelve months.

### THE POSTAL SERVICE.

The requirements of the mail contracts have been fulfilled with almost perfect precision since the date of the last report, and the public have experienced the advantage of as much regularity in the delivery of the mails to and from India, China, Japan and Australia, as is attained on the shortest postal routes, no instance of the arrival of the mails in London later than the Monday of each week having occurred. A modification of the mail service with Japan has recently been introduced by the establishment of a direct line between Hong Kong and Yokohama, instead of the line hitherto maintained between Shanghai and Yokohama. This modification reduces the outward voyage to Japan by two days, and the homeward voyage by five days. The service between Hong Kong and Shanghai is kept up as a separate line.

### ELECTION OF AN AUDITOR.

The resignation by the Earl of Leven and Melville of the office of an auditor of the company has left that post vacant, and it is proposed to hold a special meeting at the close of the ordinary business of the day, for the purpose of appointing a qualified proprietor in his place. A list of candidates for the vacant appointment has been exhibited in the board-room since the 5th inst., and the directors have no doubt the proprietors will think it expedient to make a selection on the opportunity to be presently afforded them.

### OPERATIONS OF THE HALF-YEAR—DIVIDEND.

The result of the operations of the six months is fairly encouraging, as compared with the corresponding period of the previous year. The shipments of silk from China, although compressed within a shorter period than usual, consisted of a somewhat larger number of bales than last year. The export of cotton from Bombay by the company's steamers during the season now about to close also exhibits an increase, while there has been some revival of the remittances of specie to the

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East. The company's business in these branches, and in its intermediate carrying trade, is now, however, most materially affected by the competition which prevails in almost every quarter, and the directors have been compelled to make concessions in their rates of freight, which tell very sensibly on their total earnings as compared with the extent of operations. On the other hand, there has been a diminution in the cost of coals at some important stations, and the directors trust, by the observance of a rigid economy in all departments, to preserve a reasonable margin between receipt and expenditure.

As regards the first six months of the financial year, they are enabled to recommend the declaration of a dividend of 3 per cent., free of income-tax, for the half-year ending the 31st of March last, and the warrants for this dividend will be payable on and after the 25th inst.

## ORIENTAL LITERATURE IN FRANCE.

The efforts of the Imperial Government to create an interest in matters relating to China, Japan, and Cochin China, are manifested by the constant appearance of publications on the languages, literature, or industries of those countries. M. Charles Lemire has just published a volume on Cochin China*, and the result of seven years' residence in those countries, with hints for those who are about to undertake the journey. It contains good information on the agriculture, industries, commerce, and capabilities of the French colony, with tables of weights and measures; as well as on the habits, manners, and institutions of the natives. M. Léon de Rosny, professor of Japanese, has translated, by order of the Minister of Commerce, the often mentioned Japanese treatise on the management of silkworms.† The failure of the silk crops in France and other companies, will draw the attention of practical men to this work, while the literary and artistic world will be attracted by the beauty of the book; it is printed at the Imperial office, and the chromolithographs are admirable. It contains also a number of *fac similes* of trade and commercial marks, seals, and cursive writing, which may prove of commercial importance. The treatise is not confined to the common silkworm, but contains information respecting all the silk producing worms bred in Southern Asia. M. de Rosny was commissioned by the Government about two years since to study the marks on the silkworm cards arriving from Japan, and the results are given in this work, which is furnished with useful indexes or glossary. The same gentleman is now publishing in the *Revue Orientale* a translation of a Chinese tale, called "A Husband under a Bell."

M. D'Hervey Saint Denys has been appointed joint professor of the modern Chinese language, with the eminent scholar M. Stanislaus Julien, and native assistant professors or teachers are now also attached to the Chinese, Japanese, and Tamoul chairs in the special school of Oriental language.

SILK SUPPLY ASSOCIATION.—On Thursday the second meeting of this association was held, under the chairmanship of Mr. T. Dickens, president of the society. Mr. Maxwell Anketell, of the Industrial Silk Establishment in Alexandria, attended to report the progress recently made under his observation in Egypt. He exhibited cocoons and samples of Japanese silk, the material being valued by Mr. Browett at 35s. per lb. Mr. Cobb, of Natal, also submitted specimens of Japanese cocoons grown in the south of Africa. He stated that, judging from his own experience, great success would follow the cultivation of silk in the colony to which we have referred. It was decided that a deputation should wait on the Viceroy of Egypt on his arrival in England, to thank his Highness for the exertions he was making for the advancement of silk culture in the country over which he exercises rule. It was also resolved that a deputation should wait on the Secretaries of State for India and the Colonies to solicit their assistance for the promotion of silk cultivation.

NEW STEAMERS.—Messrs. Denny Brothers, of Dumbarton, have contracted to build for the Austrian Lloyd's Steam Navigation Company two steamers, to be named the *Apis* and the *Sphinx*. These vessels are to ply between Trieste and India via the Suez Canal. The burden of each will be 1,400 tons. Messrs. A. and J. Inglis, of Pointhouse, have launched an auxiliary screw clipper, named the *Oberon*. This vessel has been built to the order of Messrs. Shaw, Maxton, and Co., of London, and will form one of their China fleet. With the view of avoiding the detention occasioned by calms in the equator to sailing vessels, she has been fitted with machinery by which she will be enabled to keep up a uniform speed throughout her voyages. Messrs. Napier have launched from their yard at Govan the *Invincible*, a twin screw, armour-clad frigate, built for the British Government. She is a twin vessel to the *Audacious*, launched by Messrs. Napier in February.

* *Cochinchine Francaise et royaume de Cambodge*, avec l'itinéraire de Paris à Saigon et à la capitale cambodgienne, et deaux cartes, par Charles Lemire. Paris (Challamel aîné, éditeur); in 8 vo.

† *Yô-san-sin-sets.—Traité de l'éducation des vers à soie au Japon*, par Sirakawa de Sendai (Osyou). Traduit pour la premiére fois du Japonais, par Léon de Rosny. Publié par ordre de S. Exc le Ministre de l'Agriculture. Paris, Imprimerie impériale, 1868; in 8vo., avec xxii grav. et 2 cartes.

# Foreign Intelligence.

## GERMANY.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, June 1.

The storm of opposition to the proposed new Federal taxes has been still further increased by the inconsiderate project of another new tax of no less than ten per cent. on railway tickets; but this was the additional straw that broke the camel's back, and the whole affair is so unpopular, and has called forth such a number of angry speeches both in the German Parliament and out of doors, that the Bundesrath does not dare to bring it to a decisive conclusion by a division, from the certainty of a most signal defeat. It had all along been an inexplicable mystery what was the real object to be obtained by the imposition of Federal taxes, for there is a simple means provided by a special article of the Constitution for raising the money required for Federal purposes, which is—as I explained in a former letter—by a repartition or division of the sum wanted among the separate States in proportion to their population, leaving it to the respective Governments to raise their quotas in their own way. But now the secret has been divulged by no less an authority than Baron von der Heydt, the Prussian Minister of Finance, who has published a statement from which it appears that the Prussian finances are in a very feeble condition, showing a deficit of about eleven millions of dollars. It is, therefore, apparent that, in order to cover this Prussian deficiency, it is proposed to raise direct Federal taxes, the alternative being that if those now proposed are refused, the Bundesrath will, in the next session, bring in a Bill for a Federal income-tax. In the meantime, it is decided to convene immediately the Zollverein Parliament, and see what they say to an increase of the import duties; and then there is still a chance left by an appeal to the special Prussian Parliament—for, by the complicated machinery at present in operation, there are no less than three different Parliaments, to say nothing of the legislative bodies in all the separate States of the Confederation.

The King of Prussia's visit to his new provinces of Hanover and Hesse-Cassel has been postponed by a slight indisposition, and now again put off till after the visit to Berlin of the Viceroy of Egypt next week, who is making a tour to invite personally the Sovereigns of Europe to "assist" at the opening of the Suez Canal in the autumn, and endeavour to obtain a general guarantee for the neutrality of the canal in time of war. But according to the latest arrangements the Royal progress will be confined to visits to Hanover, Bremen, Oldenburg, and Heppens, to inaugurate at the latter place the new dockyards and naval arsenal in the Bay of Yadhe, on the North Sea.

The result of the general elections in Bavaria is not of a character to facilitate a *rapprochement* between the north and south of Germany. The majority of the members returned belong to the Ultramontane or Clerical party, who are very decidedly opposed to a junction with the North German Confederation, whilst the minority is far from being a compact body, being split up into several political factions. Under these circumstances it is highly probable that Prince Hohenlohe, the present Liberal Premier, will find his position no longer tenable, and be eventually compelled to resign.

### COMMERCIAL.

Some considerable arrivals of rough rice have come to hand, and have been warehoused, as the importers could not make up their minds to accept the low bids made. A fair amount of business was done in cleaned grain at previous rates. Tea calm, but prices rule firm. Cassia lignea is again in favour, and 8,000 chests of the late arrivals have been taken at 12¾ sch. bco. Flores commands a more easy sale at full prices, 19 and 19½ sch. bco. having been paid. No alteration in Pepper, which is but little inquired for at this time of the year; Singapore offered at 4 7-16 to 4½ sch. bco., and Penang at 4¼ to 4 5-16 sch. bco. Banca Tin is higher; none can be had now under 16½ to 16¾ sch. bco. There is still no improvement to report in Spelter, which continues in its torpid state. Hitherto the holders have made such exaggerated demands that they have frightened away purchasers; but they are now more inclined to do business, and would not refuse lower offers. Nominal quotations—13 mks. 10 sch. bco. ex warehouse, and 13 mks. 12 sch. bco. to 13 mks. 14 sch. bco. for delivery. Money is more plentiful in the banks, and Discount has receded to 4 per cent. for good bills.

### SHIPPING.

ARRIVED.—Alardus, from Bangkok; Trinculo, from Singapore.

SAILED.—Gustav, to Shanghai; Hong Kong, to Hong Kong; Lorenzen, to Singapore.

LOADING.—Lola, for Manila; Alma and Elizabeth, for Singapore; Randers and Herzog Ernst, for Hong Kong; Figaro and Excelsior, for Shanghai.

### SHIPPING AT BREMERHAVEN.

ARRIVED.—Borealis, from Bangkok (42,290 bags rice, 2,000 pieces sapanwood).

## HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, June 2.

The elections, which take place on the 10th inst., become every day more exciting. The papers are filled with articles on the various candidates, and with reports of meetings of electors. Of course it is impossible to foretell the result of these elections, but, as great dissension prevails between the factions—Roman Catholics, anti-Revolutionists, Liberal Conservatives, and Tories, who together form the Opposition—it is most probable that they will turn in favour of the Liberal party. However hot the paper-war may now be, it would be still hotter but for the fact that the editor of the *Dagblad* is very ill, and cannot take

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part in it. Some weeks ago he started for the South of France to recover his health. A widely-spread rumour, however, says that he is lost to his party; and, if so, the Tories have cause to weep, as they never will find so able a pen ready to defend their retrograde principles. Another loss they sustain in Parliament, Mr. J. J. Rochussen having declined to offer himself again as a candidate for the Second Chamber.

A curious story is told by the *Dagblad* about a scene which it alleges to have taken place in the Café Mille Colonnes, at Brussels, between Messrs. Otto van Rees and Roorda van Eysinga, both well known in India as ultra-political antagonists. The last-named gentleman, it is asserted, insulted Mr. van Rees publicly, whereupon Mr. v. Rees made a complaint to our ambassador requesting that Mr. Eysinga should be ordered by the Belgian Government to leave Belgian territory. This *on dit*, however nonsensical, will, of course, become current in the Far East, and thus it will be of some interest to your readers to know that the whole story is a fabrication. The *Vaderland* ascertains on "authority" that the gentlemen named did not even meet each other in Brussels.

General Kroesen, the newly-appointed Commander of the East India Army, left by the last mail. The papers in general are of opinion that he is "the right man in the right place," and that he will succeed in suppressing the discontent which now prevails among the officers of the East India Army. He is, the *Vaderland* states, convinced that there are some real causes for complaint, viz., that the position of the officers is not nearly so lucrative as that of the civil functionaries, and that their interests were always neglected. The above-named paper, however, condemns the manner in which the officers showed their opposition to their grievances. Knowing that our Parliament is often too economical, they ought to have addressed themselves to the King, their natural protector.

The First Chamber met on the 20th of May for the despatch of business. I regret that I have to record the death of Mr. P. van Swieten, ex-Colonel of the staff of the East India Army and ex-Secretary-General of the Colonial Department.

For the past year or two the Indian novels and sketches of Messrs. van Hoevell ten Brink, van Rees, and others have been translated into German, and published under the title of "Indische Bibliothek." As these volumes have contributed greatly to throw light upon the condition of our East Indian society, it will be of some interest to know that the translator—who writes under the *nom de plume* of "Wilhelm Berg"—is no other than Mrs. Lina Schneider, the wife of one of our most eminent opera-singers.

### COMMERCIAL.

The Stock Markets have been generally good, with some exceptions. Foreign Government securities have been firm, and nearly all the changes are for the better. There has been a very quiet demand for money in the discount market, and the rate of discount remains unaltered. Dutch Two-and-a-Half Per Cents., 54¾; Three Per Cents., 64; Four Per Cents., 87. Trading Company, 122¼. India Railway Company, 92½.

### PRODUCE MARKETS.

COFFEE.—The last Trading Company's auction, held on the 20th ult., at which 64,770 b. Java were offered, went off very well. Except some damaged parcels, the whole quantity sold at ½c. to 1c. above the brokers' valuation. Good ordinary Java realised 38½c. This result made a favourable impression abroad, but nevertheless the market remains very quiet. In second hands nothing is offered. The private transactions include —1,145 b. Java, ex Doesborgh, and Jennie Eastman at 37½c. to 40c.; 2,400 b. do., ex Zeenymph, at 35½c.; 719 b. do., ex Twee Gezusters, at 38c. to 39c.; 1,160 b. Java, ex Jennie Eastman, at 36c. to 37c.; 1,036 b., ex Garibaldi, at 38c.; 830 b. do., ex Susanne, at 38½c.; 516 b. do., ex Twee Gezusters; 1,400 b. do., Padang, ex Zaanstroom, at 39½c.; 459 b. Java, ex Ludwig. at 39½c., 1,000 b. Java, ex Yedo; 600 b. do., ex Isaac Da Costa. The unsold stock of the Trading Company amounts to 393,600 b., whilst the total stock is 719,600 b., against 648,800 b. on June 1, 1868.

RAW SUGAR.—On the 25th ult. the Trading Company held an auction, at which 70,324 mats were offered. The brown and yellow qualities sold at 0½f. above March value, and other descriptions on a par with the March prices. No. 16 is now quoted 36¾f.; No. 14, 36¾f. The private transactions include 287 mats, Passaroeang, and 40 yards Sourabaya, ex Laurens Koster. The last parcel was No. 19, and sold at 36¼f.; 1,032 mats Samarang, ex Atlantic King, No. 18¼, at 36½f.; 402 mats Sourabaya, ex Laurens Koster, No. 18, at 36¾f.; 202 mats Batavia, ex Maria Adriana; 123 mats Passaroeang, ex Maria Diederika, No. 12¼. Stock of raw sugar on the 15th May, in bond, 44,779,882 kilo.

RICE.—There is good and regular demand. The following parcels have changed hands:—925 b. Java, ex Hebe; 7,750 b. Sourabaya, ex Johannes Lodewyk, at 4⅞f.; 1,115 b. Java, ex Albrecht Beyling, at 8¼f.; 1,166 b. Sourabaya, at 5⅛f.; 1,020 b. Java, ex Maria Adriana, at 7⅛f.; 5,200 b. Java, ex Maria Adriana, at 7f. to 8f.

SPICES.—The market is firm, but inactive. There is some demand for Nutmegs No. 3 and 4. A small parcel Cloves sold at 29c. Pepper —1,143 b. ex Luctor and Emergo, sold at 21¾c. to 22¼c. in bond.

TOBACCO.—The market is dull and inactive. Stock in Amsterdam, 7,587 b. Java. There are no transactions to report.

INDIGO.—There has been a good demand, and about 150 chests have changed hands. Prices for inferior qualities are somewhat lower.

BANCA TIN.—The market closes somewhat firmer. Banca is quoted at 84f., and for delivery out of the forthcoming auction 82½f. Billiton is quoted at 81½f. for floating parcels, on spot 82f.

HIDES.—The market is firm, but rather more inactive. 1,753 p. Samarang Rinder, ex Garibaldi, and 232 p. Bat. Buffalo, ex Noach II., have been sold.

### PASSENGERS.

PASSENGERS INWARD.—From Java, per Maria Adriana: Mr. C. H. C. Flugi van Aspremont. Per Maria Diederika: Mr. J. F. Krul and family. Per Java Packet: Mr. Van den Burg and family, Mr. Doyer, Mr. Siedenburg, Mrs. Fokker, Mrs. Ryk de Groot, Miss Schol. Per Laurens Koster: Mr. J. van Boxel. Per Philip van Marnix: Mr. E. van Hengel and family, Messrs. B. Alberts, J. Segaar, H. Gerrebrand, W. Smidt, H. Tendeloo, O. Wikens, C. Schmidt, G. Rooker, Mrs. H. J. Hoffmann and family, Mrs. S. W. Martens. Per Geobreders van der Beek: Mr. F. J. Voogt and family, Mr. R. J. Oosterhoff and family, Miss J. B. Dibbetz.

PASSENGERS OUTWARD.—For Java, per Insulinde: Mr. Berenstein, Mr. Benjamins and family, Mr. Rochemont and family, Mr. Dieu Sterling, Mr. Van der Weide. Per Hellevoetsluis: Mr. Linard, Mr. Arnolds and family, Miss Linard. Per Catharina Maria: Mr. J. Kroesen and family. Per Sourabaya Packet: Mr. van Wessem and family, Mr. Steup, Mr. Strumer.

## Monetary and Commercial.

The fifty-seventh half-yearly report of the P. and O. Company has been issued. It recommends a dividend for the six months at the rate of 6 per cent. per annum, payable after the 25th inst.

We are glad to note that the scheme of arrangement between the shareholders and the creditors of the Commercial Bank Corporation of India and the East, under which all litigation is to be stayed, and the creditors are to accept 17s. in the pound in discharge of their claims, has at last received the sanction of the Master of the Rolls.

The report of the Anglo-Mediterranean Telegraph Company announces a dividend of 4s. 6d. per share, making with previous dividends a distribution at the rate of ten per cent. per annum, leaving nearly £3,000 to be carried forward.

The biddings for £325,000 in bills on India were received on Wednesday at the Bank of England. The amounts allotted were —to Calcutta £288,400, and to Madras £36,600. The *minimum* price was fixed, as before, at 1s. 10¾d. on Calcutta and Madras; and tenders on those Presidencies at 1s. 10¾d. will receive about 59 per cent., and all above that price in full. These results show a further diminution in the demand for means of remittance to the East.

The Mexican dollars by the last West India packet were sold at 4s. 11½d. per ounce, showing no change. Bar silver is quoted 5s. to 5s. 0⅛d.

The amount of bullion by the P. and O. Company's steamer *Nyanza*, from Southampton 29th inst., was, in gold, to Aden, £420; to Bombay, £10,000; to Madras, £941; in silver, to Singapore, £22,390; to Hong Kong, £24,896; to Foochow, £500; to Shanghai, £6,920; to Yokohama, £400; total in gold, £11,361; in silver, £55,106.

The Board of Trade Returns for April show that the exports in that month amounted to £15,624,475, an increase of about eight per cent. over the the corresponding month of last year, and a still larger increase upon the figures of April, 1867. The imports are made up to the end of March. In that month their total value was £19,448,415, or less by rather over £2,000,000 than the amount of the imports in March last year. Our usual *resumé* of the figures relating to China, Japan, &c., will appear in our next issue.

### ARTICLES OF IMPORT.

#### TEA.

We have at length a slight improvement to notice in the tone of the market. There has been less anxiety during the interval to press sales on the part of importers, both privately and at public sale, whilst the very low prices at which first crop Kaisows had been sold led to some inquiry for them on speculative account, and there has been a recovery of nearly 1d. per lb. from the lowest point of the market, whilst common Teas have also further improved to the extent of about ½d. per lb., there being now but little to be bought under 1s. 1d. for fair to good common. There has also been rather more demand for good medium black-leaf, and these also show some recovery from the recent extreme depression. The public sales of the 1st instant comprised 11,806 packages, of which 11,033 were offered without reserve. The stock in the United Kingdom on the 31st ultimo was estimated at 92,000,000 lbs., against 85,820,291 lbs. last year, and the quantity afloat at 6,590,960 lbs., against 6,286,420 lbs.

CONGOUS.—Siftings have sold ½d. per lb. higher; broken-leaf have fully maintained former value. Fair to good common have sold ½d. per lb. dearer, the quotation now being 1s. 0¾d. to 1s. 1d. per lb. Fair to good flavoury kinds and good Kaisows have sold ½d. to 1d. per lb. higher, such qualities as about a month ago were selling at 1s. 1d. per lb. now fetching 1s. 1½d. to 1s. 2d. per lb. Fine Kaisows have met with more inquiry, and when quality has pleased the buyers a rise has been obtained of about 2d. per lb. Finest show no alteration. Pak Lins have been in rather better request, and prices show a slight improvement. Amoy kinds have recovered ½d. to ¼d. per lb. Common to fair black-leaf have been more saleable at from 1s. 0½d. to 1s. 1½d., being rather higher prices. Fair to good medium have been more inquired for, and prices have ruled ½d. to 1d. per lb. higher. Good to fine Monings have also met with rather more demand, but only in excep-

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tional cases have prices improved. The teas, per overland route, new make Congou, were sold in public sale from 1s. 4d. per lb. upwards. In old importations there has been some rally from the very low prices lately current. Oolongs: There is no new feature to notice, the demand being chiefly for teas for price. Souchongs and Flowery Pekoes show no material alteration, the demand for the former being limited. Scented Teas: Canton Capers show but little alteration, either in demand or prices. Foochow kinds are without change. Canton Orange Pekoes continue dull of sale at about former prices. Foochow kinds are still selling at the low rates last quoted. Uncoloured Japans show no material alteration. Green Teas: The supplies offering have exceeded the wants of the trade, whilst the export demand has been very limited, and the sales made have been at rather lower prices both for Moyune and Ping Suey kinds, the common sorts being best supported. In Canton make there is no alteration to notice.

The following is from Messrs. Shepard, Harrison, and Rehden's Circular:—There has been a better tone in the market the past fortnight, much less tea being pressed for sale; a few thousand chests of good common Congou have been taken on speculation; this, combined with a good trade demand, has caused an advance of ½d. per lb., 1s. 1d. being to-day's quotation; preferable and medium show a like improvement, and prices for these grades have been so beaten down the last two months, there is good reason, now a favourable turn has taken place, to look for still further rise, more especially should coming advices from China, on the opening of season 1869-70, lead us to expect moderate shipments. A small public sale of 11,800 packages of China growth commenced yesterday, at which a portion of the late arrivals, per Overland, of new season's new-make Congou were offered without reserve, medium selling at 1s. 4d. per lb.; fine has not yet passed. There is no new feature to note relative to the export trade, which continues limited. Deliveries show great increase, no doubt helped by the low range lately current, and stand as follows:—

| | 1869. | 1868. |
|---|---|---|
| Home consumption for London from 1st Jan. to 31st May ... | 31,678,000 | 34,130,000 |
| Export do. do. ... ... | 17,243,000 | 10,510,000 |
| Sent coastwise do. ... ... | 14,900,000 | 14,301,000 |
| | 63,821,000 | 58,941,000 |

BLACK.—There has been a recovery of fully ½d. per lb. for Dust and Siftings, in sympathy with a similar move in inferior flavory and Kaisow kinds; medium to fine Kaisow has been in better demand, and the few sales have been at improved rates. Imitation Kaisow, made from Tayshan leaf: For old leaf prices rule at a low standard; the new season's have been offered mostly at public sale. Black-leaf: Ordinary common to good common has been in small supply, ruling firm at 1s. 0¾d. to 1s. 1d. per lb.; preferable to medium have been in more demand than for some time past, and improved prices have been paid, as also for medium to fine quality, though transactions have been of a limited nature. In Souchong and Oolong we hear of no sales. Scented Teas: Canton Orange Pekoe is the turn better. Caper: No change in price and sales few. Foochow Orange Pekoe has met with attention when offered at market rates.

GREEN.—Of the Dundonald's cargo, containing 7,000 packages, only a portion have been offered. Pingsuey kinds have been heavy of sale; but Moyune, considering the crop is not up to an average, sell at full prices, though barely covering import cost. In Japan leaf there is nothing to report.

## SILK.

There has been very little, if any, change in the market during the past fortnight, and the slight improvement in demand which we then advised as having taken place still exists, there being a small daily business for immediate wants, chiefly in Tsatlees and Japans, but an absence of general business until definite news of the result of the European crops arrive; up to the present time the advices from the South of Europe are, perhaps, a little more favourable than last season at this period, but there is, until the very latest stage of the worm's progress has been reached, so much uncertainty, that reports are of very little real value, and are liable to contradiction at any moment; there appears to be a general impression, however, that the total result will be a little better than last season. There is no change in quotations, which are mostly nominal as regards Maibash Japans, and re-Reels and Chinese Throwns. The deliveries, although small last month, are nevertheless fair, considering the quiet market which has existed; they were 4,062 bales in all.

Nothing new during the past fortnight in East India and China silk piece goods; the markets generally are very quiet; the deliveries of Bengal goods last month were fair, being 5,910 Corahs, 1,224 Choppahs, and 651 Tussores. The stock of Corahs is still large—41,257 pieces. The next public sales will be held on 7th July.

LONDON QUOTATIONS, JUNE 3.

| CHINA. | Ordinary and Common. | Superior. |
|---|---|---|
| Tsatlee, No. 1 ... | — | 31s. 0d. to 31s. 6d. |
| ,, ,, 2 ... | — | 30s. 0d. to 30s. 6d. |
| ,, ,, 3 ... | 26s. 0d. to 27s. 0d. | 28s. 0d. to 29s. 6d. |
| ,, ,, 4 ... | 23s. 6d. to 24s. 0d. | 24s. 6d. to 25s. 6d. |
| Yuenfaa ... ... | 23s. 0d. to 25s. 0d. | 26s. 0d. to 28s. 0d. |
| Tayaaam ... ... | 19s. 0d. to 21s. 0d. | 21s. 6d to 24s. 6d. |
| Long Reel ... | 18s. 6d. to 19s. 0d | 19s. 6d. to 20s. 6d. |
| Canton ... ... | 14s. 0d. to 19s. 0d. | 20s. 0d. to 21s. 6d. |
| Chinese Thrown ... | — | 26s. 0d. to 28s. 0d. |
| JAPAN. | | |
| Maibash and Sinshu ... | 27s. 0d. to 30s. 0d. | 32s. 0d. to 36s. 0d. |
| Yda... ... ... | 23s. 0d. to 27s. 0d. | 31s. 0d. to 33s. 0d. |
| Sodai ... ... | 22s. 0d. to 24s. 0d. | 26s. 0d. to 27s. 0d. |
| Oshiu ... ... | 22s. 0d. to 27s. 0d. | 30s. 0d. to 33s. 0d. |
| Koshiu ... ... | 22s. 0d. to 25s. 0d. | 27s. 0d. to 30s. 0d. |
| Eichizen ... ... | 20s. 0d. to 22s. 0d. | 23s. 0d. to 24s. 0d. |
| Mashta ... ... | 20s. 0d. to 21s. 6d. | 22s. 0d. to 23s. 0d. |
| Hatchoji ... ... | 20s. 0d. to 22s. 0d. | None. |

COTTON.—The Liverpool market continued to exhibit a dull tone until the 1st inst., when there was a material change. A considerable improvement in the demand from the trade stimulated speculators to action, and a material increase in the amount of business done was the result. Holders were much less anxious to force sales, and prices were therefore not only steadier, but quotations were advanced ⅛d. per lb. both on the spot and for arrival. The improvement has since made further progress, and, with a steady demand from the trade and some activity among exporters and speculators, prices have been further strengthened, and quotations further advanced ⅛d. per lb., the current rates on the spot being as follows:—Surat, 6¾d. to 11d.; Madras, 9¼d. to 9¾d.; Bengal, Scinde, &c., 7¼d. to 8⅜d. Fair Dhollerah, 9¼d.; fair Oomrawuttee, 10d.; fair Broach, 9⅞d.; fair Bengal, 8⅛d.; fair Egyptian, 12½d.; fair Pernam., 12d.; middling Boweds, 11¼d.; middling Orleans, 11¼d. The latest sales for arrival have been:—Broach, good fair, March sailing, 9¾d.; Dhollera, fair new merchants, ship named and June sailing, 9⅛d.; Oomrawuttee, fair merchants, ship named, 9¼d.; ditto, March sailing, 9¼d.; Scinde, fair new, February sailing, 8¼d.; and Bengal, fair new merchants, shipment previous to 15th June, 7¾d. The London market has also improved, there being a fair inquiry at higher prices.

COFFEE.—The depressed condition of the market for Ceylon Coffee noticed in our report of the 21st ult. became more marked after the departure of the mail, and prices continued to recede until a reduction of 1s. 6d. to 2s. 6d. per cwt. was effected. On the 2nd instant, however, increased supplies of colonial sorts were brought to auction, of which the Plantation kind met a better competition, and prices in some instances were rather higher; Native and other pale sorts sold on lower terms. Plantation Ceylon realised, for triage and ordinary, 40s. to 57s.; fine ordinary small, 63s. 6d. to 67s. 6d.; low middling, grey to coloury, 68s. to 70s. 6d.; middling coloury, 71s. to 76s.; good middling, 76s. 6d. to 80s.; good bold, 84s.; peaberry, 74s. 6d. to 85s. Native Ceylon sold, small at 50s.; good ordinary rather small at 55s. to 55s. 6d.

CINNAMON.—At the quarterly public sales, held on the 31st ult., 2,900 bales were offered, and nearly all sold; medium at 1d. to 3d. per lb. above last sales' rates, but fine and common sorts went at easier prices—low to superior, first sort, 1s. 9d. to 3s. 6d.; second, 1s. 7d. to 3s. 5d.; third, 1s. 4d. to 3s. 2d.; fourth, 10d. to 2s. 5d. Of 2,500 bags of chips offered about 1,000 bags sold at 2½d. for low course to 1s. 0½d. for fine.

CAMPHOR.—There have been no transactions of any importance since our last report.

JAPAN WAX.—The demand is very inactive.

MANILA HEMP.—The market exhibits a firm tone, with business to fair extent by private contract at £44 to £48 5s. per ton for common to good qualities. The sales at auction have been limited, at £47 10s. to £50 for fair and superior sorts.

PEPPER.—Black: Firm; of 3,000 bags Singapore at auction two-thirds sold at 3¾d. to 4d. per lb., and of 997 bags Penang a large proportion sold at 3¾d. White: Prices have suffered a further fall of 1d. per lb.; of 325 bags Singapore at auction half sold at 5¾d., and of 369 bags Penang a few only sold at 5¼d.

RHUBARB.—The better qualities of China are scarce and firm; middling, 3d. to 4d. per lb. lower; ordinary, without material change. 78 chests sold at auction at 2s. to 3s. 7d. for good ordinary to middling, and 1s. 4d. to 1s. 6d. ordinary.

SPICES.—Cassia Lignea: Cheaper; 289 boxes sold at auction at 127s. to 131s. per cwt. for middling second and first quality. Budds: Nothing doing. Cloves: Transactions have been of some importance; of 82 cases Penang at auction about one-third sold at 10¼d. to 10¾d. per lb. for good, with a single lot of fine at 1s. 1d. 1,543 bags Zanzibar sold at 3¼d. to 3½d. fair to good. Mace: Steady; of 16 cases Penang and 7 cases Batavia at auction, two-thirds sold at 1s. 11d. to 2s. 10d. per lb. for ordinary red to good reddish. Nutmegs: Steady; 21 cases Penang sold at auction at 3s. 2d. to 3s. 7d. per lb. for fair to good bold, and 1s. 1d. to 2s. 3d. low small to very good medium.

TERRA JAPONICA.—Cutch: Flat and cheaper: of 1,052 packages at auction a small portion only placed at 27s. per cwt. for good, at which price sales have been effected for arrival. Gambier: Fair enquiry for block at 17s. to 17s. 3d. per cwt.; limited business in Cubes at 22s. 6d. for very good pale; 4,572 packages at auction all retired.

TIN.—We have to report an improvement in the market for Straits, the demand being moderately active at an advance of £2 to £3 per ton on the rates current at the date of our last. The current quotations are:—Banca, £137; fine Straits, on the spot, £135 to £136; afloat, £130 to £132 per ton.

# Shipping Intelligence.

—o—

## ARRIVALS.

| Date. | Ship. | Captain. | From. | At |
|---|---|---|---|---|
| May 15 | Caractacus | Murray | Yokohama | New York |
| — 29 | Geologist | Clarke | Bangkok | Deal |
| — 6 | Evangeline | Bell | Yokohama | San Francisco |
| — 30 | Loudoun Castle | Thyne | Singapore | Off Falmouth |
| — | Spencer | — | Java, for Amsterdam | Off Portland |
| — 31 | Sebastopol | — | Do. | Nieuwe Diep |
| — 19 | Rocket | Dill | Penang | Boston |
| June 1 | Hesperus | Spring | Bangkok | Falmouth |
| — 1 | Whitehall | Marsh | Do. | Do. |
| May 29 | Sourabaya Packet | Rolff | Sourabaya | Texel |
| — 30 | Nederlanden Oranje | Haasnoot | Batavia | Do. |
| — 20 | China (str.) | Warsaw | H. Kong & Yokohama | Off S. Fransco. H. |
| — | Carnarvonshire | Davies | Shanghai | Halifax, N.S. |
| June 2 | Omba | Thomson | China | Deal |
| — 2 | Sophie | — | Macao | Do. |
| — 2 | Dartmouth | — | China and New York | Do. |
| — 2 | Sarah Nicholson | Heffernan | Hong Kong | Queenstown |
| — 2 | Sir John Laurence | — | Rangoon | Downs |
| — 2 | James Paton | — | Penang | Do. |
| — 2 | Lammermuir | — | Singapore | London |

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## DEPARTURES.

| Date. | Ship. | Captain. | For. | From |
|---|---|---|---|---|
| May 29 | River Eden | Valder | Hong Kong | London |
| — 29 | Pactolus | Smith | Singapore | Do. |
| — | Johanna | Verduin | Java | Rotterdam |
| — | Helvoetsluis | Rems | Do. | Do. |
| — 28 | Mikado | Ilberry | Shanghai | Liverpool |
| — 31 | Eastern Chief | Sewell | Nagasaki and Hiogo | London |
| — 31 | Wylo | Browne | Shanghai | Do. |
| — 31 | Bristow | Harris | Do. | Do. |
| — 29 | Mirella | Wood | Ceylon | Cardiff |
| — 31 | Malacca | Dawson | Yokohama | Liverpool |
| — 29 | Chariot of Fame | Murray | Hong Kong | Penarth |
| — 30 | County of Nairn | Bain | Batavia & Sourabaya | Glasgow |
| — 30 | Anita | Thompson | Shanghai | Cardiff |
| — 7 | Dolores Ugarte | Saul | Hong Kong | Key West* |

* After repairing.

*(See Commercial Postscript and Correspondents' Letters.)*

## LOADING.

At LONDON.—For Hiogo and Yokohama: Johanna Maria. For Yokohama: Crest of the Wave, Rockliff, Napier. For Osaka and Hiogo: Sampan. For Chefoo: Princess of Wales. For Shanghai: Dilpussund, Devonport, Dundonald, Taunton, Elizabeth Nicholson, Eaglet. For Hong Kong: Geologist, Star of the North, James Shepherd, Ferndale. For Bangkok: Hampton Court. For Singapore: Panic. For Singapore and Penang: Rifle. For Singapore and Sarawak: Otter. For Colombo: Southern Cross, Elfin, Palestine. For Colombo, &c.: West Australian.

At LIVERPOOL.—For Yokohama: Ellaray. For Shanghai: Banian, Aracan, City of Agra. For Hong Kong: Petchelee, Florence Nightingale. For Singapore: Penrith, Naworth. For Batavia and Sourabaya: Perpetua. For Manila: Victoria, Doriga, Juliana, Amigos, Trinidad. For Mauritius, Penang, Singapore, Hong Kong and Shanghai, Diomed (str.).

At GLASGOW.—For Yokohama: Diana. For Shanghai: Melrose Abbey, Laja. For Hong Kong: Marchioness of Londonderry. For Manila: Maria de C. For Singapore: Norham Castle. For Batavia and Sourabaya: County of Argyle. For Ceylon: Glenaray.

At NEW YORK.—For Shanghai: Morro Castle, Etha Rickmers, N. B. Palmer.

## SPOKEN.

NYVERHEID (Dut. barque), Batavia to Rotterdam, April 21, 14 S., 7 W.
WILHELM FOELMAN, Shields to Sourabaya, May 2, 4 N., 22 W.
STAR QUEEN, Colombo to London, May 14, 29 N., 38 W.

## FREIGHTS AND CHARTERS.

Berth freights to the Eastern ports are without change; coal freights from the Northern outports still continue dull.

Current rates of freight for vessels on the berth:—To Yokohama: 40s. weight or meast. To Nagasaki: 40s. weight, 50s. meast. To Hiogo: 50s. weight or meast. To Tientsin: 60s. weight or meast. To Chefoo: 60s. weight or meast. To Shanghai: 35s. weight, 30s. meast. To Foochow: 50s. weight, 45s. meast. To Hong Kong: 35s. weight, 27s. 6d. meast. To Amoy: 50s. weight, 45s. meast. To Batavia: 25s. weight, 30s. meast. To Singapore: 30s. weight, 25s. to 30s. meast. To Ceylon: 20s. to 25s. weight, 20s. meast. At New York to China; $12 to $15 per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—For Yokohama: £44. For Shanghai: £44. For Hong Kong: £33. For Singapore: £24. For Galle: £24. From Newport, Cardiff, or Swansea per ton.—For Yokohama: £2. For Shanghai: £2 5s. For Hong Kong: £1 15s. For Manila: £1 10s. For Singapore: £1 5s. For Galle: £1 5s.

The Admiralty have invited tenders for the conveyance of small stores to Hong Hong.

## MISCELLANEOUS.

At ST. HELENA.—April 12, Prinses Amalia, Driest, from Banjoeangie, and sailed 15 for Falmouth; 18, Omba, Thomson, from Macao, and sailed 19 for London; 22, Tek Li, Kier, from Penang, and sailed 23 for London; 23, Anne, Morrison, from Shanghai, and sailed for New York; Mexicana, Jeffries, from Saigon, and sailed 24 for Queenstown; 24, American Lloyds, Park, from Shanghai, and sailed for New York; Finzel, Hicks, from Bangkok, and sailed for Falmouth; Ymuiden, de Jong, from Banjoewangie, and sailed for Amsterdam; 25, Corypheus, Ross, from Singapore; 26, Xulla, Ward, from Padang, and sailed for New York; Petronella, Leicher, from Batavia; Doelwyk, Leverstein, from Batavia, and both sailed for Rotterdam; Hendrik Ido Ambacht, Byl, from Batavia, and sailed for Amsterdam; Modesty, Kerr, from Samarang, and sailed 27 for the Clyde; Palmerston, Seagrove, from Ceylon, and sailed for London; Loyola, Echevarria, from Manila, and sailed for Liverpool; 27, Jeanne and Joseph, Castro, from Hong Kong; Heimdal; Berg, from Probolingo; 13, Sumatra, Montechiaro, from Sumatra, sailed for Gibraltar. Off St. Helena, April 14, Glendoveer, from Hong Kong, for New York; 23, Evangeline, from Saigon, for Falmouth; 24, Carnarvonshire, from Shanghai; 26, Star of Jamaica (barq.), from Singapore, and sailed for London.

A new feathering screw has been introduced by Messrs. Laird Brothers, of Birkenhead. They have patented an arrangement which has been put to a practical test in the Kathleen, a yacht constructed for the Marquis of Downshire, and the results obtained on trial are so far very satisfactory. It was found that with the screw feathered the yacht not only had a speed of 1½ to 2 knots more than with the screw fixed, but that she was more lively in coming round. It was thus clearly shown that the drag of the screw not only affected the speed through the water, but prevented the ship working so satisfactorily as she did when the blades of the screw were feathered fore and aft, and we look with interest for reports of further trials.


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NOTICE.—THE BUSINESS heretofore carried on under the style of "Shortrede and Co." was this day purchased by the undersigned, in whose name and by whom it will henceforth be conducted, and to whom all outstanding accounts owing to the said business are to be paid.

Hong Kong, Aug. 15, 1867. CHAS. A. SAINT.

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Shanghai, Dec. 31, 1868. DOW AND Co.

## NOTICE.

THE PARTNERSHIP hitherto existing between THOMAS BLAKE GLOVER, FRANCIS A. GROOM, EDWARD HARRISON, and RYLE HOLME, under the firm of GLOVER and Co., of Japan and Shanghai, ceases this day by efflux of time. The business in Shanghai will be conducted on and after the 1st Jan., 1869, under the style of GLOVER, DOW, and Co., in which Firm FRANCIS A. GROOM and JAMES DOW will be partners.

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|---|---|---|
| GIBRALTAR ... | Every Saturday, at 2 P.M. | — |
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| ALEXANDRIA. | ,, ,, | Every Sunday, at 7 A.M. |
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| BOMBAY..... | ,, ,, | ,, ,, |
| GALLE..... | | |
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| CALCUTTA ... | | |
| PENANG..... | And every alternate Saturday thereafter. | And every alternate Sunday thereafter. |
| SINGAPORE ... | | |
| CHINA ..... | | |
| JAPAN ..... | | |
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|---|---|---|---|---|
| Hong Kong | Star of the North ..... | AA1 | W.I.D. | With des. |
| Hong Kong | Corypheus... | A1 13 yr. | W.I.D. | To follow |
| Shanghai ... | Elizabeth Nicholson. | A1 14 yr. | W.I.D. | June 19 |
| Shanghai ... | Sarh. Nichlsn | A1 14 yr. | W.I.D. | With des. |
| Hiogo and Yokohama | Jhnne.Marie | 3-3rds L1 | W.I.D. | With des. |
| Yokohama (Kanagawa) | Rockcliff ... | A1 13 yr. | W.I.D. | With des. |
| Chefoo ..... | Princess of Wales ..... | A1 10 yr. | W.I.D. | With des. |

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|---|---|---|---|---|
| Shanghai ... | Dilpussund.. | A1 17 yr. | E.I.D. | June 15 |
| Ditto ..... | Omba ..... | A1 16 yr. | E.I.D. | June 25 |
| Ditto ..... | Loudoun Catl | A1 16 yr. | E.I.D. | To follow |
| Hong Kong | Jas. Shephrd | A1 13 yr. | W.I.D. | With des. |
| Ditto ... ... | Borealis ..... | A1 | E.I.D. | To follow |
| Yokohama (Kanagawa) | Napier..... | AA1 | E.I.D. | With des. |

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|---|---|---|---|---|
| Bombay..... | Burlington | A1 13 yrs. | 652 | June 9 |
| Do. ..... | Sir J. Lwnc. | A1 13 yrs. | 1,090 | July 5 |
| Do. ..... | Salisbury | A1 13 yrs | 1,113 | To follow |
| Calcutta..... | Kg. Arthur | AA1 | 1,221 | June 20 |
| Do. ..... | Clyde | AA1 | 1,151 | July 5 |
| Madras ..... | Chalmers | A1 13 yrs. | 594 | June 20 |
| Shanghai ... | Lammrmur. | AA1 | 1,054 | June 20 |
| Do. ... | Dartmouth | A1 14 yrs. | 933 | To follow |
| Hong Kong | Merse | A1 13 yrs. | 628 | June 25 |

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## JOHN C. CAMPBELL will despatch the following splendid first-class VESSELS:—

| Destinatn. | Ships. | Class. | Tns. | Dock. | Date of Sailing. |
|---|---|---|---|---|---|
| Colombo .. | Fort Regent | A1 10 yr. | 655 | W.I.D. | June 25 |
| Do. ..... | Palmerston | A1 15 yr. | 855 | W.I.D. | July 20 |
| Malaba Coast ... | Robt. Jones | A1 12 yr. | 287 | L.D.K. | June 20 |
| Do. ..... | Star of Jamaica ... | A1 9 yr. | 306 | L.D.K. | June 30 |

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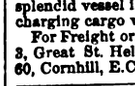

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# The London and China Telegraph.

新聞紙

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON THE ARRIVAL OF THE FORTNIGHTLY ENGLISH, AND MONTHLY FRENCH MAILS FROM CHINA, JAPAN, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A SUMMARY OF NEWS FOR THE OUTWARD MAILS.

VOL. XI.—No. 316.] LONDON, MONDAY, JUNE 14, 1869. [Price 9d., with Sup., 1s. 3d.—Sub. 30s. per ann. postage, included. Sup. 12s. extra.


## Latest Advices.

| Ports. | From London. | Arrived out. | HOMEWARD. Received this day. |
|---|---|---|---|
| JAPAN — Yokohama | Feb. 18 | April 11 | April 16 |
| Yedo | — | — | April 14 |
| Osaka and Hiogo | — | — | April 10 |
| Hakodadi | | | |
| Nagasaki | — | — | April 17 |
| CHINA — Peking | — | — | April 12 |
| Tien-tsin | — | — | April 16 |
| Chefoo | — | — | April 18 |
| New-chwang | | | |
| Hankow | — | — | April 18 |
| Kiu-kiang | — | — | April 19 |
| Chin-kiang | | | |
| Shanghai | Feb. 26 | April 13 | April 23 |
| Ningpo | | | |
| Foochow | — | — | April 23 |
| Formosa—Tamsuy | | | |
| Amoy | — | — | April 25 |
| Swatow | | | |
| Hong Kong | March 25 | April 28 | April 29 |
| Canton | — | — | April 28 |
| Macao | — | — | April 28 |
| PHILIPPINES— | | | |
| Manila | Feb. 26 | April 13 | April 23 |
| COCHIN-CHINA— | | | |
| Saigon | — | — | April 25 |
| SIAM — Bangkok | — | — | April 15 |
| BORNEO—Labuan | | | |
| Sarawak | — | — | May 1 |
| JAVA — Batavia | — | — | May 1 |
| MALACCA STRAITS— | | | |
| Singapore | March 26 | April 29 | May 6 |
| Penang | March 26 | April 27 | May 8 |

### THE MAILS, &c

We have again but very few days' later news, the present mail having left only nine instead of fourteen days after the previous P. and O. mail, owing to the setting in of the S.W. monsoon. On Thursday last (the 10th) despatches by the Pacific route were received, bringing advices from Yokohama to April 30, or a fortnight later than those by to-day's mail; a summary of the news will be found in its proper place.

The next inward mail will be that leaving Hong Kong May 13, due here on the 28th inst. Telegrams have been received in advance of the French mail of Hong Kong, May 20. *Via* Kiachta Shanghai telegrams to the 26th May came in this morning.

## List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per P. and O. steamer *Pera*, arrived June 11.—From Shanghai: Mr. Stevenson, Mr. J. Burns. From Hong Kong: Mr. Patora, Mr. Rira. From Singapore: Mr. R. Baker. From Batavia: Mr. C. Doornick. From Ceylon: Mr. George Pyatt.

To Southampton, per P. and O. steamer *Massilia*, expected to arrive June 18—From Yokohama: Mr. Tripp. From Shanghai: Mr. and Mrs. Stewart and three children, Mr. Jackson. From Hong Kong: Lieut. and Mrs. Harvey, Mr. Manser, Captain Thompson, two Misses Brunker, Mr. Dobbs and child. From Singapore: Mr. P. Hayes. From Galle: Assist.-Surg. Hinds, Mr. Collins, Captain Perrins, Mr. Eastwood.

To Gibraltar.—From Hong Kong: Dr. de Mesquita.

By last Bombay mail to Marseilles, per P. and O. steamer *Bangalore*, arrived June 3.—From Hong Kong: Mr. Young.

PASSENGERS OUTWARD.

Per P. and O. steamer *Tanjore*, from Southampton, June 12—To Hong Kong: Mr. W. S. MacLeod. To Batavia: Mr. R. R. Purvis. To Ceylon: Mr. Ralph Tatham, Mr. W. G. Kortwright, Lieut. Baldwin, Mr. Ferguson.

Per P. and O. steamer *Pera*, from Marseilles, June 20.—To Yokohama: Mr. T. Langaard. To Hong Kong: Mr. and Mrs. P. Karberg, Mr. C. S. Craig. To Singapore: Baron de Thuyll. To Batavia: Mr. Otto Sielcken.

Per P. and O. steamer from Suez, June 27.—To Hong Kong: Mr. A. F. Walcott, Mr. S. P. Walcott.

Per P. and O. steamer *Ripon*, from Southampton, June 26.—To Hong Kong: Mr. E. Monger. To Singapore: Mr. J. D. Vaughan. To Penang: Mr. and Mrs. Thompson and child.

Per P. and O. steamer from Suez, July 11.—To Penang: Mr. Victor Kruger.

Per P. and O. steamer from Southampton, July 10.—To Hong Kong: Mr. F. Cumberland. To Ceylon: Mrs. Halliley, child, and two sons; Mr. H. Skrine.

Per P. and O. steamer from Marseilles, August 1.—To Batavia: Mr. and Mrs. Pietermaat.

Per P. and O. steamer from Suez, August 8.—To Hong Kong: Mr. and Mrs. Bade.

## Summary of News from the Far East.

### YOKOHAMA.

From Yokohama the advices by the present mail extend to the 16th April. The outward French mail of Feb. 18 arrived on April 11, with London telegrams to March 10. We extract the following summary of news from the *Japan Times*:—

Our statements last mail respecting the daimios' cession of their independent rights to the central government we can now confirm in every particular. Many other daimios have joined the movement and there is no doubt that by the approaching council at Yedo it will be ratified and extended to the whole of Japan. Satsuma has been already invested at Kagosima with the rank from the Mikado of Governor of his province, yielding that of daimio with all its sovereign and separate rights. The *Thales* was chartered at Kobe to take down the Mikado's envoy, who was received in Satsuma's capital with imperial honours, the ceremonial observed being the same as if his Majesty himself had been presented. The investiture took place on the 26th ult.

The Mikado will be in Yedo about the 3rd of May, and, as we have before mentioned, his stay will be a very lengthened one, if not altogether permanent. Great preparations are being made for his reception and for that of the Princes and Nobles of Japan summoned to the Council. The city will resume much of its ancient splendour, and the people are proportionately delighted. The pleasure grounds within the inner moat, immediately around the Imperial palace, were thrown open to the people for three days last week, and between 70,000 and 80,000 are said to have visited them. The crush was so great that some women and children were killed.

A terrible accident has happened in Yedo harbour. The steamer *Kewanee*, one of the recent Government purchases, was taking in some powder, when, no precautions being taken on board native craft, a spark from the pipe of one of the workmen fell on a damaged keg and the whole exploded. The vessel sank immediately, her bottom being blown out, and her crew, about 130 in number, were in the air or water. Twelve men were never seen again, and eleven were picked up so frightfully mangled that little, if any, hopes were entertained of their recovery. Dr. Willis, whose absence on leave from H.M. Consular Service while establishing a Government hospital in Yedo we lately recorded, has them in charge. Others of the crew are more or less injured. This is a frightful example of the effect of carelessness, and when we know, too, that in our own harbour, not two miles from the shore, lies a hulk, the *Nassau*, full of Foreign-owned powder, storage of which, in such a dangerous position, no complaints can induce the authorities to prevent, we naturally feel rather uncomfortable on our own account. We badly want a harbourmaster, a good, honest, experienced, Foreign shipmaster, with full powers from the Japanese Government, and independent of Foreign Consular control. Until we get such an officer improvement is impossible, or safety either; the harbour will deteriorate as it is doing daily, ships will be moored, as now, so as to take the best chance of accident in case of a typhoon, and we may all be blown out of our houses some day by the *Nassau's* cargo. Of course, if the Japanese Government were to ask the Dutch representative to have the *Nassau* moved the request would be complied with at once; but what can we hope from a Government which allows its own powder to be moved about on board its own ships by workmen who smoke pipes meanwhile?

Only of less, if indeed of less, importance than the Currency question is that of Municipal Reform, which has engaged our attention also for a long afternoon's debate since we wrote last. The largest public meeting ever yet assembled at Yokohama met on the 8th inst., to receive and discuss the report of a committee of Land Renters, appointed some time back to suggest ways and

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means for carrying out a scheme of Mr. Brunton, Civil Engineer to the Japanese Government, for the effectual drainage of the place. We need not trouble readers abroad, who are but little interested in the question except as affecting their own health when they happen to visit Japan for change of air, with a full report of this debate. It will suffice to say that three propositions were brought forward; the first on behalf of the native Government, by Mr. Benson, the present Municipal Director, proposing to support the whole prime cost of the drainage and road making provided certain Consuls would pay up ground rents held back by them as material guarantees for the satisfaction of certain outside claims by some of their co-nationals, but without any provision for keeping the said drains and roads in order when made, or for police, or lighting, or scavenging. The second, proposed by Mr. Wilkin, one of the committee, that their scheme of dividing the cost with the natives should be adopted, and the necessary funds for the community's share provided by a wharfage due. The third, proposed by Mr. Rickerby, expressed in the following resolution:—

"That, in the opinion of this meeting, the Japanese Government is fully bound to all expenses in respect to the drainage, roads, &c., &c. Yet, without in any way virtually lessening their liability, it would seem desirable, as a matter of expediency, to endeavour to meet them; and that a deputation should be appointed by this meeting to wait upon the representatives of Treaty Powers, offering, on the part of the community, to take upon themselves the management of municipal affairs in their entirety, inclusive of Mr. Brunton's, or some equally effective scheme of drainage, on consideration of the Japanese Government guaranteeing that 80 per cent. of the ground rents, commencing with the present year, shall annually be paid over to a properly constituted municipality of Foreign residents, as may hereafter be agreed upon."

This last was carried by an overwhelming majority of forty-six to fourteen, and a strong effort will be made to procure its sanction by the Japanese Government and the Foreign Ministers. When it is considered that the ground-rent, of which we ask 80 per cent. for municipal purposes, reaches the enormous figure of £76 per acre, the ground-rent in Shanghai being only £2. 0s. 6d., and that a promise by the native Government to give us all we might then and thereafter require in the way of municipal and sanitary provision was read out as a condition of sale when the first lots were bought at auction in 1858, and that the Government has enjoyed a great revenue for ten years with very small expenditure—when, we say, all these things are considered, our demand appears only just, and we may therefore hope for its favourable reception.

From the North we have nothing yet to report. Affairs are in *statu quo*, Enomoto being strongly posted, but short of rice, and the imperial forces not yet strong enough to attack him with an absolute certainty of success. They are quite right to risk no failure. The weather is much milder, and spring is fast approaching us.

## LATER ADVICES *VIA* THE PACIFIC ROUTE.

By way of San Francisco we have advices from Yokohama to April 30 (a fortnight later). The following summary of news is given by the *Japan Gazette* of that date:—

We may expect to hear of the arrival of the Mikado in Yedo within a week or thereabouts, as he has already been ten days on the road. Apprehensions are felt by the Japanese lest the great assemblage of the daimios in Yedo may lead to trouble; but in the uncertainty it is useless anticipating trouble.

The Imperial fleet has left for Hakodadi, Island of Yesso, to attack and oust the Tokugawa kerai, who took and held it. Exciting news may be looked for ere long. It would not be altogether wondered at, if, after all, the place were given up without fighting. But looking at the great preparations that have been made, and the fact that French officers are the principal directors of those preparations, it is not likely. Altogether, there can be but small hope of the permanent retention of the place; but if a brave and vigorous resistance be made, it may force the Government to agree to good terms.

We hear of no particular movement in the South.

Some little difficulty occurred lately at Nee-e-gata. We have no full particulars, but it appears that a great number of coolies were employed by some who were hostile to the admission of Foreigners to trade at the port, and an endeavour was made to turn the course of a river that debouches into the sea at the city into an entirely different channel, so that all the internal water traffic would be diverted, and Nee-e-gata be rendered useless. It was discovered, however, and the ringleaders will be punished.

We are credibly informed that owing to an accident to the engines of the *Stonewall*, the Mikado's fleet put back, and anchored in Uraga Bay. They had got as far as Cape King, when owing to the south-east gale which was blowing at the time, the ram lost her jib; in addition to this misfortune we hear she was short of coals, and was supplied from the *Bushimaru*, which vessel has passed up to Yedo for a further supply.

## CHINA.

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### SHANGHAI.

(FROM OUR OWN CORRESPONDENT.)

SHANGHAI, April 22, 1869.

The M. I. steamer *Phase*, which left this port on the 15th inst. with the French Mail, took 250 bales of silk.

On the 18th the Chamber of Commerce received a London telegram *via* Kiachta, dated 30th March. London telegrams to the 20th March, amplifying those received by last mail, were received on the 19th inst. *via* Calcutta.

H. E. Ross Brown, United States Minister, is at present on a tour through the Coast ports, but will return almost immediately to Peking, whither he will be accompanied by the Consul General.

Mr. Hart, who was expected to make a tour of the ports during this spring, has announced his inability to leave Peking until September. The Customs' officials, or at least the higher grades, have recently been distinguished by Chinese rank, ranging from the third to the fifth button. Mr. Dick, commissioner at this port, has received the grade of Taoutai.

A new Fives Club has been organised here, a code of rules drawn up, and a lease of premises effected. The capital is Tls. 1,000, in twenty shares of fifty taels each; subscription, fifteen taels per annum.

On the evening of the 14th instant the Philharmonic Society gave a very successful concert.

On the evening of the 16th inst. the third of the "Temperance Series" of lectures was delivered at the United States Consulate General by Dr. MacGowan. These lectures have proved exceedingly popular, and it is hoped that during the next cold season a series will be inaugurated upon a more extensive plan, for the benefit of the general Foreign community. At present, as the lectures are delivered in Hongque, comparatively few residents in the English town take advantage of them.

On the 17th a meeting of the now defunct Debating Society was called, to consider the question of appropriating the surplus funds—Tls. 280. As usual with Shanghai public meetings, nothing was done.

The weather here has been continuously wet for several days, and in consequence the annual athletic sports, announced for the 16th and 17th inst., have been postponed indefinitely.

A despatch dated the 1st April, addressed by Sir Rutherford Alcock to Mr. Medhurst, has been published. His Excellency discusses very fully the questions of foreign trade with the interior, transit dues, inland residence, and steam navigation. The two latter are dismissed as obviously outside the present provisions of the treaty. But the imposition of transit dues in the manner now adopted "constitutes a legitimate subject of complaint." At the same time it is asserted that all the plans hitherto proposed as remedies are subject to many objections, and fall short of the object to be attained.

From Ningpo we have received a report of a lecture delivered on the evening of the 14th inst., to the "Book Club," by the Rev. Mr. Green. The subject was Hangchow, and much interesting information was given about this once-important city—"the terrestrial paradise." The present walls date from A.D. 600, and, measuring just 100 li in circumference, answer to Marco Polo's description of the walls of Kin-t'ai.

On the 17th inst. news was received from Hankow reporting that the *Salamis* has been got off successfully after a stay of two days on the bank. Where she went ashore the river is charged to such an extent with sand that in twenty-four hours after she struck it was almost possible to walk ashore from her dryshod. The intention was to send the expedition overland to Chungking if the river passage should be found troublesome. It is believed that the navigation of the upper river will prove quite easy all the year round for steamers of not more than ten feet draught. At Yochow the surveying officers were pelted with stones by the populace, but the magistrates expressed great concern—whatever they felt. The *Opossum* is reported to have reached a point ten miles above I-chang. Sir Henry and Lady Keppel reached Hankow on the 17th inst.

At Kiukiang the Commissioner of Customs, Mr. Drew, and a friend, have been pelted with stones by the populace, and would, no doubt, have sustained serious injury, but that they captured a burly native and made him walk with them. It is said that the Chinese are about to enlarge the mouth of the Lung-kei Creek to a width of 500 feet, so as to form a sheltered anchorage for native craft.

Further particulars regarding Mr. Markham's trip to the birthplace of Confucius have been received. It appears that he was treated with much civility by the people on the way, and by the Duke, who is the head of the Kung family. The petty officials were, however, discourteous and obstructive. Mr. Markham reports that the mineral wealth of the Shantung province has been under-estimated, rather than over-rated. The cultivation of silk is prosecuted with much success, and it is said that a peculiar species of worm, which there lives on the paper tree, produces a silk which when manufactured defies moths.

A correspondent at Keelung of the *Evening Courier* states that negotiations are being made for the purchase, by a Foreigner, of a coal mine there. As yet the price asked is much too high. The people are described as being very like the New Zealanders, they

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fight furiously and tattoo the body. The writer found great difficulty in travelling through the country, being able only to penetrate fifteen miles in one direction, owing to the savage nature of the people and their enmity to white men. Several buildings are in course of erection for the Customs' Service. Other buildings are in abeyance pending instructions from Peking.

The *North China Herald* remarks:—"It is satisfactory, amid the fuss which the Yangchow affair has raised at home, to learn that it has fully attained its object, and taught the officials and people to behave to Foreigners with civility. Some gentlemen, who visited the city a week or two ago, met with no annoyance, nor did they hear a single 'Yan-kwei-tze' or other objectionable epithet."

The following remarks upon the Hankow import market are from Messrs. Townend and Co.'s Circular:—The fallacy of supposing that prices of Manchester fabrics here are governed by the cost at home has been fully shown during the past three weeks, for the market has steadily declined notwithstanding favourable telegrams from London. Too little regard is placed upon the enormous quantity of cotton cloth manufactured in these provinces, and it is the comparative dearness or cheapness of such that regulates the demand for Foreign cloth. Until within the past three years an average crop of cotton in Oopack and Oonam was estimated at about 800,000 piculs; since then the yield has been more or less a failure; and last year, with a larger area than usual under cultivation, not more than 500,000 piculs were gathered in, supplemented by imports of 170,000 piculs, which has so far proved sufficient for all requirements. As regards the future the consumption of Grey Goods is likely to increase if prices are moderate; and the demand for the current year of Shirtings, T-Cloths and Drills is estimated at between 1,800,000 to 1,900,000 pieces, against about 1,500,000 pieces last year.

### RUSSIA'S ENCROACHMENTS TOWARDS CHINA.

The *Shanghai Recorder*, in commenting upon a singularly able letter by Mr. E. Cunningham, of Messrs. Russell and Co.'s, upon affairs in China, after noticing the temptation for conquest which the country presents, observes that Russia has accumulated conquest after conquest on the Jaxartes. She had annexed Bokhara, and has thus joined frontiers at that point with Great Britain. What is there more likely than that by threatening British India she may keep England employed while she swoops from her commanding position in the Amoor territory, and makes herself mistress of the whole or of a part of China? Her influence is even now paramount in Eastern Turkistan, and the ruler of Yarkand is represented as seeking the joint guarantee of England and Russia against Russian advance. Already the Khan of Khokand and the Prince of Yarkand are at loggerheads, and the former has invoked Russian aid. Here, then, there are at once an opening into China from the east, and an opportunity of menacing Cashmere from the north. Considering these temptations and opportunities; bearing in mind the fact that the conquest of China demands not men, but money; and recalling the practice of Russia hitherto and her political principles, it cannot but be believed that in process of time China itself will be threatened by her powerful neighbour. People do not sufficiently realise the fact that no enormous army is required for the annexation of China.

## HONG KONG.

The latest advices from Hong Kong are those of April 29. The outward French mail of March 25 was delivered on the previous day. The *China Mail* gives the following items of news:—

The three hundred emigrant coolies of the French vessel *Tamaris*, from Macao to Havana, mutinied off the Straits of Sunda; some of the coolies were killed, but eventually the officers and crew took to the boats, leaving the captain and interpreter on board, but first disabling the rudder. Steamers have been despatched from Batavia in search of her.

A memorial Church to St. Francis Xavier has been consecrated on the island of San Juan, some sixty miles from Hong Kong, the scene of his death in 1552. A large party of residents went over to the ceremony, which was very impressive.

An interesting evidence of the estimation in which Foreigners are held in this immediate neighbourhood is furnished by a placard which has been forwarded to us, and which is said to be in circulation in the neighbourhood of Hu-men (Bocca Tigris), where Mr. Nacken and one other gentleman of the Rhenish Mission are stationed. This interesting document sets forth that "Barbarian wolves," under the cloak of endeavouring to spread their religion, have established depots at Macao, Canton, Fatchan, Hunling, and Hong Kong, where they are in the habit of administering pills of an aphrodisaic nature to the females whom they can bring under their influence for the purpose of producing certain results, and the writer, who describes himself as a Sing-shi-tao-jan, somewhat as we should say "one who is wide-awake," implores the natives not to let women who have taken such drugs intermarry with their families, and to do all in their power to put a stop to the proceedings of the "barbarians" in question. Is this another development of the "shining cross" business, or a merely local matter? Does it represent a wide-spread dislike to our medical and other missionaries, or is it the individual effusion of a crackbrained Chinese who owes some Foreigner a grudge? The matter may not amount to much, but a little inquiry as to its source may be worth while.

A report has reached us that the emigrants on board the *F. A. Palmer*, which left on the 14th inst. for San Francisco, rose *en masse* when near Amoy and murdered the entire crew. We have made inquiries, but can obtain neither confirmation nor denial of the report. The only thing we have been able to ascertain is that it has been circulated during the day about the colony.

Intelligence has been received that the portion of the telegraphic line mentioned as being under contemplation for connecting Hong Kong, by way of Saigon and Bangkok, with the British Indian system, which is to connect Saigon with Brumhpenh, a few miles from the capital of Cambodia, has been actually commenced. Orders go forward this mail for the shipment of wires, &c., to complete the line from thence through Cambodia and Siam to Bangkok. It is understood that the Concessionaires have adopted for their enterprise the name of the "International Indo-Chinese Telegraph Company." It will be thus seen that active steps have been taken to make the concessions that have been obtained of immediate use.

We regret to learn the loss, on the Pratas Shoal, of the American barque *Arthur*, Captain Crosbie, which left here for Tientsin on the 19th. The second mate, with part of the crew, came in here to-day, in the ship's gig, and it is from his report that we learn the fact of the wreck. The captain, his wife, and nine of the crew took to the lifeboat from the wreck, and towed the gig for about half a mile, when the rope broke, and the two parted company, the captain setting sail and the second mate plying oars, both intending to make for Hong Kong. The second mate, however, is the first to arrive. Immediately on receipt of his disastrous news two gunboats, one American and one English, left the harbour in search of the missing boat, which it is supposed, or hoped, has found a refuge in Amoy. We are informed that the gig's crew, together with the crew of a pilot-boat who went to their assistance, were robbed by pirates outside the harbour. If so, we trust the gunboats will meet with the rascals.

The existence has been discovered of a native hospital in Hong Kong to which sick Chinese emigrants were sent when their lives were despaired of. The revelations are as sensational as disgusting, and immediate steps have been taken for its suppression. The *Daily Press* gives the following particulars:—"It is now some years since an application was made to the Government to grant a site for the erection of a Chinese hospital, to be looked after by native medical practitioners. A site was granted, and a building soon appeared; but, beyond the granting of the land, the Chinese seem to have been left pretty much to themselves, as far as the management is concerned. When it is stated by a public officer that the place when seen by him was a living grave, and that he had seen many strange sights during his residence in China, but never saw such a dreadful scene before, it is difficult, in fact almost impossible, to give in detail the sight seen by both Mr. Lister (Acting Registrar-General) and the coroner who visited the so-called hospital together. It is described as filthy in the extreme, and yet having keepers. The patients were huddled together on the floor without any distinction as to the nature of their diseases, so that a man going into the den with a complaint of really no great moment might be laid alongside a man raging with typhus or some other contagious disease, and, of course, take it from him. Can it be expected for one moment that anybody once entering such a place could ever leave it alive? Mr. D. R. Caldwell, in reply to the coroner, said "he had known patients to leave the hospital alive, but not within the last two years or so." The class of people who go to this awful place are members of families, coolies who are turned out of lodging-houses; for when a man gets sick in a coolie lodging-house the other residents object to his remaining in the house, and accordingly the master of the house gets a couple of coolies, hurries the sick man to the "Yee-tsze," and leaves him there to die a lingering and miserable death. It would perhaps be hard to say so, but there are very good grounds for believing that many of the poor wretches who were discovered in the place never received any food. Inspector Grey found out that the native doctor had not been near the sick for two days, and he also discovered that the dead were allowed to remain in the place some indefinite time. After they had breathed their last, living and dead were mixed together; and furthermore, Mr. Stewart has said that one keeper to whom he spoke could not tell if one of the patients were alive or not. The dreadful revelations which have come to light have induced Mr. Stewart and Mr. Lister to draw up a joint report, which has been submitted to the Governor, who it is to be hoped will order such steps to be taken as will prevent any such abuses existing in the colony. Mr. D. R. Caldwell has said he will, at his own expense, have matters mended at the Yee-tsze, but it is hardly a private matter. It seems more a subject to be dealt with by the Government, who granted the land on which the hospital is built, and ought naturally to be supposed to have exercised a proper supervision over the place by the appointment of an officer who should have regularly inspected the place."

The news of Mr. Douglas Lapraik's death was received with great regret in Hong Kong. The *China Mail* of April 20 says:—

"We are sorry to learn that a telegram has been received by this morning's mail announcing the death of Mr. Douglas Lapraik, a well-known and respected resident. Many to whom he has lent a helping hand in bygone times will regret his loss. He was believed at the time of his death to be the oldest British inhabitant of this colony, and his death has thus severed a link between the present and the past.

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"Apropos of the above, we may note that the second 'oldest inhabitant,' Mr. G. A. F. Norris, took his departure by this morning's steamer, having during his long business career earned the respect and esteem of the community by his uprightness and courtesy. Who succeeds to the vacant title of 'the oldest foreign-born inhabitant?'"

THE RESULTS OF THE BURLINGAME MISSION.

Commenting upon the results of the Burlingame Mission, as shown in the despatches which have passed between Lord Clarendon and the Chinese Ambassador, the *Daily Press* observes that if the Chinese have proved themselves good diplomatists, they have at the same time shown themselves to be bad statesmen. They have attained their object, but the object itself is not the one which is required to serve their best interests. They have pledged themselves to exercise a central power, and by means of this pledge have obtained an amount of consideration which would not otherwise have been extended to them. While they have contrived to scrape out of their immediate engagements, they have incurred an additional amount of responsibility for future days.

The policy for China to pursue was to make as little noise and as much progress as she could. She has adopted precisely the opposite course. Great bluster, gigantic promises, insolent and retrogressive action form the *role* which she has enacted since the Burlingame Mission was despatched, and if she has succeeded in obtaining an additional respite, she has done so only upon terms that are far more difficult for her to carry out than those which existed before. She has renewed her bill, but at heavy interest, and has done nothing towards providing for her future liabilities.

Unless really and honestly prepared to make some advance, it was very unwise for her to call the prominent attention of the Home Governments to the state of affairs existing in the country, and to subject all her shortcomings to the sifting of public discussion at home, which is bound ultimately to discover their true nature.

TEA-BUYING IN CHINA.

The *Overland Trade Report* has the following, based on an article in the *Shanghai Evening Courier*:—

The *Shanghai Evening Courier* has some pertinent remarks concerning the difference in the valuation of teas in China and at home. It states that it is impossible at the beginning of a season to say what a tea is worth, and that this is one of the principal causes of the constant heavy losses. Teas are bought for what they may be worth, not for what they are worth. Several chops of equal quality may be bought at the beginning of the season at the same price, and yet be sold on the London market within a fortnight of each other, at prices varying 6d. to 1s. per pound. Such cases occur every season; but notwithstanding this, tea tasters are in the habit of valuing tea to ½d. per pound, and usually paying for it the extreme price it might fetch under a combination of favourable circumstances, utterly ignoring the risk they run, should there be instead (as there usually is) a combination of unfavourable circumstances. This, the above paper adds, was disastrously exemplified last season at Foochow. The condition of the teas when put on the market was such as to admit of their purchase as fine; but when they arrived, three months later, in England, the longest stretch of imagination could not elevate them into anything but teas of the poorest description. They were, as was frequently remarked, little better than "common Congou." And this change in the character of tea on its voyage home occurs every year; sometimes, but rarely, as in the early part of the season of 1865, the change is in favour of the tea; more often, as in Hankow in 1864 and 1866, and in Foochow the last three seasons, it is the reverse. In 1866, those buyers who had the opportunity of seeing samples of their teas when they were being offered for sale on the London market failed to recognise them, and some that they remembered to have possessed, when in China, both strength and flavour, turned out thin and tasteless, with no more flavour than chopped straw. This, combined with severe competition at the opening of the season, is noticed as being the constant cause of disappointment. The remedy, however, is simple, but few people apply it. If teas were bought at prices at which it would be difficult to lose, instead of at prices at which it is almost impossible to gain — if they were bought, not for the quality they possess now, but for the quality they will be likely to possess six months later; if tea tasters, instead of trying to overreach their neighbours, would wait their chance, and take it when it came; and if, instead of putting a problematical value on a tea, they would acknowledge their inability to value it within so many pence per pound, complaints about the disastrous nature of the trade would be at an end, and a safe and profitable business would be done. Till then, let the motto of the tea trade be—*caveat emptor*.

## BORNEO.

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SARAWAK.

The Sarawak steamer *Royalist* has brought intelligence of the destruction of a Lanun pirate prahu by the assistant resident of Bintulu. It appears that the pirate crew, before they were destroyed, had captured ten prahus, killed eight men, besides wounding and making prisoners of many others. The intelligence of the pirate making havoc among the trading boats along the coast was received in Sarawak before the news of her destruction, and the two Government steamers, *Heartsease* and *Royalist*, went to sea at once in search of the pirates. Shortly after leaving Sarawak they spoke H.B.M.'s gunboat *Starling*, Lieut. Commander Crowdy, who had come down from Labuan on the same errand as themselves. We shall shortly publish full particulars of the whole matter, and in the meantime are glad to be able to congratulate the Sarawak Government on the speedy satisfaction taken by their officers on the murderous villains who have begun again to disturb the peaceful trade of the coast, which, since the *Rainbow's* well-known action in 1862, has continued hitherto unmolested.

## STRAITS SETTLEMENTS.

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SINGAPORE.

Dates from this port are to the 6th May. No later advices had been received from home than those mentioned by last mail. The *Straits Times Overland Journal* gives the following summary of news:

There has been no political movement of any consequence since our last, only one emergent meeting of the Legislative Council having been held to rectify some clerical error discovered in one of the Ordinances passed at the previous sitting. Colonel Woolley, who has succeeded Colonel Cooke in command of the troops, took his seat as member of the council at the meeting. The work set down for the next ordinary meeting is the Pilots Bill, Pensions Bill, Fire Bill, and reservation of Peace Bill. The Pilot Bill has now been put in the form recommended by those chiefly interested in shipping at the port here, and will be a very proper addition to our law. The Pensions Bill and Fire Bill are not in final form yet. The Preservation of Peace Bill has passed the first and second reading, and should in the customary routine pass the third as a matter of form; but, as the object of the Bill is to continue unconstitutional power in the Governor's hands for another twelve months, enabling him at any moment to suspend the Habeas Corpus Act, and as there is no ground whatever to apprehend a disturbance of the happy quiet that prevails over the Settlements, we would be glad to see it withdrawn or thrown out. The powers contained in the Bill were delegated to the Governor at the time of the Chinese Riots at Penang, but there can be no excuse for continuing them now. The Council have consented unanimously to the introduction of a new code of criminal law, based upon the Indian Penal Code, and the preparation of this will probably form one of the chief labours of the Council during the Session.

The chief local interest of the last nine days has been centered in the races, which came off with very fair success on the 28th-30th of April and 1st of May. Only two days had been appointed, and it was dark on the 30th before the programme was completed,* and the race for the *China Express* Cup (liberally presented by the proprietors of that well-known paper) had to be postponed to the following day. Three horses entered for this race, viz., Zuleika, Sir Harry, and Tom Sayers, handicapped, 10st. 4lbs. for the first two, and 9st. 7lbs. for the latter. Tom Sayers was entered merely to give more interest to the race, for, barring accidents, he had not a ghost of a chance. The time appointed for the race was a quarter past five o'clock, and a little before that hour a sudden heavy shower of rain came on, and the rain continued drizzling more or less during the rest of the afternoon, rendering the course somewhat slippery and heavy, and causing some discomfort to the few spectators who attended to witness the race. The jockey of Sir Harry, owing to some unaccountable misunderstanding, did not make his appearance at the appointed hour, and a race between hack ponies was improvised, and proved of an amusing character. At a quarter to six the three horses appeared at the post and a beautiful start was effected, Zuleika inside with a slight lead, and Sir Harry close on her flank, with Tom Sayers pegging stoutly behind on the outside. Rounding the corner past the Hospital, Zuleika and Sir Harry were neck and neck, and they raced excitingly along the straight run on the opposite side, round the head of the course, and into the straight run in, exactly in the same position, neither appearing to gain an inch on the other. A dead heat or very close finish was anticipated by the spectators, but, unfortunately, about half-way to the winning-post, Zuleika appeared to slip in the same place where she fell the previous day, and Sir Harry at once took the lead, and steadily increased it, winning by about a couple of lengths. Time 2 m. 8 sec. The mare, according to her old fashion, would answer to neither whip nor spur after she had been fairly headed. We think this race was the prettiest and best contested of the whole meeting. In all the other races, except the Roadsters', either of two horses had certainties, one only having been lost to them, we may safely say, by a mere accident. In this race both horses were pretty equally matched; both appeared in good condition, Sir Harry especially in far better form than on the previous days, and the result was as good and fair a race as could be desired.

In concluding our notice of this meeting we may be permitted to add that, while the sport afforded this spring has not been up to the average, it has been quite as good as could have been ex-

* A brief outline of the first two days' racing was given in our last.

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pected from the little interest now taken in races by the majority of residents, and our best thanks are due to those spirited owners who entered horses simply to make a meeting and for sports' sake, but who have not been successful. We trust the owners of Zuleika and Spero, especially of the latter horse, whose breakdown must have been very disappointing, will have the luck they deserve at our next meeting.

From Java we learn that all is quiet, and that no attempt has been made to follow up the recent disturbances.

# Commercial Report.

## STRAITS, CHINA AND JAPAN IMPORTS.

YOKOHAMA.—Although the native coin had advanced in value, imports generally continued dull, the native dealers being disinclined to enter into operations of any moment. There had been sales of Cotton Yarn, 7 lbs. Shirtings and Velvets, but the majority of importers held for higher rates. Grey Shirtings: A few sales of 7 lbs. at quotations; heavier goods held for higher rates. White Shirtings: Small demand at quotations. Other Cotton Goods in slight demand. Cotton Yarn: Nos. 16 to 24 in fair demand, Nos. 28 to 32 and 38 to 42 occasionally inquired for. Woollen Goods: A few sales of Camlets, Lastings, and Alpacas at low prices. Metals: With the exception of a small demand for Nail Rod Iron at easier rates, there was nothing doing. The current quotations were as follow:—G.E. Grey Shirtings, 7 lbs., per piece, $2.40 to 2.45; 8-4 to 8-6 lbs., $2.65 to 2.70; G.E. White Shirtings, $2.70 to 3.20. T-Cloths, 6 to 7 lbs., $1.75 to 2.15; Velvets, Black, 35 yds. 22 in., $8.25 to 9.75. Cotton Yarn: Nos. 16-24, per picul, $45.50 to 46.25; 28-32, $47.0 to 47.50; 38-42, $49.0 to 49.50. Camlets, BBB and S, per piece, $18 50 to 14.50; SS, $12.0 to 13.0; Cloth, Medium and Broad, 54 in. to 64 in., per yard, $0.80 to 2.0; Long Ells, Assorted, per piece, $8.0 to 8.75; Blankets, per lb., $0.45 to 0.50. Metals and Sundries: Iron, flat and round, per picul, $3.30 to 3.60; nail rod, $3.30 to 3.60; hoop, $3 to 3.40; pig, $1.15 to 1.20; wire, $6.50 to 7.0; Steel, $6.50 to 7.0; Lead, $7 to 7.50.

HIOGO AND OSAKA.—The unsatisfactory position of the metallic currency, coupled with the extraordinary fluctuations in the value of Kinsatz, had continued to exercise a most depressing effect on the market, and the business transacted had been of the most meagre description. Cotton Goods: Limited inquiry for 7lbs. and 9lbs.; Grey Shirtings 8.4 to 8.8 almost neglected—good demand for Victoria Lawns, fair inquiry for Chintzes and Turkey Red Cloth. Woollens: Plain and Figured Orleans and Lustres in rather more favour, Mouseline de Laines fairly saleable, Blankets dull. Metals: Some demand for Lead and Tin Plates.

SHANGHAI.—Cottons: The business in Plain Cottons during the time since the departure of the last mail had been almost entirely confined to speculation, and this chiefly in Grey Shirtings of standard quality. No material alteration in prices of any description of goods had taken place, but importers were not anxious to realise, in view of telegraph advices, reporting firmer prices in Manchester. Grey Shirtings, of Eagle Chop, had been bought at Tls. 2.2.3 to 2.2.5. White Shirtings and T-Cloths were weak. Prices of English Drills were maintained. Sales of American Drills and Jeans had been made at the quotations given. There had been a small business in Fancy Goods at previous prices. Woollens: Prices of Camlets remained low. Scarlet Long Ells were unchanged, but Assorted colours were quoted lower. Metals—Lead: Firm at quotations, but sales of small lots only. Nail Rod and Bar Iron had shared in the general depression of trade. Holders were firm, and as stocks were reducing, dealers, most probably, would soon re-enter the market at former quotations. Coal: Three cargoes from Sydney had added further to the depression. Rates were much against shipments from England and Australia, and prices were nominally lower, with no transactions to report. The current quotations were as follows:—Grey Shirtings, 7 lbs., per piece, Tls. 1.9.6 to 2.0.0; 8.4 to 8.6 lbs., Tls. 2.1.9 to 2.2.4. White Shirtings, Tls. 2.3.0 to 3.5.0. T-Cloths, 6 lbs., Tls. 1.5.5 to 1.7.7; 7 lbs., Tls. 1.6.5 to 2.0.5; 8 to 8.4 lbs., Tls. 2.0.5 to 2.6.0. American Drills, 40 yards, Tls. 4.2.0 to 4.3.5. American Jeans, 30 yards, Tls. 3.6.5 to 3.7.0. American Sheetings, 40 yards, Tls. 3.8.0 to 3.9.5. English Drills, 40 yards, Tls. 3.9.5 to 4.1.5. Dutch Drills, 40 yards, Tls. 3.8.0 to 3.9.5. Velvets, per yard, Tls. 0.1.9 to 0.2.1. Camlets, English, Tls. 12 to 12.6. Spanish Stripes, per yard, Tls. 0.5.5. to 0.80. Medium Broad and Habit Cloths, Tls. 0.9.0 to 1.6.0. Long Ells, Scarlet, 24 yards, H.H., per piece, Tls. 6.5.0 to 6.5.5. Iron, nail rod, small size, per picul, Tls. 2.3.0 to 2.4.0; fair to good assorted, Tls. 2.4.5 to 2.5.5; Hoop, Tls. 1.9.0 to 2; Flat and Round, Tls. 2.6.0 to 2.7.0; Lead, Tls. 5.9.0 to 6.2.5; Tin Plates, per box, Tls. 4.8. to 4.8; Steel, per tub, Tls. 3.5.0 to 3.6.0. Coals, Cargo quotations afloat, Cardiff, per ton, Tls. 10 to 10.2.5; North Wales, Tls. 9 to 9.2.5; English, Tls. 9 to 9.2.5; Anthracite, Tls. 11.

HANKOW.—The present mail's advices report a limited business in Manufactured Goods. The demand for Grey Shirtings had been very trifling, the latest quotations being Tls. 2.0.2 to 2.0.5 for 7 lbs., Tls. 2.1.9 to 2.2.3 for 8¼ lbs., and Tls. 2.8.0 to 3.2.0 for 9 to 9¾ lbs. White Shirtings were rather firmer, owing to small supplies. T-Cloths were plentiful, and these goods had not improved. Drills also remained neglected. With the exception of Black Velvets, which were somewhat lower, being in large supply, Fancy Goods remain in moderate request, at previous prices. Woollens and Worsteds.—Camlets had been sold at some extent, prices remaining without alteration; S S Tls. 12.0.0 to 12.7.0 per piece. Long Ells were quoted Tls. 6.6.0 to 6.7.0 for assorted, and Tls. 6.6.0 for Scarlet, with few transactions. Spanish Stripes were neglected. Medium Cloth had been in slight inquiry at m. 1.0 to 1.1.5 per yard, closing weak. Best assortments of figured Orleans had found purchasers at Tls. 4.0.0 to 4.1.0.

FOOCHOW.—The transactions during the interval had comprised 900 pieces 8¼ lbs. Grey Shirtings, at $3.10 per piece. 1,000 pieces 7 lbs. T-Cloths, at $2.55 per piece; and 40 boxes Tin Plates, at $7.70 to $7.80 per box.

HONG KONG.—The following is from Messrs. Olyphant and Co.'s Circular, dated 28th April:—Cotton Yarn: Present stocks are in the hands of a few large holders, who have persistently continued to ask rates much above dealers' offers, and who are fully aware that buyers must accede to their terms as the quantities at Canton are very small, and a certain native demand must be supplied. Sales have not been large, but prices may be quoted easily $2.50 per bale dearer for Nos. 16 to 24 and 28 to 32 of ordinary make, while the finer grades of these numbers are fully $5 per bale higher. Nos. 38 to 42 are not in so much request, but holders are equally firm in their ideas respecting them. Piece Goods: The sales reported have been almost entirely "to arrive," and transactions on the spot have been very trifling. Intelligence from the northern markets has not been so favourable; and though foreigners strongly endeavour to uphold prices, Chinese purchasers show evidently their intention of holding off for further developments or lower figures. The quantities offering of 7 lb. Grey Shirtings are very small and with a fair demand rates are rather higher, other weights are weaker and a slight decline in values has taken place. T-Cloths have undergone no noticeable change, though very few sales are reported and quotations are as previously given. Prices of White Shirtings are without alteration, the demand of the moment is entirely for very fine or very common qualities. American and English Drills have both been enquired for at a further advance, but there are none on offer and no sales have been made "to arrive." Offers were made for the Drills by the Nettie Merryman, but were refused; they will go on to Shanghai for sale. Demand continues for Turkey Red Shirtings, which are again dearer. Sheetings are not wanted, a small lot is now held upon the market, but no offer can be obtained for it. Woollens: Nothing has been done and very little change can be noted in the market. Long Ells are very dull of sale, and there are no buyers of Scarlet at greatly reduced figures. Spanish Stripes are lower and no demand exists. Lastings are down ten cents. A slight demand has arisen for Blankets, and prices have taken a turn upward. Metals: A most trifling business has been done. Nail Rod Iron and Bar Iron have receded in values and are sensibly lower. Hoop Iron and Steel maintain their former figures. Lead is extremely dull of sale, and is quoted 20 cents lower, while there are willing sellers to arrive at a further marked reduction. The inquiry for Tin still continues, and Malacca is quoted at a further advance, but there is none in stock. Quicksilver is dearer. Coal: A still lower range of price is noticeable. Arrivals have been two small cargoes of Sydney, 689 tons. Sales, 733 tons Sydney at $6.80 per ton. Ginseng: Holders, both native and foreign, are still very firm; the demand is exceedingly slight, and such offers as are made are generally below the market. The only sales have been 6 casks good crude at $145 to 146 per picul. Current quotations:—Cotton Yarn, Nos. 16 to 24, per bale, $125 to 135; 28 to 32, $135 to 145; 38 to 42, $140 to 145; Grey Shirtings, 7 lbs., per piece, $2.55 to 2.65; 8.4 lbs., $2.80 to 2.87½; White Shirtings, $2.45 to 5.10; T-Cloths, 6 lbs., $1.98 to 2.25; 7 lbs., $2.20 to 2.60; 8 to 8.4 lbs., $2.70 to 3.30; Velvets, 22 in., per yard, $0.25 to 0.27; American Drills, 40 yards, 15 lbs., per piece, $5.25 to 5.50; Spanish Stripes, scarlet, per yard, $0.78 to 0.94; assorted, $0.74 to 0.93; Medium, Ladies', and Habit Cloths, $1.15 to 2; Long Ells, Scarlet, per piece, $8 to 8.50; Assorted, $8 to 8.50; Camlets, SS Scarlet, $17.50 to 18; SS Assorted, $16.25 to 16.50; Blankets, per lb., $0.45 to 0.63; Iron Nail Rod, per picul, $2.80 to 2.85; Round, Square, and Flat Bar, $2.70 to 2.80; Hoop, $2.90 to 3.; Wire, $7.25 to 7.50; Lead, $7.10 to 7.30; Steel, per tub, $4.25 to 4.50; Quicksilver, per picul, $63.50 to 63.75; Coals, English, per ton, $10; Welsh, $10.75 to 11.

SINGAPORE.—Since the last mail a moderate amount of business had transpired in the principal Manchester staples; prices of Shirtings had been easier and the demand quiet; T-Cloths continued in good request; White Shirtings had been in active inquiry, at an advance on previous rates. Grey Shirtings, 39 inch, 8¼ lbs., had been moving off at a reduction on last quotations, and business had been limited at $2.87½ per piece; 7 lbs. also lower, but in more inquiry at the close of the market, stocks much reduced; stock of 6 lbs. in first hands very light. 45-inch Shirtings had met with little inquiry, sales reported under last quotations. Maddapollams inquired for, but rates lower. T-Cloths of all descriptions in good request, prices firm, and stocks much reduced; market nearly cleared of the lighter qualities; finer makes had continued in fair inquiry. Dutch Drills unchanged, stock light, and sales trifling. Grey Yarn of low numbers dull and no sales reported; stock light. White Shirtings of fine qualities in active demand at an advance of 10 to 15 cents per piece; a considerable business had transpired; medium and low makes in small stock and good inquiry, last rates well maintained. Imitation Irish Linens in demand at previous rates; stock light. Maddapollams inquired for; prices firm. Cambrics Nos. 15's and 16's had sold to some extent at about last rates; No. 24's. had not received much attention. Figured Shirtings in more inquiry, and quotations firmer. Dyed Goods had been without animation. Plain and Figured Shirtings remained as last quoted. In Metals a sale of assorted Glasgow Iron was reported at rather better rates; there was little inquiry for Bar Iron; Nail Rod difficult to place; a small sale reported at $2.62½ per picul. Swedish Steel in moderate request. Lead in less demand, owing to the lower prices ruling in China; there were no stocks; importers had sold for arrival at a considerable reduction in price. Stocks of Copper Sheathing light. Yellow Metal firmer; stock light; Brass Wire of the lower numbers inquired for. Gunpowder unchanged. The stock of Coals was very heavy, both with importers and consumers; there was no inquiry, and quotations were nominal.

## STRAITS, CHINA AND JAPAN EXPORTS.

### TEA.

YOKOHAMA.—During the short period that had elapsed since the despatch of the last report there had been very little business done in the Tea market. Settlements had been confined principally to common grades for the London market, and were estimated at about 500 piculs. The chief inquiry had been for good medium and fine leaf, of which there were very few parcels on the market. Stocks of all descriptions, except very common, were almost exhausted; prices were without change. Quotations:—Common, $19 to 23 per picul; good common, $24 to 25; medium,

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$26 to 28; good medium, $29 to 32; fine, $34 to 37; finest $38 to 39; choice, $40 to 42.

SHANGHAI.—Black: The business since the departure of the last mail had been restricted to the settlement of one chop (466 chests), at Tls. 19½. Settlements for the fortnight, 466 chests; re-shipments on owner's account, nil; stock, 3 chops, or 847 chests. Green: In Green Teas we have to report a marked falling off in the settlements, though prices generally were without change. The remaining stock of 5,224 half-chests consisted chiefly of common and undesirable chops of Fychow and Shanghai-packed teas. The settlements comprised 1,692 half-chests Moyune, &c., at Tls. 23.5 to 36; and 831 half-chests Shanghai-packed, at Tls. 22 to 28. Settlements for the fortnight, 2,523 half-chests; re-shipments on owners' account, nil; stock, 5,224 half-chests. Quotations (duty paid, exchange for credits, six months' sight, at 6s. 2d. per tael, and freights at £4 per ton) were as follow:—Fychow and Moyune Gunpowder 1s. 6½d. to 3s. 9d., Imperial 1s. 2½d. to 2s. 11d., Young Hyson 1s. 2d. to 3s. 4d., Hyson 1s. 2d. to 3s. 5d., Twankay 9½d. to 1s. 2½d.

FOOCHOW.—Messrs Odell and Co. report as follows:—Since the date of our last about 420 chests common Congou have found a buyer at previous quotations. We are as yet without any information from the country regarding the new crop Teas, but it is said that the Season will be somewhat later than usual, owing to continued cold and wet weather. Settlements for the fortnight have been:—Congou, 420 chests at Tls. 16.8 per picul ship off.

CANTON.—There had been no settlements, and no musters of new leaf had been shown, but samples were expected.

## SILK.

YOKOHAMA.—The appearance of a few buyers in the market, coupled with a rise in Boos, had been sufficient to make silkmen raise their pretensions, and the partial weakness in prices advised in our last had entirely disappeared. Settlements had been restricted to 150 bales, and quotations must be considerably raised again. Arrivals had been about to the same extent as sales, leaving stock as before. It was composed chiefly of Oshus, among which were a few nice parcels. The current quotations (laid down in London at exchange 4s. 7¾d.) ruled as follows:—Hanks, Mybash, Sinchu, &c., best, 36s. 2d. to 38s. 1d.; ditto, medium, 32s. 7d. to 35s. 4d.; ditto, inferior, 27s. 6d. to 31s. 5d. Oshu, extra, 36s. 6d. to 31s. 8d.; best, 34s. 2d. to 36s. 2d.; mediam, 29s. 5d. to 31s. 5d.; inferior, 25s. 6d. to 27s. 6d. Coshu, medium, 29s. 5d. to 31s. 10d.; inferior, 25s. 6d. to 28s. 8d. Sodai, medium, 27s. 6d. to 29s. 5d.

SHANGHAI.—The following is from Messrs. C. J. Skeggs and Co.'s Circular, dated 22nd April:—The business during the interval amounts to about 500 bales, 371 of which have already gone forward by the Messageries Impériales and the American mail. Prices for the most part have been unchanged, the greater portion of the late shipments being on native account; but as the inclination of foreigners is now decidedly against buying at such high rates at this late period of the season, the market closes weak for medium and common silks, and a decline of 10 to 15 taels might be obtained on chops, none of which however have been taken. The stock is reduced to about 600 bales. Hitherto the weather has been unseasonably wet and cold, so that hatching will not commence o anothe week yet, or fully ten days later than last year. Reports rom the country are unfavourable regarding the mulberry, but it is still oo early to obtain any reliable information.

## STRAITS PRODUCE.

SINGAPORE.—Transactions had continued on a limited scale; there is not much alteration to report in quotations, but the decline in freights may probably cause more firmness in rates; supplies of most of the principal staples had been coming in slowly. Gambier had been taken up to the extent of about 750 tons, chiefly at $3.02½ per picul, and the market closed firm at that rate. Black Pepper scarce, and supplies of inferior quality; the price was firmer, and the demand mostly for Calcutta and China. White Pepper also advanced in value; supplies very small. Pearl Sago had been taken up to a moderate extent at lower rates. Sago Flour declined in value. Tapioca rather firmer. Gum Damar much wanted, and there was active competition for the small supplies. Gunnies lower in value; stock heavy. Gutta Percha in active demand at high rates. Bontyne Coffee nominally the same as last quoted; no supplies had arrived; no transactions in Bally Coffee reported. Rattans of the best quality scarce, and in good demand. Tin in active demand, and the rate touched $32½ per picul; but on receipt of telegrams of the lower quotations on the home market prices gave way, and last sales had been at lower rates; there was still a good inquiry, chiefly for America.

## EXPORT OF TEA AND SILK, SEASON 1868-69.

### TO GREAT BRITAIN.

| Date. | From Kanagawa & Nagasaki. | From Shanghai and Hankow | From Foochow. | From Amoy. | From Canton, Macao, &c. | Total lbs. | SIL Total Bales & Cses |
|---|---|---|---|---|---|---|---|
| From June 1, 1868, to March 31, 1869..... | 731407 | 68689159 | 53399568 | ... | 15790745 | 138610879 | 86217 |
| Corresponding period last season..... | 1059770 | 56147973 | 44981433 | ... | 13650583 | 115839759 | 53101 |

*Shipments Since;*

| | | | | | |
|---|---|---|---|---|---|
| April 6 per Rangoon (ml. str.) | From Shanghai, &c. | ... | — | 712 |
| — 23 ... Hooghly ,, | ... Do. | ... | — | 366 |
| — 29 ... China ,, | ... Do. | ... | — | 353 |

### TO UNITED STATES.

| | | | | | | | Pcls. |
|---|---|---|---|---|---|---|---|
| From June 1, 1868, to March 31, 1869..... | ... | ... | ... | ... | ... | 39167247 | 1601 |
| Corresponding period last season..... | ... | ... | ... | ... | ... | 32505053 | 1193 |

*Shipments Since;*

| | | | | |
|---|---|---|---|---|
| April 17 per Anglo Saxon | From Shanghai | ... | 862,625 | |
| — 18 ... Benefactor | ... Do. | ... | 424,979 | |
| — — ... Japan | ... Do. | ... | — | 34 |
| — 19 ... China (str.) | ... Do. | ... | — | 40 |
| — 19 ... New York (str.) | ... Do. | ... | — | 11 |

### TO THE CONTINENT.

| | | | | | | | Bales. |
|---|---|---|---|---|---|---|---|
| From June 1, 1868, to March 31, 1869..... | ... | ... | ... | ... | ... | 4096139 | — |
| Corresponding period last season..... | ... | ... | ... | ... | ... | 1425486 | — |

*Shipments Since;* None.

### TO AUSTRALIA.

From June 1, 1868, to March 31, 1869 ... ... ... ... 16,781,399 lbs.
Corresponding period last year ... ... ... ... ... 12,050,083

*Shipments Since;* None.

## EXCHANGES, &c.

[*For dates, see first page.*]

### ON LONDON.

| At | Bank Bills. | Credits. | Documentary. |
|---|---|---|---|
| Yokohama, 6 m. s. ... | 4s. 7½d. | 4s. 8d. | 4s. 8d. |
| Hiogo & Osaka ,, ... | — | — | — |
| Shanghai ,, ,, ... | 6s. 1½d. | 6s. 1½d. | 6s. 2d. |
| Canton ,, ,, | 4s. 6½d. | 4s. 7½d. | 4s. 7½d. |
| Hong Kong ,, ,, | | | |
| Macao ,, ,, | | | |
| Singapore ,, ,, ... | 4s. 6½d. | 4s. 7d. | 4s. 7½d. |
| Manila ,, ,, ... | 4s. 7d. | 4s. 7½d. | 4s. 7½d. |

### MISCELLANEOUS.

| — | At Shanghai. | At Hong Kong. |
|---|---|---|
| Bills on India ... ... ... | 303 to 304 | 226 to 226½ |
| ,, Hong Kong ... ... | 24½ to 25 dis. | — |
| Bar silver ... ... ... | 111.5.0 | 8 prem. |
| Mexican dollars ... ... ... | 75.5.0 | ½ prem. |

Boos, at Yokohama, 339½ to 350 per 100 dols.

### SHARES.

Hong Kong and Shanghai Bank, New, 16½ to 17; Old, 32 per cent. premium.
Hong Kong Gas Company, 41 dols. per share.
Hong Kong and Whampoa Dock, New, 4 to 5; Old, 3 to 5 per cent. discount.
Union Dock Company, 25 per cent. discount.
China Traders' Insurance, 540 dols. premium.
Hotel shares, 50 per cent. discount.
Hong Kong and Macao Steamboat Company, 7½ to 8 per cent. premium.

# Shipping Intelligence.

## ARRIVALS.

At YOKOHAMA.—From London, April 8, Eastern Queen.

At SHANGHAI.—From London (reported by telegram), previous to May 21, Wild Deer, Min, Lennox Castle.

At HONG KONG and CANTON.—From Hamburg, April 25, Maria Miles, from London (reported by telegram), Windhover.

At MANILA.—None.

At SINGAPORE.—From Liverpool, May 2, Nestor (steamer); from Sunderland, April 27, Crofton; from Cardiff, 28, Mathilda, Bertha; from Glasgow, 29, Edinburgh Castle; from London, Eleanor; from Liverpool, Dewa Gungadhur; from Clyde, Lochleven Castle.

## DEPARTURES.

From SHANGHAI.—For New York, April 16, Anglo Saxon.
From AMOY.—For New York, April 20, Benefactor.
From HONG KONG and CANTON.—For London, April 20, Ameer.
From MANILA.—For England, April 14, H.B.M.S. Perseus; for New York, 11, Agnes; for Boston, 15, Mindoro.
From SINGAPORE.—For Liverpool, April 29, Foxglove; for Boston, May 5, Lord Raglan; for New York, 1, Joseph Holms.
From PENANG.—None.

## VESSELS LOADING.

At SHANGHAI.—For London, Forward Ho; for New York, Tycoon (full).

At FOOCHOW.—For London, Achilles (st).

At HONG KONG and CANTON.—For London, A. W. Stevens.

At MANILA.—For London, Rosa del Turio, Southern Cross; for England, Cavalier, China; for Hamburg, Valadora; for New York, Hazard, Rattler, W. G. Russell; for Boston, Sooloo.

At SINGAPORE.—For London, Queen of Devon, Siberia; for Liverpool, Wemyss Castle; for Havre, Amaranth; for New York, Selim; for Boston, Aurelia, Humbolt.

## FREIGHTS AND CHARTERS.

At YOKOHAMA.—There is no vessel on the berth either for London or New York. The rate to the latter port per P.M. steamer is $45 per ton of 40 feet.

At SHANGHAI.—For London the Forward Ho has taken the berth at £4 per ton. A slight improvement has taken place in coasting business. For New York there is no inquiry for tonnage.

At HONG KONG and CANTON.—For home no fresh charters have been

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effected, and rates remain unaltered. There are nine disengaged vessels in port, representing 3,026 tons.

At MANILA.—The Rosa del Turia gets £3 10s. dry Sugar; £3 15s. wet, £4 Coffee, and £4 10s. Hemp. Cavalisa goes to Iloilo to load for the English Channel at £4.

At SINGAPORE.—To London and Liverpool the rate is £2 5s. to £2 10s. per ton.

## REPORTS AND CASUALTIES.

The various vessels trading on the coast of China, have not brought anything regarding the weather worthy of note during the past fortnight, and, consequently, the winds and currents in the China Sea may be summarised in a few words. Between Hong Kong and the Straits the weather has been fine, calms and light airs prevailing, and the neighbourhood of this island the weather has been much the same, excepting occasional breezes from the land. In the North of China the weather had been very variable, light winds and calms being succeeded by strong winds from the N.E. the last efforts of the departing monsoon. The Northernmost port being open, steamers and sailing craft are busy reopening the trade which has been closed for so long. The temperature for the time of year may be said to be low, and the usual warm weather has only just appeared, and is considered late. In addition to the loss of the Der West, the N.G. barque Ingeburg has been lost off Amoy, and the American barque Arthur has been wrecked on the Pratas, the third wreck there this year, and another instance showing the necessity for the immediate erection of the so much talked about lighthouse.

## VESSELS PASSED STRAITS OF SUNDA.

| Date. | Ship. | From | To. |
|---|---|---|---|
| April 2 | Carrick Castle | ... Singapore | ... London |
| „ 3 | Robert Rickmers | ... Saigon | ... Falmouth |
| „ 4 | Gabalva | ... Foochow | ... Boston |
| „ 5 | Shakspeare | ... Saigon | ... Falmouth |
| „ 10 | G. P. Servatius | ... Batavia | ... Amsterdam |
| „ 11 | M. A. Wilson | ... Ilo Ilo | ... London |
| „ — | Mutlah | ... Manila | ... Boston |
| „ — | Philben | ... Saigon | ... Bourbon |
| „ 12 | Sophie Helena | ... Batavia | ... Falmouth |
| „ — | Ocean Empress | ... Saigon | ... Rotterdam |
| „ 18 | Augusta | ... Samarang | ... Amsterdam |
| „ — | Triton | ... Batavia | ... Rotterdam |
| „ 14 | Virgilia | ... Bangkok | ... Falmouth |
| „ — | Ribbleton | ... Singapore | ... Liverpool |
| „ 17 | Olano | ... Manila | ... Liverpool |
| „ 18 | Brilliant | ... Yokohama | ... Boston |
| „ — | Bezoekie | ... Batavia | ... Rotterdam |
| „ 19 | Helen Nicholson | ... London | ... Shanghai |
| „ 20 | Dronning Louise | ... do. | ... Amoy |
| „ — | Mathilde | ... Cardiff | ... Singapore |
| „ 22 | Jeanie | ... New York | ... Hong Kong |
| „ 18 | John Norman | ... Yokohama | ... New York |

## COMMERCIAL POSTSCRIPT.

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### SHIPPING.

ARRIVALS NOT IN THE TABLES.—June 8, at Liverpool, from Singapore, Kate Carnie; off Queenstown, from Rangoon, Rock Light; May 26, at San Francisco, from Manila, Archer; 28, at New York, from Amoy, Ferdinand; at Boston, from Singapore, Madawaska; June 10, off Falmouth, from Rangoon, for Bremen, Rangoon; 12, at London, from China, Singapore, &c., United Service (str.); 8, off Plymouth, from Sourabaya, for Rotterdam, County of Elgin; 11, at Falmouth, from Saigon, Najaden; — off Queenstown, from Bassein, Mermaid; 11, at Liverpool, from Rangoon, Persia, Goldfinder; 12, at Deal, from Bangkok, Hopeful; from Saigon, Stanley; at Falmouth, from Java, Brothers German; 9, off Falmouth, from Sourabaya, Cheribon; — at Queenstown, from Saigon, St. Croix

DEPARTURES.—June 6, from Cardiff, for Shanghai, J. Peacock; 8, Henry Reed; for Yokohama, Eastern Empire; for Hong Kong, Cymbeline; June 10, from London, for Shanghai, Taunton; —, from Rotterdam, for Sourabaya, Maria and Elizabeth; for Batavia, Neptunus; 11, from London, for Colombo, Elfin; from Amsterdam, for Batavia, Kitti; from Flushing, for Batavia, Susanna and Elizabeth; 10, from Liverpool, for Mauritius, Singapore, China, &c., Diomed (str.); for Hong Kong, Petchelee; 9, from Shields, for Java, J. P. Petterson; 12, from London, for Hong Kong, Ferndale, Star of the North; 10, from Texel, for Singapore, Grecian Queen; —, from Marseilles, for Singapore, Maximos; 12, from Clyde, for Hong Kong, Marchioness of Londonderry.

LAID ON.—At London, for Singapore, Hesperia; for Singapore, Hong Kong, and Shanghai, United Service (str.); for Hong Kong, Peterborough; for Shanghai, Sarah Nicholson; for Colombo, Ocean Beauty. At Liverpool, for Hong Kong, Panama; for Yokohama, Finzel.

SPOKEN.—Birchgrove, Foochow to London, May 29, 40 N., 37 W.; Chanticleer, Foochow to London, May 21, 31 N., 39 W.; Costa Rica, Foochow to Falmouth, April 22, 23 S., 2 E.; Celestial Queen, Saigon to Falmouth, April 23, 35 S., 23 E.; Achilles, from Sourabaya, April 18, 35 S., 25 E.; Isles of the South, Bangkok to London, May 6, 25 S., 6 E.; Marie Marguerita, Foochow to London, May 26, 46 N., 18 W.; a Dutch barque, Cardiff to Singapore, May 30, 43 N., 14 W.; Krimpen aan de Lek, Rotterdam to Sourabaya, May 30, 43 N., 14 W.; Wallace, South Shields to Singapore, March 31, 20 S., 33 W.; Falcon, Hamburg to Hong Kong, March 24, 2 S., 24 W.; American Lloyds, Shanghai to New York, April 4, lat. 33, lon. 28; Corsair, Shanghai to London, April 24, 12 S., 11 W.; Chanticleer, Foochow to London, May 22, 32 N., 38 W.; a Dutch barque (supposed the Walcheren), Cardiff to Batavia, May 5, 4 N., 23 W.; Petronella, Batavia to Rotterdam, May 30, 37 N., 37 W.; Marie Adolphina, Amsterdam to Batavia, April 24, 15 S., 33 W.; Cilminar, Java to Amsterdam, May 1, 3 S., 19 W.; Taffarette, Havre to Hong Kong, 150 miles W. of Ushant; Countess of Elgin, Sourabaya to Falmouth, April 7, 33 S., 30 E.

CASUALTIES.—Advices dated May 4, received at Amsterdam June 10, state that the leak had not been found in the Hollandia, Nieuwenhuis, from Amsterdam to Macassar, which put into Simon's Bay, April 9, leaky; the vessel had strained considerably, and lost some sheets of copper and part of her false keel. She had been hauled on the slip, and was being caulked and recoppered.

MISCELLANEOUS.—Off Ascension, April 25, Miranda, from Colombo, for London; 28, Chanticleer, from Foochow, for London; Batavia, from Batavia, for Amsterdam; 30, Star of Jamaica, from Singapore, for London; May 1, Jeanne and Joseph (French brig), from Hong Kong, for Marseilles; 17, Meander, from Bangkok, for Falmouth; at St. Helena, April 27, Padang Packet, Huide Koper, from Padang, and sailed for Amsterdam; Nellie Chapin, Wass, from Manila, and sailed 28 for New York; 28, Burmah, Yeo, from Sourabaya, and sailed for Rotterdam; Bulwark, Kelly, from Java, and sailed May 3, for Amsterdam, Telanak, V. Galen, from Sourabaya, and sailed April 29, for Amsterdam; May 5, Sir George Pollock, Watt, from Sourabaya, and sailed 7 for Amsterdam; 12, Concepcion, Tuton, from Manila, and sailed 13 for Cadiz; 13, Amstelstroom, Kretchmer, from Banjoewangie, and sailed for Amsterdam; 13, United Service (str.), Gaine, from China, Singapore, &c., and left for London; 14, S. v. Heel v. Munchen, from Sourabaya.

Off ST. HELENA.—April 29, Euterpe, from Colombo; May 9, Eureka (Amer. barq.), from Bangkok.

At TABLE BAY.—April 28, Chine and Havane, Robart, from Macao, and sailed 29 for Havana; 23, Guttenburg, Schlossbauer, from Shields, and sailed 26 for Anjer.

## BIRTHS, MARRIAGES, AND DEATHS.

—o—

### BIRTHS.

CAIRNS—On the 23rd April, at Mosque-terrace, Hong Kong, the wife of R. H. Cairns, of a son.

DAVIES—On the 18th April, the wife of C. Langdon Davies, Esq., of a son.

RITCHIE—On the 14th April, at Hong-que, Mrs. J. Ritchie, of a son.

WALTER—On the 1st April, at Shanghai, China, the widow of Theodore Walter Esq., of a daughter.

### MARRIAGES.

MACLEAN—MACPHERSON.—On the 8th June, at St. Mary, North End, Fulham, by the Rev. Beaumont Byres. John Alexander, only son of Hugh Maclean, Esq., Hythe Hill, Elgin, to Isabella Martha Harriet, only daughter of the late Lieut.-colonel Gileas Macpherson.

### DEATHS.

CLARKE—On the 26th April, at his residence, 31, Wyndham-street, Hong Kong, Capt. John W. Clarke, aged 52 years, a native of Auburn, New York, U.S.A., and lately of Tahiti.

HILL—On the 21st March, at Newchwang, William Harry, twin son of Charles E and Elizabeth A. Hill, aged three years and eight months.

## MISCELLANEOUS.

—o—

JONAS DANIEL VAUGHAN, Esq., F.R.G.S., late of Singapore, has been called to the Bar by the Honourable Society of the Middle Temple.

CAPTAIN CHAPMAN, 2nd battalion 5th Fusiliers, has been appointed aide-de-camp to Sir Hercules Robinson, Governor of Ceylon.

NEW COLONIAL BISHOP.—We understand that Her Majesty has been pleased to approve the nomination of the Venerable Walter Chambers, Archdeacon of Sarawak, as successor to the Right Rev. Francis M'Dougall, D.D., Lord Bishop of Labuan and Sarawak, who, in consequence of impaired health after many years' arduous service, has been compelled to resign his See. Archdeacon Chambers has filled the post of missionary in the diocese for many years. He thoroughly understands the native habits and language, and as the bishopric is of a purely missionary character it seems impossible that a better selection could be made. The bishop's income consists only of £360 per annum from the Colonial Bishoprics' Fund, and £300 from the Society for the Propagation of the Gospel.

AN experiment made in the neighbourhood of Frankfort to introduce the culture of the Japanese silkworm has failed, as they eat only the leaf of a certain species of oak, and breed only in dark rooms. In accordance with the arrangements lately made between England and Germany, patterns and samples of English goods are allowed to enter the Zollverein duty free, the same advantage having been granted to German manufacturers by the British Government.

EIGHT 64-pounder steel muzzle-loading rifle guns, manufactured by Messrs. J. Vavasour and Co., London Ordnance Works, Southwark, have been proved at the Royal Arsenal, Woolwich, with 10 lb. charges, and answered most satisfactorily. The weight of the guns is 55 cwt. each, and they are intended to form part of the armament of the Japanese corvette Iho-Sho-Maru, now building at Aberdeen for the Prince of Higo. Mr. Edward Harrison, through whom the order was given for the guns, and Captain Hamilton were present at the proof, with Major-General Charles Burnaby, R.A., superintending their manufacture.

BREAKFAST.—EPPS'S COCOA.—GRATEFUL AND COMFORTING.—The very agreeable character of this preparation has rendered it a general favourite. The *Civil Service Gazette* remarks:—"The singular success which Mr. Epps attained by his homœopathic preparation of Cocoa has never been surpassed by any experimentalist. By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected Cocoa, Mr. Epps has provided our breakfast tables with a delicately-flavoured beverage which may save us many heavy doctors' bills." Made simply with boiling water or milk. Sold by the trade only in ¼lb., ½lb., and 1lb. tin-lined packets, labelled—JAMES EPPS & Co., Homœopathic Chemists, London.—ADVT.

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NOTICES TO CORRESPONDENTS.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be accompanied by the name and address of the writer.

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THE LONDON AND CHINA EXPRESS,

PUBLISHED on the departure of the Fortnightly English Mails *via* Marseilles, and Monthly French Mails, contains a Summary of European, American, Continental, and General News, Commercial and Shipping Reports, and Special Notices of Trade with the FAR EAST.

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The London & China Telegraph.

*LONDON, MONDAY, JUNE* 14.

## THE COLONIAL PRESS.

NEWSPAPERS in small colonies or distant English settlements, are not as home newspapers. The points of difference are numerous and unavoidable, and most of them arise from the narrow limits of the circle of readers to which a paper of the former class appeals for support. The identification of the Editor (who, of course, is personally known to nearly every member of such a community) with his journal; the division of such communities into cliques, between which there is often bitter jealousy and rivalry; the tendency of popular opinion to run to extremes, thus encouraging strong passions that seek an outlet in angry, vehement language; the existence, in many cases, of a standing feud between the government and the governed—these, and many similar causes, conspire to render the editing of a Colonial paper a task of no little difficulty, even to a *litterateur* possessing calm judgment and an equable temperament. To exclude all elements of strife—controversy is far too mild a term—would be to render the paper colourless and insipid; while, by admitting them, no little danger is incurred of a breach of the peace. It is not very long since we heard of a horse-whipping case in Yokohama, arising out of a newspaper quarrel, and now we have to deplore a discreditable *fracas* of a somewhat similar nature in Singapore. A personal encounter arising from such a cause is seldom honourable to either side. The press has its privileges as well as its duties, and unless the privileges be respected, the duties cannot be efficiently discharged; at the same time, editors of local papers, knowing what dangerous ground they stand on, should ever be cautious in the exercise of their prerogative. Anonymous journalism, though theoretically the rule among English communities abroad, as it is at home, is practically impossible in small Settlements. Here, any person who considers himself aggrieved by a newspaper article never dreams of attempting to trace the writer of it and administer corporal punishment; he has his legal remedy against the publisher of the journal, if he can show the article to be libellous or injurious, and has to be content with that. In the East, it is otherwise; the writer of such an article is generally known, or may be traced, and is, moreover, easily accessible for purposes of assault. Editors are frequently led, willingly or unwillingly, into the admission of personalities into their columns, and from the causes just enumerated, the victims of such attacks are as easily betrayed into forgetting their dignity, and seeking redress in the *argumentum baculinum*. A "row" of this sort, after being a nine days' wonder, is generally soon forgotten, but its injurious effect on the dignity of journalism, and on the beneficial influence that should everywhere be exercised by the press, is of longer duration. We sincerely trust that for the future the discussion of local politics in Singapore will be carried on without any such unseemly collisions as that we have alluded to.

Anything like official interference or "gagging the press," as practised in France under the Napoleonic *régime*, is as entirely foreign to English ideas in a distant colony as it is at home; yet this seems to be a danger from which journalism in Hong Kong is by no means exempt. Many of our readers have heard of the case of *Regina* v. *Saint*, which was decided by Chief Justice SMALE, in the Supreme Court of Hong Kong, on the 12th of March last. The history of this case will of course be stale to those who have read the Hong Kong journals for 1868 and 1869, but we will recapitulate the leading facts for the benefit of readers in other Settlements, and at home; merely premising that a more deliberate and unjustifiable attempt on the part of the law officers of the Crown to crush a newspaper could hardly be conceived.

The Portuguese settlement of Macao had long been notorious for the unscrupulous manner in which a vile traffic in human life had gradually grown up there under the convenient disguise of "coolie emigration." Chinese labour being greatly in demand for the West Indies, the Chincha Islands and other places, the hiring of coolies, and transporting them in ship-loads from various ports in China to these places, soon developed into a large trade, giving employment to numbers of vessels, and handsome profits to the speculators, who hired the coolies under agreements for a term of years, and sold those agreements to great advantage to the employers of labour in Cuba and elsewhere. Abuses soon crept into the system. Unsuspicious Chinese were deluded by false representations into signing agreements they could not understand; they were even kidnapped by hundreds; shut up in "barracoons" until a vessel was ready to convey them, when they were crowded on board like cattle; and finally cruelly ill-treated and overworked when they reached their destination. In Hong Kong a stringently-framed Passenger Act was put in force, with other ordinances that rendered any such mal-practices impossible there; and not only the English Government, but, with a single exception, all the Governments of civilised nations exerted themselves to prevent their subjects engaging in so nefarious a trade. The exception was Portugal. In Macao, therefore, the coolie trade took firm root; there it was fostered, and there it flourished, until its horrors equalled those of the African slave trade in its worst days. From 1862 to 1866 one Senhor AMARAL was Governor of Macao; he was succeeded by Senhor HORTA, who in his turn gave place, in 1868, to Admiral de SOUZA, the present Governor. Under Senhor AMARAL'S administration it was more than suspected that the local Government not only connived at the slave trade carried on under the cloak of emigration, but even profited by it; and under Senhor HORTA'S sway matters got even worse, until an act of absolute piracy was committed on certain junks, their crews being forcibly kidnapped, cruelly tortured and ill-treated, and subsequently shipped off as slaves. This was too much even for the Portuguese Government; and on receipt of the news at Lisbon orders were despatched to Macao to institute criminal proceedings against the offenders. It was soon found that the evidence taken in the course of these proceedings implicated several Government officials, and the form of the investigation was changed, a commission of inquiry being appointed to report on the whole affair. Before long, however, there was a change in the Portuguese Ministry; and soon after that the Commission was quietly smothered, and all proceedings abandoned. The Portuguese Parliament admits representatives from the Colonies; and shortly after his return to Europe, Governor AMARAL was elected by the constituency of Macao to represent that colony in the Legislative body. When the above-mentioned change in the Ministry took place, Senhor AMARAL took office, and in the new Cabinet held the post of Minister for the Colonies; and it is a significant fact that the suppression of the Macao inquiry took place almost immediately after his accession to power.

This brings us to the origin of the trial, *Regina* v. *Saint*. In May, 1868, the *China Mail*, an old established and ably conducted Hong Kong paper, published two short paragraphs referring to the facts above recapitulated. The first contained an allusion to so some rumours then current, to the effect that the charges arising out of the coolie traffic had been hushed up at the instance of Senhor AMARAL, and that a certain sum of money known to have been collected in Macao and remitted to Lisbon was appropriated as hush money. The paragraph concluded by expressing a doubt that the influence of Senhor AMARAL, even aided by this corrupt expenditure, would be successful in preventing an ultimate exposure. The second paragraph was contained in a letter from a correspondent at Macao, addressed to the editor. The writer confirmed the truth of the rumours alluded to in the previous paragraph, and added, from his own knowledge, that Senhor HORTA (the then Governor) had received positive instructions from the previous COLONIAL MINISTER to punish the offenders; that it was doubtful whether he would have carried out his instructions willingly,

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but that he had been spared the necessity of executing them at all by the receipt of counter orders from Senhor AMARAL after the change in the Ministry.

Within a fortnight after the appearance of these paragraphs, the Acting Attorney-General of Hong Kong, at the instance of Senhor HORTA, filed three separate criminal informations against Mr. SAINT, the proprietor of the *China Mail*, for libel (1) upon the King of PORTUGAL, (2) upon Senhor AMARAL, and (3) upon Senhor HORTA. These informations complained of the paragraphs in question as "false, scandalous, and malicious libels," which were fraught with "great damage, scandal, infamy, and disgrace" to Senhors AMARAL and HORTA and their Sovereign. In all of them the Acting Attorney-General evidently relied on the PELTIER case, in which a British subject was convicted of a libel on Consul BUONAPARTE, and he left the argument for the Crown in the hands of Mr. POLLARD, Q.C., who contended that the plaintiff was not entitled to be allowed any plea of justification. Mr. HALLYAR, the defendants' counsel, ably and earnestly argued against a recurrence to a "barbaric" form of procedure for the punishment of a British subject at the instance of a Foreign Power on such absurdly inadequate grounds. The Chief Justice (SMALE) declined giving judgment until he had heard the Acting ATTORNEY-GENERAL on the matter. Thenceforward occurred postponements and delays innumerable on the part of the Crown; but at last, after repeated efforts, defendant got the case set down for judgment on March 12. Of course it was given against the Crown. His Lordship held that the due and temperate discussion of the notorious abuses connected with the coolie traffic, as carried on under the wing of the Macao Government, was for the public benefit. Although the articles complained of gave offence to that Government, no communication was held with the Governor of Hong Kong, but the Portuguese Consul at Hong Kong (a mere commercial agent) consulted Mr. POLLARD, and the result was that three *ex officio* informations were filed against the defendant, without even affording him a chance of apology or explanation. These informations were founded on the old case of JEAN PELTIER, tried in 1803—and it was strange if that case was law at the present time. Commenting on the oppressive nature of the proceedings, his Lordship observed that "the tendency of filing "three informations in one day against one man, for "two articles to the same purport, was to unduly de-"press the defendant, and by a sort of mental torture "induce him to make the most abject apology, whether he "could prove what he had said to be true or not; and that "such proceedings were especially oppressive in a colony "where the costs of litigation exceeded the like costs else-"where in the British dominions or in the world. Even "success in three such suits might be ruin to a man if he were "not rich." Judgment was recorded for the defendant, with all costs. If Mr. SAINT'S persecutors choose to exhaust every means in their power of harassing their victim, they may even now appeal to the Judicial Committee of the Privy Council; but it would be with but very small chance of success, we should imagine. The case has however been sent home, we believe, to Lord GRANVILLE, for his advice as to what is to be done with it.

By avoiding repetitions and legal technicalities we have endeavoured to make our outline of the proceedings as intelligible as possible; but it conveys a poor idea of the harsh, oppressive spirit in which they have been conducted. The extraordinary manner in which the Hong Kong Government allowed itself to be used as a tool, to do the dirty work of the corrupt Government of Macao, and the apparent hostility exhibited by an English legal functionary towards an English journal, which sought, from the purest motives, to expose the horrors of the vilest of all vile traffics, are difficult to understand, and still more difficult to dwell on with equanimity. "Scandal, infamy, and disgrace" indeed! Why, the whole system of government at Macao was a "scandal" and its officials were steeped in "infamy and disgrace" by their own action in giving encouragement to the horrible traffic. If an intense loathing for man-stealing, torture, slavery, and murder, expressed on many occasions in no measured terms, be libellous, the *London and China Express* has certainly earned that title. We earnestly hope that the English press will be induced to take this matter up, and let it be known far and wide that public opinion in this country cordially endorses the wise and enlightened decision of Judge SMALE.

It is with great satisfaction that we are able to add that the Governor of Hong Kong, Sir RICHARD MACDONNELL, never approved of the Acting Attorney-General's proceedings, the prosecution having been undertaken without his official sanction. And it is still more satisfactory to know that the day of the man-stealers in Macao is over, the present Governor, Admiral DE SOUZA, having sternly discountenanced their iniquitous trade since his arrival. Macao is no longer the "Coolie colony;" but so long as its former evil notoriety is remembered, the case of *Regina versus Saint* will be remembered too; and we hope the lesson it conveys will not be lost on future generations of colonial officials who may be tempted to try the experiment of "gagging the press."

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HENRY TURNER IRVING, Esq., has been appointed Colonial Secretary for the Island of Ceylon. Mr. IRVING entered the Colonial-office in 1854, became private secretary to Sir F. ROGERS, then Under Secretary of State, in 1862, and was appointed Colonial Secretary of Jamaica in 1866.

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MR. BURLINGAME has arrived in London from Paris, and is staying at the Grosvenor Hotel; we understand that he will remain here for a short time only.

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## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

The half-yearly general meeting of this company was held on Friday, the 11th inst., at the offices, Leadenhall-street; Mr. P. D. HADOW, the chairman, presided.

The CHAIRMAN, in moving the adoption of the report (the principal part of which we gave in our last issue), said that it was fourteen months up to the 30th of April last since the extended contract for postal service came into operation, but nothing had occurred during the past six months to alter the views he had expressed at the last meeting. The result of their operations had been satisfactory and encouraging, although not to any great extent, except that they had had an entire immunity from casualties. The mails were delivered every Monday morning in London with the greatest regularity. It occupied a good deal of time and attention to work their complicated service with advantage, and great credit was due to their commanders, officers, and agents for doing their work so successfully for the company. With regard to their commercial relations trade had been unusually depressed, but they were in hopes that an improvement would occur before long. He was glad to say that they had earned their present dividend without any such assistance as they had had in the corresponding period of the preceding year, from the supply of ships for the Abyssinian expedition. He hoped things would improve, so that the company's receipts might be equally good at the end of the year. The directors would try to do their best to secure as much net revenue as possible. It was with sincere regret the directors had to report the decease of their much-esteemed colleague, Mr. J. C. Ewart, who was the oldest member of the board, and, although he resided chiefly in Liverpool, he was ever ready to attend the board, and give them the best assistance in his power.

Mr. GIBBONS seconded the motion for the adoption of the report.

A long discussion ensued, in which Mr. GLIDDON, Mr. BADDELEY, Mr. J. JONES, Mr. GRANT, and other shareholders took part, as to the exercise of more economy, and respecting the competition of various steam companies extending along nearly the whole route of the company's steamers.

The CHAIRMAN, in reply to questions, stated that a reduction had been effected in the expenditure at Malta, and that wherever it was possible further reductions would be made. It was true they had more ships than were actually in use, but it was necessary that they should have vessels with which to replace others in cases of accident. It had been the constant practice of the board to build the ships by tender, but they had found it expedient in some cases to depart from that course. None of the employés of the company were engaged in any commercial pursuit apart from the company's business. With respect to the accounts, he said a regular weekly audit was kept up, and, in addition to that, the Post-office authorities had a right to inspect any papers which they might deem necessary; so that, in effect, the system of audit was more complete than that employed by any other company in the City.

The report was unanimously adopted; a dividend of 3 per cent., free of income-tax, was declared for the half-year ending the 31st of March last, payable on the 25th inst.

The meeting was then made special, to elect an auditor in the room of the Earl of Leven and Melville, who had resigned. There were two candidates, Mr. Rait and Mr. Godfrey, but the latter gentleman was elected, and the proceedings concluded with a vote of thanks to the chairman and directors.

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# Monetary and Commercial.

The scheme for constructing a line of telegraph connecting the Indian system with Hong Kong, *via* Bangkok and Saigon, has been announced in London through the medium of *The Times*. The details are identical with those given in our issue of the 17th ultimo, and it is added that the line is expected to be in operation by the summer of 1871.

It is stated, we believe somewhat prematurely, that the Russian Government has granted to certain parties in London the concession of the right of laying a submarine cable, with a monopoly for forty years, from the mouth of the River Amoor, in Eastern Siberia. The cable is to run to Japan, and thence to Shanghai, the Government undertaking to complete, as far as the mouth of the river, the land line of telegraph wire which already crosses the greater part of Siberia, up to a point within 600 miles from the coast. In connection with this affair it is said to be proposed to make arrangements for obtaining the co-operation of the Telegraph Construction and Maintenance Company.

A telegram states that the *Hull* steamer, with the Black Sea cable on board, arrived at Gibraltar on the 6th inst. This cable is 100 miles in length, and forms a portion of the new telegraphic route between England and India, *via* Prussia, Russia, and Persia, now in course of construction for the Indo-European Telegraph Company by Messrs. Siemens, a member of which firm, Mr. C. W. Siemens, has gone out to superintend personally the operation of submerging it. Two-thirds of the land lines through Persia have been completed, and the construction of the remainder of the line through Russia, to unite with the Prussian telegraphs, is making rapid progress.

The United Kingdom Electric Telegraph Company have announced the opening of the new direct submarine cable, *via* Denmark and the Baltic to Russia. This route is stated to be also available for messages to India, China, Australia, Persia, &c.

The market for bar silver is inactive, and the quotation shows no change, at 5s. 0½d. per ounce. Mexican dollars are rather firmer, at 4s. 11¾d., there being a slight demand for China, and very few here.

The suspension has been announced of Messrs. Livesey and Thorne, cotton brokers, at Liverpool, with an establishment also at Manchester. They occupied a high position, and their liabilities are probably large. The event, which is attributed to the recent numerous failures among cotton spinners, has created surprise and anxiety, but they state they will be able, with time, to pay everyone in full.

The failure has also been announced of Messrs. Felix, Leach, and Co., cotton spinners and manufacturers, Enfield Mills, near Accrington, and a meeting of their creditors will be held next week. They enjoyed fair credit and an average extent of trade.

The gross liabilities of Messrs. Shore, Kirk, and Hargreaves, who suspended on the Manchester Stock Exchange on the 3rd inst., are stated to amount to about £150,000, but of these £120,000 will be covered by securities. The circular issued attributes the stoppage to default on the part of certain of their principals.

At a meeting of the creditors of Mr. G. Mason, manufacturer, of Clayton, near Bradford, on the 5th inst., the liabilities were shown to be £60,000, and an agreement was adopted to accept a composition of 7s. 6d. in the pound, provided that sum can be guaranteed—a point which will be determined at a future meeting.

At an adjourned meeting of the creditors of Mr. Shackleton Smith, of Gomersal, worsted spinner, the liabilities were stated to be £16,500, and a composition of 7s. in the pound was ultimately accepted.

Messrs. John Clough and Co., machine woolcombers, of Bradford, are announced to have failed, with liabilities for £5,000.

The amount of bullion by the P. and O. Company's steamer *Tanjore*, from Southampton on the 12th inst., was, in gold, to Madras, £755; in silver, to Singapore, £10,480; to Hong Kong, £24,889; total, in gold, £755: in silver, £35,369.

## BOARD OF TRADE RETURNS.

The Board of Trade Returns for the month and four months ended the 30th April show the total declared value of the exports of British and Irish produce and manufactures for the month of April in the last three years to have been as follows:—April, 1867, £13,804,908, April, 1868, £14,575,152, April, 1869, £15,624,475. This statement exhibits a satisfactory increase in the general volume of the export trade, the month's total being larger by £1,049,323 than in April last year, and larger by £1,819,567 than in April, 1867. The principal increase is in woollen manufactures, apparel, haberdashery, hardwares, and iron. The yarns of cotton, wool, and linen have each been exported to a less extent than in the corresponding month of last year. The month's shipments of cotton manufactures—£4,290,061—though less by £405,667 than in April, 1868, are slightly above those of April 1867. The exports for the first four months of the present year show likewise a steady recovery from the effects of the prostration of trade which was caused by the disastrous events of 1866. The figures are annexed:—Four months, 1867, £56,186,529; four months, 1868, £55,998,068; four months, 1869, £58,428,080.

As regards the imports of the principal articles, the total for the month of March (being the latest date to which values are given) indicates an expenditure upon a moderate scale, as will be seen by the following:—March, 1867, £18,405,599; March, 1868, £21,463,367; March, 1869, £19,448,415. For the first quarter of the present year, however, our imports have been at a much larger rate than in the corresponding periods of the two previous years; and this fact, combined with the imports of foreign securities, must be held to account for the recent rise in the value of money. The present figures are as follows:—Three months 1867, £44,346,529; three months 1868, £46,446,999; three months 1869, £49,090,619. The quantities of imports for April—being one month later—show a marked diminution as regards several of the principal articles, including cotton, corn, wine, and sugar; but there is an increase in wool and coffee.

We annex a summary of those figures which relate to our Import and Export trade with China and other countries in the Far East:—

## IMPORTS.

### TEA.

| | 1867. | 1868. | 1869. |
|---|---|---|---|
| Quantity for the month ended 30th April ... lbs. | 9,047,336 ... | 11,703,232 ... | 10,038,979 |
| Quantity for the four months ended 30th April lbs. | 51,007,635 ... | 53,114,359 ... | 55,972,751 |
| Value for the month ended 31st March ... ... | £1,058,373 ... | £984,410 ... | £867,768 |
| Value for the three months ended 31st March ... | £3,156,298 ... | £3,153,248 ... | £3,297,856 |

### RAW SILK.

| From | | 1867. | 1868. | 1869. |
|---|---|---|---|---|
| | For the Month ended 30th April. | | | |
| China... ... ... | lbs. | 6,150 ... | 23,640 ... | 97,918 |
| British India... ... | ,, | ... ... | 7,372 ... | 4,417 |
| Egypt* ... ... | ,, | 284,158 ... | 289,259 ... | 177,589 |
| Other Countries ... | ,, | 113,185 ... | 91,335 ... | 28,081 |
| Total ... ... ... | ,, | 353,443 ... | 361,606 ... | 308,005 |
| | For the Four Months ended 30th April. | | | |
| China... ... ... | lbs. | 16,609 ... | 23,640 ... | 214,869 |
| British India... ... | ,, | — ... | 7,372 ... | 4,417 |
| Egypt* ... ... | ,, | 1,353,127 ... | 1,525,650 ... | 1,162,352 |
| Other Countries ... | ,, | 800,731 ... | 554,466 ... | 228,718 |
| Total ... ... ... | ,, | 2,170,467 ... | 2,111,128 ... | 1,609,796 |
| | Value for the Month ended 30th April. | | | |
| China ... ... ... | | £13,597 ... | — ... | £96,853 |
| British India... ... ... | | — ... | — ... | — |
| Egypt* ... ... ... | | £381,217 ... | £460,087 ... | 286,580 |
| Other Countries ... ... | | 182,194 ... | 195,658 ... | 154,402 |
| Total ... ... ... ... | | 577,008 ... | 655,745 ... | 537,835 |

*In transit from India, China, and Japan.

### COFFEE.

| From | | 1867. | 1868. | 1869. |
|---|---|---|---|---|
| | For the Month ended 30th April. | | | |
| Ceylon ... ... | lbs. | 9,680,005 ... | 12,982,093 ... | 7,297,742 |
| Other British Possessions | ,, | 1,628,056 ... | 2,001,859 ... | 1,332,967 |
| Total from all parts ... | | 13,583,044 ... | 16,600,231 ... | 11,783,646 |
| | For the Four Months ended 30th April. | | | |
| Ceylon ... ... | lbs. | 16,533,024 ... | 25,058,562 ... | 15,719,922 |
| Other British Possessions | ,, | 8,129,974 ... | 5,244,060 ... | 5,203,878 |
| Total from all parts | ,, | 25,423,392 ... | 38,694,848 ... | 31,993,851 |

### RAW SUGAR.

| From | | 1867. | 1868. | 1869. |
|---|---|---|---|---|
| | For the Month ended 30th April. | | | |
| Java & Philippine Islnds. cwts.... | | 58,289 ... | 68,850 ... | 152,644 |
| Total from all parts | ,, | 1,366,260 ... | 976,807 ... | 892,490 |
| | For the Four Months ended 30th April. | | | |
| Java and Philippine Islnds. cwts. | | 74,672 ... | 286,925 ... | 289,644 |
| Total from all parts | ,, | 3,184,486 ... | 2,980,328 ... | 2,614,557 |

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HEMP.

| From | | For the Month ended 30th April. 1867. | 1868. | 1869. |
|---|---|---|---|---|
| Philippine Islands ... | cwts. | 12,860 ... | 7,292 ... | 15,974 |
| Total from all parts ... | ,, | 27,270 ... | 31,334 ... | 46,314 |
| | | For the Four Months ended 30th April. | | |
| Philippine Islands ... | cwts. | 18,147 ... | 49,919 ... | 24,120 |
| Total from all parts ... | ,, | 86,325 ... | 144,284 ... | 165,060 |

RAW COTTON.

| From | | For the Month ended 30th April. 1867. | 1868. | 1869. |
|---|---|---|---|---|
| China ... ... ... | cwts. | — ... | — ... | — |
| British India ... | ,, | 189,288 ... | 189,036 ... | 203,541 |
| Egypt... ... ... | ,, | 97,140 ... | 170,784 ... | 95,814 |
| United States ... | ,, | 618,819 ... | 717,961 ... | 464,495 |
| Total from all parts ... | ,, | 987,176 ... | 1,144,107 ... | 859,440 |
| | | For the Four Months ended 30th April. | | |
| China ... ... ... | cwts. | 2,041 ... | — ... | — |
| British India ... ... | ,, | 286,263 ... | 377,068 ... | 532,386 |
| Egypt ... ... | ,, | 551,145 ... | 493,665 ... | 486,130 |
| United States ... | ,, | 1,618,222 ... | 2,399,791 ... | 1,582,337 |
| Total from all parts ... | ,, | 2,802,895 ... | 3,574,918 ... | 2,878,262 |

CLEARANCES FOR HOME CONSUMPTION.

| | | For the Month ended 30th April. 1867. | 1868. | 1869. |
|---|---|---|---|---|
| Tea from all parts ... | lbs. | 8,949,758 ... | 17,461,448 ... | 10,889,685 |
| Coffee from Ceylon ... | ,, | 1,807,976 ... | 1,974,208 ... | 2,062,595 |
| Do. from all parts... | ,, | 2,627,577 ... | 2,863,844 ... | 3,496,016 |
| Raw Sugar from Java & the Philippines ... | cwts. | 47,878 ... | 123,060 ... | 74,500 |
| Raw Sugar from all parts | ,, | 1,124,198 ... | 1,229,948 ... | 852,464 |
| | | For the Four Months ended 30th April. | | |
| Tea from all parts ... | lbs. | 35,663,725 ... | 46,280,032 ... | 36,708,446 |
| Coffee from Ceylon ... | ,, | 7,408,797 ... | 7,421,808 ... | 5,649,317 |
| Do from all parts... | ,, | 11,253,453 ... | 11,395,805 ... | 9,980,108 |
| Raw Sugar from Java & the Philippines ... | cwts. | 190,084 ... | 311,753 ... | 133,853 |
| Raw Sugar from all parts | ,, | 3,822,464 ... | 3,785,063 ... | 3,429,266 |

The following were the quantities of the undermentioned articles remaining in the bonded warehouses of the United Kingdom on the 30th April, 1869, compared with the two previous years :—

| | 1867. | 1868. | 1869. |
|---|---|---|---|
| Coffee... ... ... | lbs. 26,972,645 ... | 39,460,143 ... | 30,992,753 |
| Tea ... ... ... | ,, 105,067,691 ... | 82,429,646 ... | 101,879,755 |
| Unrefined Sugar ... | cwts. 2,575,009 ... | 1,865,209 ... | 1,858,437 |

The following is an account of the value of the Imports into the United Kingdom from the undermentioned countries for the three months ended 31st March, 1869, compared with the value for the corresponding periods of the years 1867 and 1868 :—

| From | For the Three Months ended 31st March. 1867. | 1868. | 1869. |
|---|---|---|---|
| China (exclusive of H. Kong) | £2,901,361 ... | £2,888,686 ... | £3,204,852 |
| Hong Kong ... ... ... | 88,885 ... | 39,230 ... | 65,912 |
| Japan ... ... ... | 91,110 ... | 19,688 ... | 52,511 |
| Singap. & Straits Settlements | 234,928 ... | 243,107 ... | 445,143 |
| Ceylon ... ... ... | 316,016 ... | 488,221 ... | 361,767 |
| Philippine Islands ... ... | 29,969 ... | 331,261 ... | 207,868 |
| Java ... ... ... ... | 8 ... | — ... | 8,087 |
| Cochin China, &c. ... ... | — ... | 11,247 ... | 18,109 |
| Borneo ... ... ... | 9,226 ... | 12,115 ... | 11,465 |
| Siam ... ... ... | — ... | — ... | 61,486 |

EXPORTS.

COTTON YARN.

| To | | For the Month ended 30th April. 1867. | 1868. | 1869. |
|---|---|---|---|---|
| China and Hong Kong | lbs. | 600,560 ... | 287,600 ... | 346,100 |
| Japan ... ... ... | ,, | 221,600 ... | 129,200 ... | 351,050 |
| Singapore ... ... | ,, | 182,950 ... | 157,200 ... | 69,200 |
| Ceylon ... ... | ,, | — ... | 48,200 ... | — |
| Total to all parts ... | ,, | 11,847,687 ... | 15,581,015 ... | 12,764,233 |
| | | For the Four Months ended 30th April. | | |
| China and Hong Kong | lbs. | 1,897,250 ... | 1,898,646 ... | 783,460 |
| Japan ... ... ... | ,, | 814,900 ... | 1,318,600 ... | 1,561,832 |
| Singapore ... ... | ,, | 901,730 ... | 569,800 ... | 303,040 |
| Ceylon ... ... | ,, | 31,000 ... | 118,700 ... | 51,772 |
| Total to all parts ... | ,, | 45,649,377 ... | 66,172,077 ... | 52,568,585 |

COTTON MANUFACTURES.

| To | | For the Month ended 30th April. 1867. | 1868. | 1869. |
|---|---|---|---|---|
| China and Hong Kong | yds. | 12,841,560 ... | 16,333,798 ... | 33,092,962 |
| Japan... ... ... | ,, | 2,914,613 ... | 884,884 ... | 2,385,577 |
| Philippine Islands ... | ,, | 2,358,217 ... | 2,230,000 ... | 2,085,039 |
| Java ... ... ... | ,, | 5,343,280 ... | 842,800 ... | 1,392,800 |
| Singapore ... ... | ,, | 5,175,859 ... | 4,974,884 ... | 4,060,325 |
| Ceylon ... ... | ,, | 634,998 ... | 3,482,441 ... | 575,077 |
| Total to all parts ... | ,, | 198,972,858 ... | 216,683,530 ... | 225,494,645 |
| | | For the Four Months ended 30th April. | | |
| China and Hong Kong | yds. | 86,968,901 ... | 96,427,976 ... | 98,972,177 |
| Japan ... ... ... | ,, | 8,992,742 ... | 6,725,424 ... | 7,466,402 |
| Philippine Islands ... | ,, | 11,999,782 ... | 9,912,820 ... | 8,059,489 |
| Java ... ... ... | ,, | 18,622,920 ... | 7,371,012 ... | 6,588,500 |
| Singapore ... ... | ,, | 23,601,711 ... | 22,125,689 ... | 17,238,297 |
| Ceylon ... ... | ,, | 7,888,198 ... | 6,452,789 ... | 5,876,088 |
| Total to all parts ... | ,, | 220,049,552 ... | 249,113,170 ... | 236,507,689 |

WORSTED STUFFS.

| To | | For the Month ended 30th April. 1867. | 1868. | 1869. |
|---|---|---|---|---|
| China and Hong Kong | yds. | 1,866,856 ... | 1,524,542 ... | 2,808,802 |
| Japan ... ... ... | ,, | 1,487,114 ... | 813,462 ... | 630,879 |
| Total to all parts ... | ,, | 13,878,599 ... | 15,405,155 ... | 22,226,201 |
| | | For the Four Months ended 30th April. | | |
| China and Hong Kong | yds. | 9,416,679 ... | 6,531,088 ... | 7,459,212 |
| Japan ... ... ... | ,, | 2,955,083 ... | 1,153,777 ... | 1,731,188 |
| Total to all parts ... | ,, | 68,657,352 ... | 66,873,469 ... | 84,689,023 |

WOOLLEN AND WORSTED CLOTHS.

| To | | For the Month ended 30th April. 1867. | 1868. | 1869. |
|---|---|---|---|---|
| China and Hong Kong | yds. | 24,835 ... | 12,076 ... | 28,167 |
| Total to all parts ... | ,, | 345,472 ... | 226,293 ... | 316,804 |
| | | For the Four Months ended 30th April. | | |
| China and Hong Kong | yds. | 98,359 ... | 67,941 ... | 89,753 |
| Total to all parts ... | ,, | 1,810,288 ... | 1,191,870 ... | 1,833,929 |

LEAD.

| To | | For the Month ended 30th April. 1867. | 1868. | 1869. |
|---|---|---|---|---|
| China and Hong Kong | tons | 406 ... | 449 ... | 1,693 |
| Total to all parts ... | ,, | 1,757 ... | 2,625 ... | 4,248 |
| | | For the Four Months ended 30th April. | | |
| China and Hong Kong | tons | 605 ... | 2,850 ... | 4,990 |
| Total to all parts ... | ,, | 5,911 ... | 11,488 ... | 14,806 |

The value of the Exports from the United Kingdom to the several ports and countries of the Far East for the month and three months ended 31st March, 1869, compared with the corresponding periods of the two preceding years, is returned as follows :—

| To | For the Month ended 31st March. 1867. | 1868. | 1869. |
|---|---|---|---|
| China (exclusive of H. Kong) | £281,211 ... | £586,879 ... | £476,486 |
| Hong Kong ... ... ... | 229,084 ... | 243,552 ... | 182,582 |
| Japan ... ... ... ... | 113,664 ... | 122,570 ... | 184,256 |
| Singap. & Straits Settlements | 231,078 ... | 43,484 ... | 161,778 |
| Ceylon ... ... ... ... | 66,960 ... | 58,760 ... | 72,780 |
| Philippine Islands ... ... | 55,371 ... | 49,008 ... | 57,365 |
| Java ... ... ... ... | 2,346 ... | 61,554 ... | 76,451 |
| | For the Three Months ended 31st March. 1867. | 1868. | 1869. |
| China (exclusive of H. Kong) | £951,091 ... | £1,444,001 ... | £1,546,170 |
| Hong Kong ... ... ... | 378,401 ... | 567,070 ... | 395,806 |
| Japan ... ... ... ... | 304,618 ... | 252,279 ... | 383,508 |
| Singap. & Straits Settlements | 550,480 ... | 391,949 ... | 361,514 |
| Ceylon ... ... ... ... | 218,245 ... | 143,597 ... | 147,687 |
| Philippine Islands ... ... | 297,468 ... | 211,887 ... | 171,216 |
| Java ... ... ... ... | 326,462 ... | 195,188 ... | 146,447 |
| Sumatra ... ... ... | — ... | — ... | — |
| Siam ... ... ... ... | — ... | 268 ... | — |

## BANK AND MISCELLANEOUS SHARES.

| Shares. | Joint Stock Banks. | Paid. | Prices June 12. |
|---|---|---|---|
| £10 | Agra Bank, A shares ... ... ... | All | 10 to 10⅛ |
| 10 | Do. B do. ... ... ... | — | 8⅛ to 8⅜ |
| 25 | Bank of Egypt ... ... ... ... | All | 40 to 41 |
| 20 | Chartered Bank Ind., Aust., and China | All | 18 to 19 |
| 25 | Chartered Merc. of India and China ... | All | 82 to 83 |
| 20 | City Bank ... ... ... ... ... | 10 | 11 to 12 |
| 26⅔ | Hong Kong and Shanghai Bank, new... | 5⅔ | 2½ to 2⅝ pm. |
| 50 | London and County ... ... ... | 20 | 49½ to 50½ |
| 50 | London Joint Stock ... ... ... | 15 | 31½ to 32½ |
| 100 | London and Westminster ... ... | 20 | 62 to 63 |
| 25 | Oriental Bank Corporation ... ... | All | 41 to 42 |
| 50 | Union of London ... ... ... ... | 15 | 34½ to 35½ |
| | MISCELLANEOUS. | | |
| — | Ceylon Deb., 6 per cent., Nov. 1878 ... | 100 | 110 to 112 |
| — | Do. Do. 1872 ... | 100 | 104 to 106 |
| — | Do. Do. 1883-8 ... | 100 | 112 to 114 |
| 20 | Ceylon Company ... ... ... ... | 10 | 2½ to 2⅝ dis. |
| 20 | Do. A shares ... ... ... | 5 | 3 to 2 dis. |
| 10 | Credit Foncier and Mobilier of England | All | 2½ to 2⅝ |
| 20 | Egyptian Com. and Trading Company | 6 | — to — dis. |
| 10 | General Credit and Discount Company | 7½ | 1⅝ to 1½ dis. |
| 10 | North Assam Tea (Limited) ... ... | 8½ | 7 to 5 dis. |
| 10 | Do. do. B shares ... ... | All | 9 to 8 dis. |
| 20 | International Finance Society ... ... | 5 | 2½ to 1⅝ dis. |
| 50 | P. and O. Steam Company ... ... | All | 48 to 50 |
| 50 | Do. Do. 1867 ... ... | 10 | 2 to 1 dis. |
| 10 | Upper Assam Tea ... ... ... ... | All | 2 to 2½ |
| 100 | West India Steam Company ... ... | 60 | 43 to 46 |

## ARTICLES OF IMPORT.

—o—

### TEA.

The following is from Messrs. W. J. and H. Thompson's Circular :—

The market has not shown much activity since the 3rd instant, but prices continue firm, especially for all the common grades of Congou. The better kinds have not been pressed, and occasionally improved rates are obtainable compared with those ruling a month ago. Foochow Congous. Good common commands 1s. 1d. per lb. Fair continues at 1s. 1½d. to 1s. 2d., without much enquiry. The few sales made of good and fine at 1s. 4d. to 1s. 10d. per lb. have occasionally been at better prices, but at the same time there is no general quot-

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able advance. Black leaf congous. Good common stands at 1s. 1d. per lb., and little is to be had under this price; fair, as last quoted, at 1s. 1½d. to 1s. 2d., have been fairly dealt in. Good and fine are but little inquired for at the prices lately ruling. Tayshan Congous: Several parcels have been on offer, but the prices bid have been so low in most cases that sales have not resulted. Scented Capers: Fair Common has been sold at 11d. to 11½d. per lb., showing no improvement in price. Scented Orange Pekoes: Fair has been sold at 1s. 1½d.; good, at 1s. 3d. to 1s. 4d.; fine, at 1s. 7d. per lb. Green Teas: Finer grades in request, but the common descriptions are heavy of sale.

SILK.—No change has occurred in the market since we last reported.

COTTON.—The favourable tone of the Liverpool market noted in our last continued until the 8th inst., when there was a falling off in the demand from the trade, and the disposition of speculators to operate was clearly less strong, whilst holders were more willing sellers. Yesterday (9th instant), however, the market was steady, and prices remain unaltered, the current quotations on the spot being—Surat, 7¼d. to 11¼d.; Madras, 8¾d. to 9¾d.; Bengal, Scinde, &c., 8d. to 8¾d. Fair Dhollerah, 10⅛d.; fair Oomrawuttee, 10¼d.; fair Broach, 10d.; fair Bengal, 8⅜d.; fair Egyptian, 12¾d.; fair Pernam, 12¼d.; middling Boweds, 11¾d.; middling Orleans, 12⅛d. The London market has also become quieter in tone, but prices remain firm.

COFFEE.—The last auctions of Plantation Ceylon went off with improved spirit, full previous rates being obtained, and occasionally a slight advance, the prices realised being as follows:—Triage and ordinary, 45s. 6d. to 58s.; good and fine ordinary small gray, 61s. to 66s.; low middling to middling gray, 67s. to 70s.; bold gray, 71s. 6d. to 73s.; small colory, 65s. to 69s; low middling, 71s. to 72s; middling, 72s. 6d. to 78s.; good middling, 78s. 6d. to 81s. 6d.; pea-berry, 72s. to 85s. 6d. The demand for Native Ceylon continues inactive at former rates.

COIR GOODS.—Yarn: At the decline recently noted the market has been comparatively steady. Auctions have, however, been large, and some qualities have declined 10s. to 20s. per cwt.; fine realised extreme rates; superior is wanted. Ceylon, very good, £40 to £41; good to good middling, £33 10s. to £37; common, £27 15s. Fibre: Has been in rather improved demand, and fine to superior qualities may be quoted higher. Ceylon: Fine, £28 5s. to £28 10s.; middling, £22 to £22 5s. Rope: In fair demand; Cochin, 1 to 1½ in., £33; 2 to 2½ in., middling, £29 10s.; 4½ to 5 in., £31 15s.; 3½ to 4 in., £28 15s. China Grass: Without change; quotations are nominal.

COCOA-NUT OIL.—The demand is still inactive; a sale of 15 tons yellowish Ceylon at £41 is reported.

GUMS.—Benjamin: Siam cheaper; 11 cases sold at auction at £15 10s. to £15 15s. per cwt. for fair second quality; and £7 15s. to £8 ordinary. Sumatra steady; of 42 cases offered, a few only sold at £5 for middling third. Copal: Nothing of any interest doing. Damar: Firm; of 41 cases at auction, two-thirds sold at 87s. 6d. to 88s. per cwt. for fair quality, in sorts. Gamboge: Steady; 7 cases at auction sold at £16 to £16 5s. per cwt.

GALLS.—There is an almost entire absence of inquiry for both China and Japan.

ISINGLASS.—At public sale 49 cases Penang sold at firm prices, middling to fair tongue, 3s. 7d. to 3s. 9d.; small and dark, 3s. 5d. to 3s. 6d.; fine pale, 4s. 1d.; fine pale leaf, 4s. 2d. to 4s. 3d.; middling, 3s. 9d. to 3s. 10d.; ordinary and inferior, 3s. to 3s. 7d.; Manila sort, 2s. 8d. to 2s. 9d.

PLUMBAGO.—At the auctions 459 barrels Ceylon were all sold, lump at about two shillings decline; dust at steady prices, chiefly ordinary to middling small lump and dust at 11s. to 13s. 6d.; fair small lump, 16s. 6d.; two small lots good, 19s. 6d. to 23s.; good and fine dust, 10s. 3d. to 11s. 3d.

RATTANS.—A sale is reported of 5,110 bundles Penang at 3s. 2d. to 3s. 6d. per hundred.

RICE.—The market continues extremely dull. Of 1,714 bags very good white Bengal of the new crop, offered by auction 982 bags sold at 13s. to 13s. 6d., the remainder bought in at 14s. By private contract 100 tons Garden Siam landed have been sold at 8s. 1½d. cash; 300 tons Rangoon at 9s. 9d., ex ship, and 500 tons Rangoon afloat at 9s. 4½d. per cwt.

SUGAR.—There is a fair demand for good and fine qualities at full prices, while common sorts are dull at lower rates. There have been no sales of Penang or Manila.

SAPANWOOD.—At auctions ten tons Siam were bought in at £11, and 20 tons Cochin were sold at £8 7s. 6d. to £9 5s. per ton.

TIN.—We have to report a quieter market for Straits at lower prices the current quotations being £134 on the spot and £131 afloat.

## THE TEA-BROKERAGE QUESTION.

The following relates to a question now warmly under discussion in the tea trade:—

"The present dispute between import brokers and some of the largest tea houses has caused such an amount of irritation that neither party seems inclined to reason calmly upon the points of difference. As the interests of those who are not involved in the dispute are affectd by it, I propose examining the grounds upon which each party are taking action, with the desire of showing which is right.

"The brokers say that though they are paid by the importer for taking charge of and disposing of his tea at the highest price obtainable, yet they are entitled to another brokerage when they sell those teas to a dealer, because they send the samples to the dealers' sale rooms, and in some cases wait upon them to receive their bids. They also state that it has been the practice to make this charge ever since the abolition of the East India Company's monopoly. Previous to that time they were paid only for purchasing on behalf of clients who instructed them to do so. They further allege that a number of wholesale dealers are still willing to pay the charge.

"The dealers who object to pay the charge say that no agent or broker can faithfully serve the conflicting interests of buyer and seller in the same transaction.

"That those who buy on their own judgment, and employ their own capital, get no adequate service for the brokerage charged; and that as regards sending on samples, it is done in the merchants' interests. If the import broker limits the competition for his merchants' teas to those dealers who pay him a buying brokerage, it is obvious that the importers' interests are prejudiced. If the import broker treats dealers and brokers on precisely the same footing, why does he charge the dealer 10s. per cent. and the broker nothing? There is not a single condition imposed upon the one that the other does not fulfil.

"It is alleged by the brokers that this movement is undertaken for the purpose of destroying the competition of buying brokers. This the dealers deny, and say that importers are much too intelligent to be misled by such statements; the tea market is much too large to be controlled by any body of dealers, however powerful they may be; that buying brokers with judgment and capital will always be required by a large number of smaller dealers; and it must be obvious, when merchants' samples are always open to the free competition of every buyer, and not restricted in the first instance to a few favoured brokerage-paying dealers, that the change advocated cannot fail to benefit the merchant.

"All that is asked is that there shall be a clear stage and no favour. Let merchants' samples be shown to brokers and dealers alike, and at the same time; and let the highest bidder be the purchaser, whatever he calls himself.

"These are the views put forth by the disputants.

"The intense and increasing competition in all branches of business must lead to the abolition of all merely complimentary fees, for which no substantial service can be honestly rendered.

"To profess to serve two masters is alike opposed to sound policy and morality. If an example of this is needed, a recent scandal in this city supplies it, and furnishes both a precedent and a warning. An individual professed to serve the interests of Messrs. Overend, Gurney, and Co., and some of their clients; he received fees from both, and it ended in the ruin of both.—Yours obediently, "OBSERVER."

# Shipping Intelligence.

## ARRIVALS.

| Date. | Ship. | Captain. | From. | At |
|---|---|---|---|---|
| June 2 | Corra Linn | Chart | Rangoon | Liverpool |
| May27 | Sumatra | Montechiaro | Sumatra, for Maralles. | Gibraltar |
| — | Sarah Nicholson | — | Hong Kong | Queenstown |
| June 4 | Frances | Higgs | Colombo | London |
| — 4 | Ocean Beauty | Watson | Do. | Do. |
| — 4 | Zodiac | White | Singapore | Deal |
| — 3 | Bruce | Gillies | Maulmain | Clyde |
| — | Inkerman | — | Rangoon, for Liverpl. | Off Queenstown |
| — 5 | Star Queen | Health | Colombo | London |
| May20 | Shirley | Ferguson | Hong Kong | San Francisco |
| June 5 | Hopeful | Buttrey | Bangkok | Falmouth |
| — 3 | Spanker | Swan | Sourabaya | Texel |
| — 7 | Whitehall | Marsh | Hg. Kg. & Bangkok | London |
| — 7 | Hesperia | Ambrose | Colombo | Do. |
| — 7 | Peterborough | Orchard | Foochow | Do. |
| — | Liverpool | Harland | Java | Off Folkestone |
| — 4 | Lichstraal | Jansen | Banjoewangie | Brouwershaven |
| — 4 | Madura | Kerkhof | Do. | Do. |
| May20 | Nadesda | Meyer | Macao | Havana |
| — | Finzel | — | Bangkok | Queenstown |
| — 24 | Adelia Carlton | Carlton | Manila | San Francisco |
| June 5 | Australie | Zeylstra | Java, for Amsterdam | Off Dungeness |
| — | Mexicana | — | Saigon | Queenstown |

## DEPARTURES.

| Date. | Ship. | Captain. | For. | From |
|---|---|---|---|---|
| June 2 | Victoria | Larrinaga | Manila | Liverpool |
| May25 | Cosmopolita | Ugarte | Do. | Cardiff |
| — 31 | Roslin Castle | Alexander | Singapore | Glasgow |
| June 2 | Diana | Jacobsen | Yokohama | Do. |
| — 4 | Lloyds | Robinson | Cardiff and Galle | London |
| — 3 | Doriga | Meaurio | Manila | Liverpool |
| — | Susannah Elisabeth | van der Heyde | Batavia | Flushing |
| May30 | Nederland en Oranje | Haasnoot | Do. | Texel* |
| — 29 | Sourabaya Packet | Rolff | Sourabaya | Do.* |
| — | Amitie | Fernandez | Shanghai | Marseilles |
| June 7 | Cyclone | King | Cardiff & Singapore | London |
| — 5 | Venus | Christensen | Hong Kong | Cardiff |
| — | Elizabeth | — | Batavia | Amsterdam |
| — | Krimpen van de Lek | List | Sourabaya | Rotterdam |

* Not arrived as before reported.

(See Commercial Postscript and Correspondents' Letters.)

## LOADING.

At LONDON.—For Hiogo and Yokohama: Johanna Maria. For Yokohama: Crest of the Wave, Rockliff, Napier. For Osaka and Hiogo: Sampan. For Chefoo: Princess of Wales. For Shanghai: Dilpussund, Devonport, Dundonald, Lammermuir, Lauderdale, Dartmouth, Omba, Taunton, Elizabeth Nicholson, Eaglet. For Hong Kong: Geologist, Star of the North, James Shepherd, Ferndale. For Bangkok: Hampton Court. For Singapore: Panic. For Singapore and Penang: Rifle. For Singapore and Sarawak: Otter. For Batavia and Sourabaya: Gladiator. For Colombo: Fort Regent, Southern Cross, Elfin, Palestine. For Colombo, &c.: West Australian.

At LIVERPOOL.—For Yokohama: Ellaray. For Shanghai: Banian, Aracan, City of Agra. For Hong Kong: Petchelee, Florence Nightingale. For Singapore: Penrith, Naworth. For Batavia and Sourabaya: Perpetua. For Manila: Juliana, Amigos, Trinidad. For Mauritius, Pe-

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nang, Singapore, Hong Kong and Shanghai: Diomed (str.). For Buenos Ayres and China: Surprise.

At GLASGOW.—For Shanghai: Melrose Abbey, Laja. For Hong Kong: Marchioness of Londonderry. For Manila: Maria de C. For Singapore: Norham Castle. For Batavia and Sourabaya: County of Argyle. For Penang: James Paton. For Ceylon: Glenaray.

At NEW YORK.—For Shanghai: Morro Castle, Etha Rickmers, N. B. Palmer.

## SPOKEN.

FREDERICK, Saigon to Falmouth, March 28, 30 S., 43 E.
TROPIC, Singapore to London, April 2, 32 S., 31 E.
KATE CARNIE, Singapore to Lynn (?), March 4, off Java Head.
SEVILLA (Ger. barq.), Batavia to Rotterdam, March 6, 10 S., 101 E.
LORD RIVERDALE (Amer. bq.), Shnghi. to N. York, Mar. 17, 22 S., 67 E.
MAGNET, Hong Kong to New York, March 30, 31 S., 37 E.
KHIMJEE OODOWJEE (barq.), Liverpool to Sngpr., May 24, 23 N., 44 W.
ANNA (Dut. ship), Rotterdam to Batavia, May 1, 3 N., 22 W.
KORTENAAR (Dut. ship), Rotterdam to Batavia, April 21, 12 S., 29 W.
PETER (Dutch barq.), Cardiff to Hong Kong, April 21, 12 S., 29 W.
MARY SCOTT (barq.), Liverpool (?) to Sumatra, Jan. 18, 40 N., 20 W.
TORRO, Liverpool (?) to Singapore, Jan. 31, 24 N., 24 W.
SOUTHERN BELLE, Liverpool to Yokohama, April 22, 7 S., 29 W.
WIGERDINA (?) (N. Germ. ship), Java to Falmouth, Mar. 27, 29 S., 45 E.
STAR OF INDIA, Cardiff to Japan, April 13, 39 S., 46 W.
FLORA, London (?) to Singapore, April 25, 1 N., 32 W.
BROTHERS GERMAN (ship), Java to Falmouth, April 18, 25 S., 5 E.
CHANTICLEER (barq.), Foochow to London, April 23, 16 S., 5 W.
A Dutch barque, Cardiff to Batavia, 34 days out, May 5, 4 N., 23 W.
No. 1785, 4 d.p. (Brit. ship), Clyde to Java, May 2, on the equator, 21 W.
ENGLAND'S QUEEN (ship), Sunderland to Shgi., 29 days out, 2 N., 23 W.
PRINCESS AMELIA, Bali to Falmouth, April 30.
FERDINAND (Dutch barque), Amoy to New York, March 15, 23 S., 72 E.
CORSAIR, Shanghai to London, April 9, 34 S., 21 E.
COUNTY OF FORFAR, Clyde to Java, May 2, on the Line, 21 W.
GOLDEN DRAM, Liverpool to Manila, April 14, 9 S., 29 W.
JOHAN (Swedish barque), Amsterdam to Singapore, April 18, 5 S., 29 W.
ALCYONE (barque), Foochow to London, May 16, 36 N., 42 W.
RED RIDING HOOD, London to Singapore, April 14, 16 S., 34 W.
CAPE HORN, Batavia to San Francisco, Feb. 28, 6 S., 122 W.
MACAO, Macao to London, May 16, 36 N., 42 W.
NEWPORT (barque), from Colombo, bound N.E., May 23, 40 N., 24 W.
VOLADOR, for Hong Kong, April 14, 10 S., 33 W.
ELIZA THORNTON (barque), Clyde to Singapore, May 26, 48 N., 11 W.
ANNA MARIA WILHELMINA (barque), from Java, April 5, 33 S., 31 E.
FAIR LEADER (barque), Canton to London, April 23, 14 S., 6 W.

## FREIGHTS AND CHARTERS.

Berth freights to the Eastern ports are without change, and tonnage is plentiful; in coal freights from the Northern outports there is but little doing, and rates are without material alteration.

Current rates of freight for vessels on the berth:—To Yokohama: 40s. weight or meast. To Nagasaki: 40s. weight, 50s. meast. To Hiogo: 50s. weight or meast. To Tientsin: 60s. weight or meast. To Chefoo: 60s. weight or meast. To Shanghai: 35s. weight, 30s. meast. To Foochow: 50s. weight, 45s. meast. To Hong Kong: 35s. weight, 27s. 6d. meast. To Amoy: 50s. weight, 45s. meast. To Batavia: 25s. weight, 30s. meast. To Singapore: 30s. weight, 25s. to 30s. meast. To Ceylon: 20s. to 25s. weight, 20s. meast. At New York to China; $12 to $15 per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—For Shanghai: £44. For Hong Kong: £33. For Singapore: £24. For Galle: £24. From Newport, Cardiff, or Swansea per ton.—For Yokohama: £2. For Shanghai: £2 2s. 6d. For Hong Kong: £1 15s. For Manila: £1 10s. For Singapore: £1 6s. For Galle: £1 5s.

The Admiralty have invited tenders for the conveyance of about 67 tons stores to Hong Hong and small stores to Colombo.

## CASUALTIES.

The Mutlah, Ballard, from Manila, for Boston, which arrived at Mauritius, May 3, had experienced bad weather in the Straits of Sunda, from 1st to 8th April, during which she sprung foremast and topsail yards.

The master, Berryman, of the Westminster, which arrived at Liverpool May 10, from Zebu, reported that his ship grounded in Balabec Straits, and that shortly afterwards several piratical looking boats were seen, but the vessel got off and stood to sea.

## MISCELLANEOUS.

At TABLE BAY.—May 1, United Service (s.s.), Gaine, from China, Singapore, &c., left for London.

At MAURITIUS.—May 3, Mutlah, Ballard, from Manila, for Boston; April 18, Westward Ho, Kirk, sailed for Singapore; 22, Reveil, Chauvelon, from Monte Video, for Saigon.

The Ambassador, a composite vessel of about 750 tons register, intended for the China trade, has been launched at the Lavender Dock, Rotherhithe, in the occupation of Mr. Waller. She is the fourth ship of similar construction built by the same enterprising builder within the last four years, and will be managed by Mr. W. Lund, one of the owners.

The Austrian Lloyd's Steam Navigation Company have contracted with W. Denny and Brothers, Dumbarton, to supply two iron screw steamers of 1,400 tons burthen, to be named the Apis and Sphynx. These are intended for the trade between Trieste and East India, *via* Suez Canal.

There was launched on the 7th from the building yard of Messrs. Wingate and Co., Whiteinch, Glasgow, a handsomely-modelled, well-finished screw steamer of 450 tons, and 80-horse power, intended for the Asia Minor Steamship Company's trade in the Levant. This vessel has the much approved combined high and low pressure engines, circular boilers, carrying 70 lbs. of steam on a square inch, steam winches to each hatch, steam windlass, and all the most recent improvements for economising fuel and labour, and is also furnished with Davidson's patent surface condensers. As the vessel left the ways she was named Attalo by Miss Fanny Bell, daughter of Captain Bell, Craighew, Ayrshire, the managing director of the company. This steamer in her style and finish reflects much credit on her builders.


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NOTICE.—THE BUSINESS heretofore carried on under the style of "Shortrede and Co." was this day purchased by the undersigned, in whose name and by whom it will henceforth be conducted, and to whom all outstanding accounts owing to the said business are to be paid.

Hong Kong, Aug. 15, 1867. CHAS. A. SAINT.

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THE DAILY CHINA MAIL.—Six pages; published every evening (except Sunday). Subscription, 24 dols. per annum. Circulates in Hong Kong and along the China and Japan coasts. Terms of advertising:—Ten lines and under, 1 dol.; each additional line, 10 cents; one-half of these charges for repetitions. In Chinese, 2 cents per character for any number of days during the current week.

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I have to thank my constituents for the increased support they have given to my line, and in order that it may be still further used, it is my intention to reduce the charges so soon as the capital due to subscribers has been paid up.

KIACHTA, December 31st, 1868. **C. MITCHELL GRANT.**

## LONDON AGENCY,

# LONDON & CHINA TELEGRAPH OFFICE,

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| GALLE ..... | " " | " " |
| MADRAS ..... | Saturday, June 5, 2 P.M. | Sunday, June 13, 7 A.M. |
| CALCUTTA ... | | |
| PENANG ..... | And every alternate Saturday thereafter. | And every alternate Sunday thereafter. |
| SINGAPORE ... | | |
| CHINA ..... | | |
| JAPAN ..... | | |
| AUSTRALIA ... | Saturday, June 12. 2 P.M. And every fourth Saturday thereafter. | Sunday, June 20, 7 A.M. And every fourth Sunday thereafter. |

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122, Leadenhall-street, June, 1869.

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National Line, leaving Liverpool every Wednesday.

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North German Lloyd's Line from Southampton every Tuesday.

And at Panama by the steamers of the

Royal Mail Line, from Southampton on the 2nd and 17th of month.

West India and Pacific Line, from Liverpool 5th and 20th of month.

General Transatlantique [illegible] of month.

Passengers by this route are less than ten days in the tropics.

For further particulars and through passage rates apply to H. STARR and Co., Passenger Agents, Pacific Mail Steamship Company, No. 22, Moorgate-street, London.

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OVERLAND ROUTE VIA MARSEILLES. — SERVICES MARITIMES DES MESSAGERIES IMPERIALES OF FRANCE.—FRENCH MAIL STEAM PACKETS LEAVE MARSEILLES AS FOLLOWS:—

| | | |
|---|---|---|
| 23 January<br>20 February<br>15 May<br>12 June | For | Alexandria, Aden. Point de Galle (Ceylon), Pondicherry, Madras, Calcutta, Singapore, Batavia, Saigon, Hong Kong, Shanghai and Japan. |
| 9 January<br>9 February<br>9 March<br>20 March | For | Alexandria, Aden, Seychelles, Reunion, Mauritius. |

9th, 19th, and 29th of every month for Alexandria.

For Passage, Freight, and information, apply to B. W. and H. HORNE, 4, Moorgate-street, London; G. H. FLETCHER and Co., Liverpool; at the offices of the Services Maritimes des Messageries Imperiales in Paris, Lyons, Bordeaux, and Marseilles; or to Smith and Co., Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

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## NEW ROUTE TO CHINA AND JAPAN, VIA LIVERPOOL.

THE [illegible]EST INDIA AND PA[illegible]C STEAM SHIP COMPANY (Li[illegible]ed) sign through bills lading for [illegible]s to Yokohama Nagasaki, Hong Kong, and Shanghai, via San Francisco, by the Pacific Mail Steam Ship Company's new line of mail steamers rom that port.

Passengers will find exce[illegible]t accommodation, and the fares more reasonable tha[illegible] any other route.

For terms, &c., apply to t[illegible] Agents, J. M. CURRIE, Esq., 21, Quai d'Orleans, Hav[illegible]e, or 7, Rue Scribe, Paris or at the Company's Offices, 117, Leadenhall-street, London, and The Temple[illegible]treet, Liverpool.

ARTHUR B. FORW[illegible] Managing Director.

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COMPAGNIE GENERALE TRANSATLANTIQUE, 8, Place Vendome, Paris.

FRENCH MAIL STEAMERS.

China, Japan, North and South Pacific, and Central America, via Panama.—Leave St. Nazaire on the 8th of each month, for Martinique, St. Martha (United States of Columbia), Colon, Aspinwall (Isthmus of Panama), La Guayra, Porto Cabello, Guadeloupe, Trinidad, Demerara, Paramaribo, Cayenne, &c., Callao, Valparaiso, &c., San Jose, La Union, San Francisco, China, and Japan.

West Indies and Mexico.—Leave St. Nazaire on the 16th of each month, for St. Thomas, Havannah, Vera Cruz, New Orleans, Porto Rico, Haiti, Santiago de Cuba, Guadeloupe, Martinique.

New York.—Leave every 14 days from Havre and Brest, for New York.

Rates of Passage from Havre or Brest to New York:—First class, 825f.; ditto. 700f. (according to cabin); second class, 425f.; third class, 275f.

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Handbooks, with full details of all the routes of this Company, can be had of STRINGER, PEMBROKE, and Co, Agents 8, Austinfriars, London, E.C.

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ROYAL MAIL ROUTE, *via* PANAMA, for NORTH and SOUTH PACIFIC, Central America, Japan, and China.—The ROYAL MAIL STEAM PACKET COMPANY'S ATLANTIC STEAMERS now run through from Southampton to Colon (Aspinwall), by which arrangement passengers for the above localities will be conveyed to the Isthmus of Panama in the vessel in which they embark at Southampton.

Passengers and goods arebooked

| | |
|---|---|
| For the South Pacific, Central America, West Coast of Mexico, California, British Columbia ... ... | By steamer from South ampton on 2nd and 17th of each month. |
| For Japan and China... ... | 17th of each month. |

For further particulars apply to

J. M. LLOYD, Secretary.

Royal Mail Steam Packet Company, 55, Moorgate-street, London, E.C.

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SINGAPORE, CHINA AND JAPAN.

ROBERTSON and CO. will despatch the following first-class clipper VESSELS:—

| Destination. | Ships. | Class. | Dock. | Last Shipping Day. |
|---|---|---|---|---|
| Sing., H. K., & Shanghai | United Service (s.s.).. | A1 17 yr. | W.I.D. | July 10 |
| Hong Kong | Peterboro.... | A1 13 yr. | W.I.D. | With des. |
| Hong Kong | Coryphens... | A1 13 yr. | W.I.D. | To follow |
| Shanghai ... | Elizabeth Nicholson. | A1 14 yr. | W.I.D | June 19 |
| Shanghai ... | Sarh. Nichlsn | A1 14 yr. | W.I.D. | With des. |
| Yokohama | Jhnne.Marie | 3-3rds L I | W.I.D. | With des. |
| Yokohama (Kanagawa) | Rockcliff ... | A1 13 yr. | W.I.D. | With des. |
| Chefoo ..... | Princess of Wales ..... | A1 10 yr. | W.I.D. | With des. |

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

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CHINA and JAPAN. — The following splendid first-class SHIPS will be despatched as under:—

| Port. | Ship. | Class. | Dock. | Last Shipping Day. |
|---|---|---|---|---|
| Shanghai ... | Dilpussund.. | A1 17 yr. | E.I.D. | June 15 |
| Ditto ..... | Omba ..... | A1 16 yr. | E.I.D. | June 25 |
| Ditto ..... | Loudoun Catl | A1 16 yr. | E.I.D. | To follow |
| Hong Kong | Jas. Shephrd | A1 13 yr. | W.I.D. | With des. |
| Ditto ... . ... | Borealis ..... | A1 | E.I.D. | To follow |
| Yokohama (Kanagawa) | Napier..... | AA1 | E.I.D. | With des. |
| Nagasaki & Hiogo..... | Chanticleer .. | A1 10 yr. | E.I.D. | With des. |

For Freight or Passage apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

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BOMBAY, CALCUTTA, MADRAS, SHANGHAI, and HONG KONG.

GELLATLY, HANKEY, SEWELL and CO. will despatch the following high-classed SHIPS from the East India Docks, as under:—

| Port. | Ship. | Class. | Tons. | To Sail. |
|---|---|---|---|---|
| Bombay..... | Sir J. Lwne | A1 13 yrs. | 1,090 | June 25 |
| Do. ..... | Salisbury .. | A1 13 yrs. | 1,113 | To follow |
| Calcutta..... | Kg. Arthur | AA1 | 1,221 | June 20 |
| Do. ..... | Clyde ..... | AA1 | 1,161 | July 5 |
| Do. ... .. | Roodee ..... | A1 12 yrs | 1,036 | July 20 |
| Madras ..... | Chalmers ... | A1 13 yrs. | 594 | June 20 |
| Shanghai ... | Lammrmur. | AA1 | 1,054 | June 25 |
| Do. ... | Dartmouth.. | A1 14 yrs. | 933 | To follow |
| Hong Kong | Merse..... | A1 13 yrs. | 628 | June 25 |

For Freight or Passage apply to GELLATLY, HANKEY, SEWELL, and Co., No. 8, York-street, Manchester; or 27, Leadenhall-street, E.C.

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JOHN C. CAMPBELL will despatch the following splendid first-class VESSELS:—

| Destinatn. | Ships. | Class. | Tns. | Dock. | Date of Sailing. |
|---|---|---|---|---|---|
| Colombo .. | Ocn.Bauty. | A1 16 yr. | 585 | W.I.D. | July 1 |
| Do. ..... | Palmerston | A1 15 yr. | 855 | W.I.D. | Aug. 1 |
| Malaba Coast ... | Robt. Jones | A1 12 yr. | 287 | L.D.K. | June 20 |
| Do. ..... | Star of Jamaica ... | A1 9 yr. | 306 | L.D.K. | To fol. |

No. 22, Great St. Helen's, E.C.

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Malabar Coast. To follow the Antipodes. Will meet with the usual quick despatch.

DIRECT for COCHIN, CALICUT, MANGALORE, and CANNANORE, the beautiful clipper ship, ROBERT JONES, A1 12 years, 287 tons register; E. ELLIS, Commander; London Docks.

This splendid vessel offers a most desirable opportunity to shippers of fine goods.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

Mates' Receipts must be left before bills of lading can be signed.

L. H. and B. will not be responsible for demurrage on craft sent alongside without their instructions.

N.B. Shippers are particularly requested to have the Port for which the Goods are intended distinctly marked on the packages, to prevent delay and confusion on delivery.

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In lieu of the "Fort Regent." To follow the "Ocean Rover." Will meet with the usual quick despatch.

DIRECT for COLOMBO, the beautiful clipper ship OCEAN BEAUTY, A1 16 years, 585 tons register; ROBERT WATSON, Commander; West India Docks. This magnificent high-classed Clipper, built last year, under special survey, offers the best opportunity to shippers of fine goods.

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Rates:—15s. per ton of 20 cwt., or 40 cubic feet. No Creosoted Timber, nor manure of any description, taken by this vessel.

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Steam from London to Shanghai direct. To sail punctually on the 28th of July.

FOR SHANGHAI, the splendid new composite full-rigged steam clipper ship OBERON, A1 16 years at Lloyd's, 1,200 tons register, 300-horse power; JOHN KEAY (late of the ARIEL), Commander; East India Docks. This fine ship, built expressly for the China trade, combining all the latest improvements of the fastest clippers, with the addition of the best description of marine engines, offers a most favourable opportunity to shippers of fine goods. The passage to Shanghai is expected not to exceed 75 days.

For Freight only, apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

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To sail on the 15th June.

FOR SHANGHAI, the Splendid Clipper Ship, DEVONPORT, A1 13 years, 1,188 tons register; THOMAS S. KENNEDY, Commander; East India Docks. This beautiful ship presents a favourable opportunity to shippers of fine goods, and has superior accommodation for Passengers.

For Freight or Passage, apply to SHAW, MAXTON and Co., 2, Royal Exchange-buildings, London, E.C.

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To sail punctually on the 1st July. Last shipping day 29th June.

FOR SHANGHAI, the celebrated Clipper Ship, LAUDERDALE, A1 15 years; 851 tons register; G. MOODIE, Commander, East India Docks.

For Freight or Passage, apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

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Regular line of Packet Ship. With quick despatch.

FOR HONG KONG, the splendid Liverpool-built Clipper GEOLOGIST, A1 13 years, 854 tons register; M. CLARKE, Commander; East India Docks.

For Freight apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

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With immediate despatch.

FOR YOKOHAMA (KANAGAWA) Direct, the well-known Clipper Ship CREST OF THE WAVE, A1 13 years, 776 tons register; ALEX. CROMBIE Commander; loading in the East India Docks. This splendid vessel is noted for her rapid passages, and discharging cargo without damage.

For Freight or Passage, apply to A. Wright and Co, 3, Great St. Helen's, E.C.; or to NORRIS and JOYNER, 60, Cornhill, E.C.

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# The London and China Telegraph.

## JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON THE ARRIVAL OF THE FORTNIGHTLY ENGLISH, AND MONTHLY FRENCH MAILS FROM CHINA, JAPAN, &c:

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A SUMMARY OF NEWS FOR THE OUTWARD MAILS.

VOL. XI.—No. 317.] LONDON, MONDAY, JUNE 28, 1869. [Price 9d., with Sup, 1s. 3d.—Sub. 30s. per ann. postage, included. Sup. 12s. extra.


## Latest Advices.

| Ports. | From London. | Arrived out. | HOMEWARD. Received on Saturday. |
|---|---|---|---|
| JAPAN — Yokohama | Feb. 26 | April 20 | April 30 |
| Yedo | — | — | April 28 |
| Osaka and Hiogo | | | |
| Hakodadi | | | |
| Nagasaki | — | — | April 30 |
| CHINA — Peking | — | — | April 26 |
| Tien-tsin | — | — | April 30 |
| Chefoo | — | — | May 2 |
| New-chwang | | | |
| Hankow | — | — | May 2 |
| Kiu-kiang | — | — | May 3 |
| Chin-kiang | | | |
| Shanghai | March 18 | May 4 | May 6 |
| Ningpo | — | — | May 4 |
| Foochow | — | — | May 6 |
| Formosa—Tamsuy | | | |
| Amoy | | | |
| Swatow | | | |
| Hong Kong | March 26 | May 6 | May 13 |
| Canton | — | — | May 12 |
| Macao | — | — | May 12 |
| PHILIPPINES— | | | |
| Manila | — | — | May 7 |
| COCHIN-CHINA— | | | |
| Saigon | | | |
| SIAM — Bangkok | | | |
| BORNEO—Labuan | | | |
| Sarawak | | | |
| JAVA — Batavia | March 26 | May 3 | May 14 |
| MALACCA STRAITS— | | | |
| Singapore | April 15 | May 18 | May 21 |
| Penang | — | — | May 23 |

### THE MAILS, &c

The present inward mail arrived in London two days in advance of the due date, and its delivery commenced on Saturday morning; the bulk of our despatches, however, did not come to hand until between one and two P.M., too late to allow of our publishing on that day. This is not the first occasion on which the early arrival of a mail has been in great measure counteracted by the dilatoriness of the Post-office.

The next inward mail will be the French one leaving, Hong Kong the 20th May, due here on the 4th July. Our latest telegraphic advices *via* Galle are in advance of the mail leaving Hong Kong May 27; those of the succeeding mail (June 10).

## List of Passengers.

### PASSENGERS INWARD.

By this mail, to Marseilles, per P. and O. steamer *Nyanza*, arrived June 24.—From Penang: Captain Lloyd, Mr. Scott. From Galle: Mr. Wormald, Mr. and Mrs. Carver, Mr. Wright, Mr. Young.

To Southampton, per P. and O. steamer *Bangalore*, expected to arrive July 1.—From Yokohama: Mr. White, Mr. Darling. From Shanghai: Mr. Wells, Mr. de la Cour, Mrs. Polkington and three children. From Hong Kong: Mr. and Mrs. Greig, Mr. Clark, Mrs. Roper and two children, Mr. Brady, Mr. Nantes, Mr. McDonald, Mr Preacher. From Singapore: Mrs. Geiger and two children, Mr. and Mrs. Boyd, Mr. Watson. From Galle: Mrs. Thompson, Mr. Heamby, Mrs. Grinlinton, Mrs. Tindal's two children, Mr. Staners, Mrs. Berwick and two children, Mr. Brooke, and one second-class passenger.

### PASSENGERS OUTWARD.

Per P. and O. steamer *Ripon*, from Southampton, June 26.—To Hong Kong: Mr. E. Monger, Mr. J. Russell Skey. To Singapore: Mr. J. D. Vaughan. To Penang: Mr. and Mrs. Thompson and child.

Per P. and O. steamer *Nyanza*, from Marseilles, July 4.—To Ceylon: Mr. Wm. Somerille.

Per P. and O. steamer from Suez, July 11.—To Penang: Mr. Victor Kruger.

Per P. and O. steamer *Massilia*, from Southampton, July 10.—To Shanghai: Mr Broughall. To Hong Kong: Mr. F. Cumberland. To Ceylon: Mrs. Halliley, child, and two sons, Mr. H. Skrine.

From Gibraltar.—To Singapore: Mr. A. Mosley.

Per P. and O. steamer *Tanjore*, from Marseilles, July 18.—To Ceylon: Mr. F. R. Sabonadière.

Per P. and O. steamer *Ripon*, from Marseilles, August 1.—To Batavia: Mr. and Mrs. Pietermaat.

Per P. and O. steamer from Suez, August 8.—To Hong Kong: Mr. and Mrs. Bade

## Summary of News from the Far East.

### JAPAN.

#### YOKOHAMA.

Advices from this port extend to the 30th April. The outward P. and O. mail of February 26 was received on the 20th April, and conveyed also London telegrams to March 19; but *via* Kiachta telegrams to April 1 had been received. The *Great Republic*, from San Francisco, was overdue. The *Japan Times* gives the following summary of news:—

The new scheme of centralising the Government of the country in the hands of the Mikado has received the important accession of the Prince of Kishiu. This noble, under the Shiogoon's Government, was in the position of a prince of the blood, his clan being one of the three called Sanke or Go-sanke, from which alone the Shiogoons were chosen. His consent to the proposition, following that of Owari, another chief of a Sanke clan, is therefore highly significant, as indicating the submission of the Tokugawa family to the new order of things. The Mito clan has not yet signified its intentions officially, but there seems no reason to doubt that it will follow the example of the other two branches of the house. The late Shiogoon was a cadet of this family, and its present head, Mimbutayo, is firmly loyal to the new Government. The Mito clan, however, has for many years been agitated by internal dissension, so much so, as to prevent its taking a prominent part in general Japanese politics, and we are bound to say that it would be highly satisfactory to be able to note its official adherence to the new system.

While on this subject, we have to correct the statement made last mail that Satsuma had been already invested with the governorship of his province under the Mikado. The mission of the Imperial envoy to Kagoshima was to convey to the Prince the thanks of the Government for his distinguished service in assisting to repress the Northern rebellion. The new scheme of government is referred to the great Council of Daimios about to assemble in Yedo, and until ratified by their vote everything remains *in statu quo ante*. This is almost a formality after all, as most of the chief princes and a large number of nobles of less importance have already sent in their lists of estates and men. The Mikado is believed to have left Kioto on the 18th inst., and is expected in Yedo early in May.

The Imperial fleet has left for the North; it sailed on the 21st. The ram *Stonewall* had to stop and put back into Uraga Harbour, in consequence of an accident to her machinery, or from the inability of the Japanese to work it, but we hear that she left again on the 28th. She is on the twin screw principle, and the Government are exceedingly foolish to have trusted her to native engineers. A report was current for a couple of days that she had actually foundered, and no one would have been surprised had the rumour been true. This absurd confidence in themselves, as soon as they find they have acquired a smattering of any art, is a great fault in the Japanese character, and much in the way of their advancement; their clumsy handling of the *Stonewall* is a striking and what may be called a concrete example of it.

The question of Municipal Reform will, now that the currency dispute is shelved for a time, come up again for, we trust, final settlement. A committee is hard at work framing a memorial to the Ministers, and as the claims of the community are nothing more than what are just and reasonable, we fully expect that the application will be successful. The old Municipal Council did all that was possible for it to do with the limited funds allowed it; it only gave up office when its estimates for the coming year's expenses were found to be exceeding its anticipated income, and stated that as its chief reason for dissolving. The Japanese then took the settlement in hand, squandered ignorantly upon it, by their own account, three times what we had ever had to spend, and have reduced it to a worse state in every particular—roads, scavenging, police—than when we handed it over to them. After

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eighteen months' experience of their incapacity, we now ask to have the municipal government again placed in our hands with increased funds; and there is no doubt that, if our request be complied with, we shall soon improve Yokohama into something like what it ought to be.

A very sad accident has happened on the Tokaido, two Japanese children having been killed and one badly hurt by the careless riding of some Foreigners as yet unknown. We earnestly hope by next mail to be able to announce the detection and punishment of the offenders. It is of the last importance that they should be constituted an example. Not only on the Tokaido and in Yedo, but also in the Foreign settlement and native town of Yokohama, furious riding is the rule with men who in their boyhood hardly knew a horse from a cow, and never rode outside of anything, except an omnibus or a diligence, and life and limb are endangered every day. The people are naturally infuriated about the occurrence, and the worst results may be anticipated if justice be not done and the Japanese public satisfied. A small party of Foreigners on their way down from Yedo passed the spot immediately after the accident, and, but for the fortunate presence of a vice-governor of Yedo, who appeased the crowd by promising on our behalf a full examination of the circumstances, it might have gone very hard with them.

Next week is our race week, and we have a very fair promise of sport. The committee have very properly devoted much of their funds to the encouragement of native pony buyers, the Griffin Stakes having been restored, and with marked success. *Apropos* of sport, a very useful and sensible proposal has just been made, *i.e.*, that the Japanese Government should be solicited, through the Foreign Ministers, to name a close season, during which the sale of game, particularly pheasants, should be prohibited in the markets. Even now, at the very end of April, pheasants are freely offered for sale, and the result upon our next year's shooting may be anticipated.

The Club Germania have opened their new club house. The silk and tea markets are still very depressed; there is a slight improvement in the demand for manufactured goods.

Advices from Kobé give but poor accounts of the state of trade at the Southern ports.

From Nagasaki we hear of the sale of the *Arqus* steamer to the Prince of Isahaya for 53,000 dols., and of the British barque *John Eyston* to the Prince Satzuma for 17,000 dols., by Messrs. Rainbow, Lewis and Co.

## CHINA.

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### SHANGHAI.

(FROM OUR OWN CORRESPONDENT.)

SHANGHAI, May 6, 1869.

The English mail of the 12th March, bringing telegrams to the 2nd April, arrived on the 26th ult. A Chamber of Commerce telegram to the 4th April had been received *via* Kiachta on the 23rd ult.; and on the 1st inst. a trans-Mongolian telegram to the 13th April was received. The French mail arrived on the 4th inst., bringing London telegrams to the 7th ult. The steamer *Nile*, from London, arrived on the 28th ult., bringing sixteen passengers. The U.S. flagship, *Piscataqua*, arrived in the river on the 29th ult., having Admiral Rowan on board.

An Italian frigate, the *Clotilde*, Captain Carlo Alberto Racchia, arrived here on the 21st April from Yokohama, and laid off the Custom House until the 29th, when she left port. The appearance of the Italian flag, either naval or mercantile, is so unusual in this harbour, that large numbers repaired to the bund in order to assure themselves that an Italian man-of-war was really in port.

Mr. Alfred Robinson, a solicitor practising in the Supreme Court, has opposed the levy of the registration squeeze in his own person, and when summoned before the police magistrate, pleaded his own cause, or rather that of all British subjects in China, with much ability. Of course the case was given against him, and he therefore appealed to the Chief Judge, who confirmed the magistrates' decision. Mr. Robinson has announced his intention of appealing to the Judicial Committee of the Privy Council. The official report of the trial will be found in the *Supreme Court and Consular Gazette* of the 1st inst.

An important police case has been tried here before the full Supreme Court. One Giovanni Cavagnoro, a native of Genoa, charged the captain and chief mate of the British ship *William Chandler* with carrying him off on board from Vancouver's Island, and with sundry acts of gross ill-treatment, such as beating him severely for inability to work as an ordinary seaman—he being in fact a baker—towing him overboard, and the like. The prisoners stated that the complainant was entered on the articles as "Thomas Connolly, aged 32, Dublin," and a general and special denial of the acts of cruelty charged was put in. It was held that the captain had taken complainant away without having signed articles in compliance with the Merchant Shipping Act, that this was done contrary to complainant's wish, and that therefore the captain was liable for his maintenance in Shanghai, his passage to Genoa, and for 50 dols. to be paid him on arrival at his native place. The mate was fined 20 dols. and costs.

The Spring Race Meeting was held on the 28th, 29th, and 30th ult. and the 1st inst. As you already know, racing enthusiasm has quite died out here, and the greater number of the residents seize the opportunity afforded by the race week to run up-country or visit the coast ports. The Race Club this year reduced the cost of admission to the stand from Tls. 10 to 6 dols., but even this had little effect on the attendance. The first day was very wet, but the riders and spectators were more fortunate on the succeeding days.

The athletic sports, which had been often postponed in consequence of continued wet weather, came off on the 23rd and 24th ult., before a crowd of Foreign spectators, which the papers unite in describing as larger than was ever previously seen in Shanghai. None of the events were worth special notice.

On the 26th ult. a meeting of the supporters of the Anglo-Chinese Hospital was held, under the presidency of Consul Medhurst. The business was of a purely routine character. The funds of this valuable institution are not in a very flourishing condition, yet its sphere of usefulness is daily extending.

Mr. Dick, Commissioner of Customs at this port, has addressed a letter to the Chamber of Commerce on the question of bonded warehouses, which stands for the Chamber's consideration at its meeting to-morrow. He states that he is not authorised to settle any terms concerning the bonding of imports, but, as a basis for discussion, he asks whether, in case of different fees being charged for the privilege according to the amount of business done at different godowns, those whose godowns would fall into the lowest class would pay Tls. 300 per annum.

The allotment of seats in the new church has created some interest among the English Episcopalians. Several plans have been proposed, but at a meeting of subscribers, held on the 3rd inst., it was resolved that the matter be left to a committee, and that the rental be uniform. The architect expects that the building will be open for worship on the first Sunday in June.

The annual meeting of Land Renters will be held on the 27th inst.

The 4th inst. being the Emperor's birthday, the 23rd day of the 3rd moon, was celebrated throughout the Empire in general, and at Shanghai in particular, by the closure of all the native public offices.

A notification has been issued by the provincial authorities stating that the *war tax* (N.B. peace is now supposed to reign throughout the Empire) of Tls. 100,000 per month levied in the Soochow and Shanghai district is no longer sufficient, and announcing an increased levy of Tls. 30,000 per month. It is well known that this squeeze is intended for the private purses of the collecting mandarins, but the people, with exemplary patience, are preparing to pay almost without grumbling.

The *North China Herald* mentions a vague report of a project to do away with Consular establishments at the ports of Newchwang, Chefoo, and Tamsuy,—British interests to be entrusted to mercantile consuls. We give this as it has reached us, as the purest rumour, and should be hardly inclined to mention it, but for the eccentric views on China which the new Government entertains. These, combined with its struggles after economy, may impel it to anything.

On the 24th ult. we received information from Hankow that the *Salamis* had arrived there on the 21st. The expedition was at Ichang on the 10th, but as Sir Rutherford Alcock's despatch had been received it was doubtful whether any attempt would be made to reach Chung King. A private letter describes Ichang as abounding in natural beauties, thus offering a strong contrast to Sha-si, which closely resembles Hankow. Sha-si is the great centre of trade for Szechuen, whence produce of all kinds is distributed to that province. It is very flat and low, one street built on an embankment which keeps the rising water from the rest of the city, which lies thirty feet below.

On the 26th ult. the *Salamis*, with Admiral Keppel on board, reached Shanghai, and on the 29th the steamer entered Muirhead's dock for repairs, her stern-post having been sprung by her bump.

H.E. Mr. Ross Browne, U.S. Minister to Peking, arrived here on the 27th ult. in the gunboat *Monacacy* from the Coast ports, where he has been on a tour of inspection. He is about to proceed immediately to Peking, in company with the U.S. Consul-General.

A rumour was current some days ago that serious political complications had occurred at Peking, the Ministers having united in a threat of hauling down their flags, in consequence of a personal assault made upon the French Secretary of Legation by the Prince of Kung's brother. Again, on the 1st inst., the *Friend of China* inserted the following sensational paragraphs:—

"Just as we go to press we receive, overland, information from Peking to the following effect.

"Prince Kung, *hors de combat*, has had to resign his position as Regent and head of the *Tseng li* Yamen.

"Tsen-kwo-fan has been called to Court, and made *Tso-tsiang*—*i.e.*, a member of the Cabinet.

"Le (our old friend *Le Footai*) has been commissioned to inquire into the conduct of Tso, Compo (umquhile Footai of Chekiang), who allowed himself to be defeated by the *Wei-fei* (as the new rebels are called).

"Our information is reliable."

Although several steamers have arrived since, no confirmation of these alarming statements have been received.

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The following extract, from the log of the *Mary Miller*, just arrived from Sydney, will interest your maritime readers :—"At ten o'clock A.M., March 27, saw a reef on which the sea was breaking heavily, bearing S.W., distance three miles, which is not on the chart of date 1864. Went aloft to see the extent of it, and saw it running from S.E. to N.W., about three miles. At noon got good observations, which placed the centre in lat. 3 deg. 5 m., long. 160 deg. 37 m. E.

The following amended rules relating to the duty on tea dust have been published :—

RULE I.

*Transit Dues.*

Tea dust, like tea, pays transit dues at the rate of Tls. 1.2.5.0 per picul.

RULE II.

*Export Duty on Tea Dust declared for Foreign Market.*

Tea dust declared to be for a Foreign port, whether shipped at a Yangtsze port, or a seaport, pays export duty as tea, at the rate of Tls. 2.5 per picul. If thus shipped at a Yangtsze port, it deposits, as tea, a bond for coast trade duty.

RULE III.

*Export and Coast Trade Duties on Tea Dust declared for Native Market.*

Tea dust, no matter where shipped, if for a Chinese port, and of not more than ten taels in value per picul, pays export duty at the new rate of Tls. 1.2.5.0 per picul. If shipped at a Yangtsze port, it is there to deposit the coast trade duty of Tls. 0.6.2.5 per picul in cash, like any other commodity, not being tea.

RULE IV.

*Final Duty leviable on Tea Dust originally shipped for a Chinese Port, and after arrival there reshipped for a Foreign Port.*

Tea dust passed at the new rate will have paid a duty of Tls. 1.2.5.0 per picul, when shipped at a sea port, and, like other goods, will have afterwards paid its coast trade duty, Tls. 0.6.2.5 per picul, on arrival at the second port; shipped at the Yangtsze port, it will have acquitted itself of both export and coast trade duties at the same time, in the same way as other merchandise. In the event of the subsequent shipment of any such tea dust from the second port, it (having already paid duties amounting to Tls. 1.8.7.5 per picul) will be called on, at the time of shipment, to pay a further shipment of Tls. 0.6.2.5 per picul; in that way it will pay the duty, Tls. 2.5 per picul, leviable on it as tea for the Foreign market.

## AMOY.

### (FROM OUR OWN CORRESPONDENT.)

AMOY, May 10, 1869.

The *Macao*, Peruvian coolie ship, left this port about a week ago for Havannah, having conformed to all the necessary regulations. The Commissioner of Customs (a Foreigner) would not give up her papers on his own responsibility, but handed them over to the Superintendent of Customs (a Chinese), in order to avoid being involved in any trouble that might arise in allowing her to leave the port. The *Padang Panjang*, now the *Villa de Cammilla*, and under the Spanish flag, will leave this port with coolies for Havannah in a few days. She being a treaty power ship, will have no obstacles put in her way, which seems absurd, after dealing so harshly with the *Macao*. It is to be hoped that the coolies will not be illtreated and drafted off to other places than Havannah. It is to be regretted that the Chinese mandarins make such a large sum out of the coolies—they get 3 dollars a head as a fee for each man shipped. What villany is a small mandarin not capable of when he sees a large fee coming to him? What does it matter to him how the poor unfortunate labourer is treated? This coolie matter has created a little excitement here, and one was at a loss at times to know who was in the right, the coolie brokers or their opponents. Be it as it may, it will serve as a lesson to all future coolie brokers to be straightforward, and to employ careful translators in drawing up the agreements with the Chinese labourers. The opposition they have met with in procuring labourers at this port will show all future adventurers that they must confine themselves strictly to the letter of the law if they wish to get their business put through quickly. Everything is quiet at Taiwan. Mr. Gibson, our Consul there, is to be superseded; Mr. Cooper will relieve him shortly. Mr. Gibson goes as Interpreter to Canton for a time, Mr. Meyers going for a trip on sick leave.

## HONG KONG.

From this port our latest date is the 13th May. The P. and O. mail of March 26 arrived out on the 6th May, with London telegrams to April 17. From New York the latest advices were to March 18, *via* San Francisco.

The *China Mail* gives the following account of the fracas at Peking, which is almost identical with that received by telegraph :—"A fracas which may lead to serious complications has taken place at Peking. One account says that the French Chargé d'Affaires jostled against the cart containing Prince Kung's brother, as they were returning from the races. The Prince struck the Frenchman across the face. An apology was demanded and refused, so the tricolour was hauled down from the French Legation. The other Ministers have taken the matter up, and have given the Chinese Government three days to make an apology. Another account says that the French Chargé d'Affaires' pony slightly jostled a chair, in which was Prince Kung's brother. One of the latter's outrider's struck a blow, whether at Mr. Rochefort or one of his suite does not seem clear. A later paragraph says, that Prince Kung has had to resign his position as Regent and head of the Tsung-li-Yamen. Tsen-kwo-fan has been called to Court and made a member of the Cabinet."

The following items of news are from the same source :—

Le Footai has been commissioned to enquire into the conduct of Tso, formerly Footai of Chekiang, who allowed himself to be defeated by the Weifei (rebels.)

The Soochow authorities have been told to modify their rancour towards Christians. This appears from a proclamation recently put forth.

The Yangchow affair has fully attained its object, and taught the officials and people to behave to Foreigners with civility. Visitors to the city a week or two ago met with no annoyance.

The financial statement of this colony for the year 1868 deserves a little more minute consideration than it has received. The total receipts for the year were 1,134,186.19 dols., being an increase of 274,702.17 dols. on 1867. The expenditure increased at nearly the same rate, from 730,916.82 dols. in 1867 to 991,311.49 dols. in last year—a difference of 260,394.67 dols., and being only 13.307.50 dols. less than the total excess of receipts for 1868. This is an astounding jump from a condition of bankruptcy in 1866 to an absolute plethora of wealth (the balance on hand on December 31, 1868, being 142.794.70 dols.) in the short space of two years, especially when the fact is borne in mind that the cost of Government in the colony was increased during last year by the sum of 19,641.54 dols., and that there was a decrease of 66,825.12 in the land revenue for 1868 as compared with 1867.

Confining ourselves for the present to the question of revenue, we observe that the increase is mainly due to two items :—

| | |
|---|---|
| Gambling Fees ... ... ... | dols. 267,166.66 |
| Stamps ... ... ... ... | 101,766.20 |
| | dols. 368,932.86 |

The opium farm yielded an increase of 10,470 dols., and miscellaneous receipts dols. 11,583.30. From these four items more than one-third of the entire revenue is derived; but it is to the two above set out that the present flourishing condition of the colonial exchequer is attributable. There has been no orsginal legislation beyond them to which the increased revenue can be traced.

We now turn to the expenditure. The sum of dols. 208.144.80 clears off all arrears on account of the military contribution; on public works and buildings, roads, streets, and bridges, there were spent during 1868, dols. 164,444.03; making together, dols. 372,588.83. What has become of the remainder of the dols. 991,000? The Crown demands have been satisfied, local public works are supposed to have been sufficiently provided for; where are two-thirds of the revenue of 1868 gone? The answer is in payment of the labour which is employed in the government, of the colony, from his Excellency through all the departments of our petty state, down to the coolie who sweeps out a Government office. The item charged under the head of "Establishments" means the amount paid to persons employed in various offices,—the police, gaols, postmaster's office, registrar's office, &c., and it stands thus—

| | |
|---|---|
| Total Establishments ... ... | dols. 448,473.53 |

But to this are to be added certain items which, though for some occult reasons are charged "exclusive of establishments," in reality form part of the same account. They are these

| | |
|---|---|
| Revenue Services ... ... ... | dols. 1,695.55 |
| Administration of Justice ... ... | 924.26 |
| Hospitals ... ... ... ... | 11,613.51 |
| Police... ... ... ... ... | 56,022.38 |
| Gaols ... ... ... ... ... | 25,115.35 |
| | dols. 95,371.05 |
| Add (as above) ... ... ... | 448,473.53 |
| | dols. 543,844.58 |

But this is not all that we have to pay for the blessings we enjoy under the Government of Hong Kong. We have to add—

| | |
|---|---|
| Pensions ... ... ... ... | dols. 16,303.63 |
| Charitable Allowances ... ... | 350.68 |
| Miscellaneous Services (not specified) | 28,106 89 |
| Special Expenses (not specified) ... | 6,195.68 |
| | dols. 50,956.88 |
| Add (as above) ... ... ... | 543,844.58 |
| And you have ... ... ... | dols. 594,801.46 |

as the sum which has to be provided by the inhabitants for the payment of the expenses of our local Government, before a dollar can be spent on public works.

The verdict of the coroner's jury was strongly condemnatory of the Chinese Hospital case; and the place has been for the time abolished, pending more humane arrangements. A case of the death of a Chinese, a few minutes subsequent to exposure in the street, has also occurred, and an inquiry is going on.

Capt. Crosbie (late of the *Arthur*), who, with wife and crew, was picked up near Pedro Blanco, and brought into Hong Kong by a fishing junk, moved the criminal law in order to charge his prisoners with piracy and extortion. Case was dismissed by the magistrate.—Another suit (civil) for 500 dols. was proceeded

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with, and gained by the junkmen; this was half the 1,000 dollars promised for the salvage service.

The *Friend of China* gives "reliable" information that Prince Kung has resigned his office as Regent of China, and implies that this arises from the recent quarrel with the French Charge d'Affaire's. If the news be correct we are rather inclined to find a very opposite reason for his conduct. Nothing would be more popular with the Chinese than resistance to the demands of a Foreigner, and had the Prince tried to bid for popularity he could scarcely do so more effectually than by opposing the French demands to the last gasp. We incline to believe that he has declared his inability or unwillingness to assume an offensive position which he is able enough to foresee must result in a new war. Such a declaration would very probably be met by taunts of cowardice, direct or implied, from Tseng-kwo-fan, now at the Capital, he having committed to writing his belief that but the will is wanting to expel the hated Foreigner from China. The prince would thereupon naturally suggest that the warlike Tseng should undertake the policy which he recommends; and as that official has long been ambitious of a seat in the Cabinet he would naturally accept the conditions attached to gain it.

This is, of course, mere supposition, but if the *Friend's* account be correct we can find no other solution. It is quite certain that Foreign pressure would not be exerted to unseat the Prince Regent (who is identified with the pro-Foreign party) in favour of Tseng-kwo-fan, who is equally identified with the "old war party." Another mail will, doubtless, bring more intelligence; but, meanwhile, here is another "nut" for the pro-China party at home to talk over. Reference to Peking with Tseng as Prime Minister will be, we doubt not, an eminently practical proceeding—to those who don't mind being kicked

## JAVA.

(FROM OUR SPECIAL CORRESPONDENT.)

BATAVIA, May 14, 1869.

The London mail of the 26th March arrived here on the 3rd inst. Our import market remains in a stagnant condition, and the godowns and bonded warehouses are choked with European manufactures, while at the same time several vessels are due. When will people at home ship out more in accordance with the demand? The bankers, as well as merchants, are now crying out at the utter stagnation in business, and discount is down to 5 per cent., and even 4½ on Government paper! What will old Java residents say to this? The Java Bank holds its meeting on the 24th inst., and gives only 9 per cent. dividend for the year, against 15 per cent. in former years. This is the only bank allowed by Government to issue notes. The capital is six million guilders (12 to the pound), and the current value of the shares is 50 per cent. premium. The other banks are the Netherlands India and the Rotterdam, which have their head-offices in Holland. The Chartered Bank of India, Australia, and China, which has also its head-offices in London, is the only English Bank, and has large transactions in Exchange, as well as a good share of the local business.

The chief topic of conversation here is the coming festival and masquerade ball, to commemorate the 250th anniversary of the settlement of the Dutch in Java. Three days are to be set apart for the festival, and it is predicted by many that the discontented natives will take the opportunity of raising a rebellion; but I have noticed nothing which can warrant this opinion. The riot which occurred last month was a spasmodic and abortive affair, and the murder of the Europeans arose entirely from their over confidence in not procuring sufficient aid from the military. The rioters, one hundred and sixty in number, are in prison awaiting their trial.

Rain has fallen heavily during the present week; being unusually late, it is feared that it will injure or at least retard the next crop of sugar. Contracts for delivery, however, have nevertheless been made for the end of June. The export in 1868 was of sugar, 2,500,000 piculs, and of coffee, 960,000 piculs; it is early yet to form an opinion, but it is believed that the crops of both sugar and coffee will be larger; but then, last year, and also in 1867, the coffee crop was considered a failure. The Government at the Hague have sent out orders that the native producers are to be made to suffer for the inferior quality of the coffee, and this will be put into practice when the new crop is brought by them to the Government depots next month. The price paid by Government to the natives for all coffee brought in has hitherto been 13 guilders per picul, irrespective of the quality, but now they are to be paid only *one half* that amount for inferior descriptions. On what legal or equitable grounds this can be done is not easily seen, and the course is universally condemned by all classes of the public here. The system which the Government pursue in the cultivation of coffee has left it far behind the produce of Ceylon, although the sale here is infinitely superior. The contract price for sugar this season is about £2 per ton higher, coffee contracts are also higher, owing to the insurrection in Cuba.

Until the policy of the Government is changed, and more liberal principles prevail, the commerce of the island cannot increase. Forced labour must be abolished and the soil let out to the enterprise of individuals. The institution of such a policy would be more calculated to develop the resources of the country, and would prove more lucrative to the Government than the present system of "squeezing," which is simply killing the goose which lays the golden eggs. Sooner or later a change must come, including, perhaps, a change of masters. The Dutch Government must be sadly blind and unpractised not to be able to read the signs of the times. Simply to go on squeezing out every drop of blood from the place without a care for its future is a policy which can have only one end.

Notwithstanding that the country possesses the finest facilities for railways, there is now only a small section, under fifty miles in length, in the vicinity of Samarang. The line from Batavia to Buitenzorg, the seat of the Governor-General, about forty miles in extent, is not yet commenced, although it would, by the sale of lands in the vicinity, be a source of considerable profit. It is stated that the necessary purchases of rail and rolling stock are now being effected in England, and that the line will be commenced in four months, and finished in about a year and a-half. The value of property in the locality is already rising in anticipation. Considering how few engineering difficulties there are in the way, and the comparative cheapness of labour in Java, railways should have been brought into use years ago, to give those facilities for the transport of goods which are the greatest stimulants to trade.

The fleet of the Netherlands India Steam Company continues to perform their various services in connecting Singapore and all the ports on the coast of Java, Sumatra, Macassar, Borneo, &c., with great regularity. The organisation of this line, which includes fifteen steamers, was one of the finest enterprises ever carried out for Java, more especially as it has been done at such a moderate cost to the Government. The postal subsidy is only 3s. per mile, but the receipts from freight and passengers by the company are large, and are increasing at a very satisfactory rate. The expenses of a line in these far-off seas are necessarily heavy, but the managers here adopt the best system for maintaining the efficiency of their vessels. All the contracts with Government are performed and the management here conducted by Messrs. Fraser and Hulstyn, who give universal satisfaction. The only dispute which has arisen with the Government is on the twelfth article of the contract, which states that the Company are to have the "exclusive" carriage of Government passengers, and this the Company holds to include soldiers sent on expeditions, &c. The case was tried here in Court, and decided in favour of the Company, but an appeal has been made to Holland, the result of which is looked for with much interest. The directors and shareholders in England (for it is a London company) will soon receive a handsome return for their capital, but in all these concerns the organisation is difficult and expensive. In adding to the fleet as required, the directors would do well to construct steamers on the American plan, having the first-class cabins forward, and the native aft, as in China; this climate requires it. The vessels of the fleet are now too much on the Atlantic model, but not so well suited for hot weather.

Telegraph wires are distributed all over Java and part of Sumatra, and messages can be forwarded for 70 cents, *i.e.*, about 1s. 2d. for distances about 100 miles, rising in proportion; but the system is not well conducted, the office closing in the business quarter at four, and at five at the head-office outside. The result is that an answer to a message on the same day it is forwarded is a rarity. The post-office is some two and a-half miles out, and the European mail has to be brought from thence, and is some six hours in delivery. There can be no reason why the mail should not be sorted on its way from Singapore by the mail agent on board, as in the English mail steamers from Singapore to Hong Kong. If it could not be all accomplished it could at least be done in part, and the time occupied in delivery would then be shortened probably by two hours.

Amongst the many complaints which the Foreigner has against the Dutch Government here is the unreasonable delay of their courts of law. There is now an Englishman incarcerated in the common gaol of Batavia (for an assault on a Dutchman), who has been there since February, and whose trial will not come off until next month. Bail has been offered to any amount, and refused. This for a police-court case, which should have been settled the next morning, is certainly a most barbarous state of things, especially when the heat of the climate is considered.

The Government here has refused to meet the demand made by our Government, through Mr. McLean, the Consul, for damages in the case of the ship *Maggie Leslie*, with a cargo of tea, which was towed in here last year by the *Fusiyama*. The claim is for damages and losses by the acts of the Government officer, here styled the "Receiver of Wrecks." This officer insisted by force on his right to take charge of the ship, against the protest of the British Consul. A quantity of tea was landed and sold quite unnecessarily, and heavy charges made, for which he reimbursed himself out of the proceeds of the tea. The whole transaction was little more than one of plunder. The underwriters in England represented the matter to our Foreign-office, and Lord Stanley decided that the acts of the Government in Batavia were illegal, and made a claim for restitution. As it has been refused, it now rests with Lord Clarendon to carry the case to the Supreme Government at the Hague.

There has been a hearing of witnesses before the Court in the case of the British ship *Cannata*, owned by Mr. John Hodgeton, of Edinburgh. This vessel was bound from China to Rangoon or

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Bassein, and her freight was insured in a Java office, the Colonial, which disputes its liability, on the ground that it was possible to know of the damage to the vessel at the time the insurance was effected. The amount insured was 6,000 dols. The case has been going on since 1862, and public opinion is against the insurance office. The next hearing is fixed for the 26th inst.

There is a growl, loud and deep, against forced service in the army, or Schuttery, as that branch is termed. The Government will not even exempt ministers, our chaplain, the Rev. Dr. Arnold, being compelled to serve, or pay a fine of ten rupees; and the law even permits imprisonment for three days for non-attendance. Now, in a climate like this to pull every European merchant and his staff of clerks out on the parade at 4 P.M. once in every week is a most arbitrary measure, although it would be only reasonable that Foreigners as well as Dutch should be compelled to serve at a time of popular tumult for the support of law and order.

It is an anomaly that the Government with their arbitrary pressure on the natives should permit them to go about armed with the well-known Malay "kris." This is an element of barbarism, and not of civilisation, and should be swept away. Europeans do not go about armed, and it is not right that they should be exposed to the knives of these natives, which are frequently the occasion of bloodshed among themselves.

Batavia, like other places, is adopting the inventions of the West. The tramway which Messrs. Dummler and Co. introduced has, after many delays and difficulties, been opened for a distance of four miles. Certainly, no city in the Far East is so well suited for it in regard to long and straight roads. The tramway should have been in existence ten years ago. However, here it is, and one can ride to and from residences for 5d. first class and 2d. second. The traffic since the opening has rapidly increased, and the daily number is now over three thousand, yielding receipts of 350 guilders per day. The remaining portion of the line, about four miles further, will be ready for opening shortly, the rails, &c., having all arrived. The capital invested is 750,000 guilders, and the shares, of 1,000 each, have been sold at a premium of 60 per cent. This is no doubt a speculative rise, but there can be no question of the success of the tramway if it is not heavily weighted with capital and expenses. The directors are Mr. McLean, the British Consul, Mr. Pels, and Mr. von Hernert.

The failure of Messrs. Morgan, Melbourne, and Co. continues to be one of the topics of the day. It has inflicted a great blow on the name of English houses, although in truth the partner here, Mr. Lichtenberg, was a German. His escape from this clandestinely is, of course, a great scandal. The transactions of the firm show that they had been insolvent for some years, and Mr. Melbourne, in London, could hardly have been ignorant of the condition of affairs. It appears that credits have been so ingenuously worked as to be cashed three times over. The amount of liabilities is no less than four million guilders, or £350,000, and the assets are returned at about £70,000. In Europe and Australia the sum is considerable, but the chief creditors are here. As a proof that these cases do not pass without notice by the public I may mention the fact that a few evenings since the wife of an English merchant, while taking a drive, was hooted by a half-drunken soldier with some broken imprecations, with which were mixed up the names of "Morgan" and "Melbourne." The question is, Where has the money gone? The assets here are next to nothing. The Chartered Bank of India, who are creditors, will not be such heavy losers as at first reported. The Bank of Rotterdam is also nearly clear, but there is much talk of the manner in which the manager accomplished this, and it is openly stated that he aided and abetted the escape of Mr. Lichtenberg. The winding-up of the estate here under the Court will probably occupy years, as there will be many complications of the English and Dutch law; the latter, antiquated as it is, will certainly not be able to cope with the modern mercantile appliances of hypothecations, goods stopped *in transitu*, banks and financiers holding property of houses who have never received a farthing, whilst Morgan, Melbourne, and Co. have appropriated the value for their own benefit in more ways than one. The first hearing, for examining claims, &c., is fixed for October.

The small English church originally built by the Rev. Mr. Medhurst in 1830 is now under the charge of the Rev. Dr. Arnold, the chaplain, who, in addition to this charge, keeps up a service and a school for the Malays. The English community numbers only about eighty, and of these some attend a Scotch chapel, which is in charge of the Rev. Mr. King. Society has suffered lately by the loss of several English ladies, who are always great supporters of the church.

The lighthouse, with a revolving light, on the North Watcher (which is generally made on entering Batavia Roads), will be completed this month. A great number of lives have been sacrificed in its erection.

BREAKFAST.—EPPS'S COCOA.—GRATEFUL AND COMFORTING.—The very agreeable character of this preparation has rendered it a general favourite. The *Civil Service Gazette* remarks:—"The singular success which Mr. Epps attained by his homœopathic preparation of Cocoa has never been surpassed by any experimentalist. By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected Cocoa, Mr. Epps has provided our breakfast tables with a delicately-flavoured beverage which may save us many heavy doctors' bills." Made simply with boiling water or milk. Sold by the trade only in ¼ lb., ½ lb., and 1 lb. tin-lined packets, labelled—JAMES EPPS & Co., Homœopathic Chemists, London.—ADVT.

# Commercial Report.

## STRAITS, CHINA AND JAPAN IMPORTS.

YOKOHAMA.—We are able to report a slightly better tone in this market, which is due to the gradually increasing confidence in the Mikado's Government, and the expected arrival of the Court at Yedo. The improvement was, however, not very marked, 16/24 Yarn and 8 lb. 4 Shirtings alone having advanced, and that but slightly. Other goods remained as last quoted, prices being nominal, as holders remained firm, and refused to part with their goods at figures which were in many instances considerably below home rates. Woollens remained dull, a slight demand for Blankets and some forced sales of Camlets being all we have to notice. Metals as before. Quotations:—G.E. Grey Shirtings, 7 lbs., per piece, $2.35 to 2.40; 8¼ lbs., $2.70 to 2.75; G.E. White Shirtings, $2.60 to 3.20. T-Cloths, 6 to 7 lbs., $1.70 to 2.15; Velvets, Black, 35 yds. 22 in., $9 to 9.50. Cotton Yarn: Nos. 16-24, per picul, $46.50 to 47; 28-32, $47.25 to 47; 38-42, $49.50. Camlets, BBB and S, per piece, $15 to 16; SS, $13.50 to 14.50; Cloth, Medium and Broad, 54 in., per yard, $0.80 to 2.50; Union, 29 in., $0.50 to 1; Spanish Stripes, $0.75 to 1; Long Ells, Assorted, per piece, $8 to 8.75; Blankets, per lb., $0.40 to 0.50. Iron, flat and round, per picul, $3 to 3.50; nail rod, $3.30 to 3.70; hoop, $3 to 3.20; pig, $1 to 1.10; wire, $6.50 to 7; Steel, $7 to 8; Lead, $6.50 to 7.

TIENTSIN.—A slight improvement had taken place in the market, but deliveries were checked, owing to want of water in the canals. Grey Shirtings, 8¼ lbs., were quoted Tls. 2.1.5 to Tls. 2.2.0 per piece.

SHANGHAI.—Cottons: There having been several days' partial holidays during the fortnight, the business in Piece Goods had not been large; there had also been but a limited demand among Native dealers. The principal part of the business had been in Grey Shirtings, at a slight advance. 7 lbs. and 8¼ lbs. had been sold, for arrival, at Tls. 2.0.0 to 2.0.5 and Tls. 2.2.3 to 2.2.7 respectively. The stocks of T-Cloths in Chinese hands had accumulated, and with the want of demand thus occasioned prices had declined somewhat. White Shirtings: Quotations must be considered almost nominal, as sales had been very small, and these goods had been neglected. The market for Drills was quiet. Sheetings were enquired for at previous prices. Jeans had attracted little attention. Fancy Goods: The market for most kinds is weak. Woollens: Long Ells: Scarlet lower; Assorted unchanged, some transactions being reported at the quotations given. Spanish Stripes were weaker. Small sales of Camlets had been effected at previous rates. Figured Orleans were not in request, but the prices of Plain Goods were maintained. Medium Cloths dull. Crape Lastings and Lustres were enquired for. Metals—Nail Rod Iron: A few sales of Nail Rods had been effected at Tls. 2.40 to 2.50 per picul, and some fifty tons of Bar Iron had been placed at Tls. 2.48 to 2.50 per picul. Stocks of the former were estimated at about 30,000 bundles, whilst of the latter only about twenty-five tons remained unsold. Quotations—small size, Tls. 2.30 to 2.40; fair to good, Tls. 2.45 to 2.50; Hoop, Tls. 1.90 to 2; Flat and Round, Tls. 2.45 to 2.50. Lead: There had been some little activity, and a parcel of L.B. was sold to arrive at Tls. 6.20. The market had become quieter, and this price was not obtainable at the close; 2,828 piculs had been added to stocks since April 13, and 7,688 piculs shipped to outports. Rates for ready cargo, Tls. 5.90 to 6.52. Coals: Prices of Cardiff and Australian coals had declined, and the market was dull, large supplies having arrived or being expected; sales had been made at the quotations. American coals were in some request. No arrivals of English had taken place, and there was no demand for this quality. The arrivals had been: From Great Britain, 1,428 tons; from Australia, 3,980 tons; from Japan, 324 tons; from Formosa, 640 tons; in all, 6,372 tons, of which 1,309 tons were to order. The current quotations at the departure of the mail were as follows:—Grey Shirtings, 7 lbs., per piece, Tls. 2.0.2 to 2.0.6; 8.4 to 8.6 lbs., Tls. 2.2.3 to 2.2.7. White Shirtings, Tls. 2.2.8 to 3.5.0. T-Cloths, 6 lbs., Tls. 1.4.5 to 1.7.5; 7 lbs., Tls. 1.6.5 to 2.0.0; 8 to 8.4 lbs., Tls. 2.0.5 to 2.5.5. American Drills, 40 yards, Tls. 4.2.0 to 4.3.0. American Jeans, 30 yards, Tls. 3.6.5 to 3.7.0. English Drills, 40 yards, Tls. 3.9.5 to 4.1.0. Dutch Drills, 40 yards, Tls. 3.8.0 to 3.9.5. Velvets, black, 22 in., per yard, Tls. 0.1.9 to 0.2.1; blue, 22 in., Tls. 0.1.9 to 0.2.0. Camlets, English, Tls. 12 to 12.6. Spanish Stripes, per yard, Tls. 0.5.5. to 0.8.0. Medium Broad and Habit Cloths, Tls. 0.9.0 to 1.6.0. Long Ells, Scarlet, 24 yards, per piece, Tls. 6.4.5 to 6.5.5; assorted, Tls. 6.5.0 to 6.5.5. Coals, Cargo quotations afloat, Cardiff, per ton, Tls. 9; North Wales, Tls. 8.5.0; English, Tls. 8.5.0; Anthracite, Tls. 11.

HANKOW.—An improvement in the business in Plain Cottons had taken place during the fortnight. Gray Shirtings had been in good demand at firmer prices for 8¼ lbs. goods. Closing quotations:—For 7 lbs. Tls. 2.0.2., to 2.0.4; 8¼ lbs., Tls. 2.2. to 2.2.5; 9¼ lbs., Tls. 3.1 to 3.2. White Shirtings were inquired for, at previous rates. T-Cloths were unchanged, and dull. A reduction in the price of drills was quoted, with a large business doing. Dutch Drills, 40 yards, Tls. 4.1 to 4.1.5; English, Tls. 3.8 to 4. Fancy Cottons steady. Woollens and Worsteds: Camlets—Indigo and Gentian in fair demand; S, Tls. 13 to 13.5. per piece; SS, Tls. 12 to 12.6. Lastings had been sold at low prices. There was but little inquiry for Long Ells. Spanish Stripes and Medium Cloths were not wanted. Figured Orleans had been in some demand, but the market closed less active, the last quotations being Tls. 3.7 to 4.1.

FOOCHOW.—The transactions during the interval had been 1,000 pieces 7 lbs. T-Cloths at $2.57½ per piece, and 180 piculs Lead at $9.25 per picul.

HONG KONG.—The following is from Messrs. Olyphant and Co.'s Circular, dated 12th May:—Cotton Yarn: Operations have been moderate, and buying has again been confined to purchasers desirous of supplying their immediate demands only, as importers have continued to advance their prices as dealers showed disposition to purchase. All numbers are dearer, and while Nos. 38 to 42 show a marked rise of $5, Nos. 16 to 24 and 28 to 32 have only felt it to the extent of $2.50 per bale, the inquiry, though fair, not having been so good as for the higher numbers. The market closes very firm. Piece Goods: With small stocks Foreigners have been very successful in sustaining prices, and, although considerable quietness prevailed during the first few days of the fortnight, rates have gradually hardened, and an advanced market is noticeable at the close. 7 lb.

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Grey Shirtings have continued in reduced stock, and are now eagerly inquired for at an advance of 5 cents per piece; 8.4 lb. are held at dearer figures, but have not participated so freely in the rise. Higher weights are without change, though a slight demand exists at present prices. T-Cloths are dearer, and common qualities are particularly wanted; 6 lb. and 7 lb. are quickly disposed of at an advance of 5 cents upon previous quotations; other weights, however, are not in immediate request. Fair sales of good fine White Shirtings have been made at $4.80 to 6.25 per piece, showing an advance of 10 cents; 64 to 66 and 68 to 72 reed are also dearer, but no transactions have taken place, and no present demand has shown itself; 54 to 60 reed are nominally at former quotations, but there are none offering, and arrivals will move off easily at these rates. 30 yard English Drills are wanted, while 40 yards are neglected. Dutch are not so much inquired for, while both American Drills and Jeans are desired at higher values; the only lot of 40 yard Drills on offer was disposed of at $5.60 to 5.70 per piece. Sheetings are a little firmer, but holders of the small lots offering are asking over buyers' ideas. Turkey Red Shirtings have also felt the enhancement of other kinds. Woollens.—The market has shown some little animation, and a slight recovery in prices is noticeable; Scarlet Long Ells are nominally 10 cents dearer, but are not saleable at the advance; Assorted have been inquired for at a similar increase, and sales are 1,400 pieces at $8.80 per piece. Lastings have advanced, and 200 pieces have found buyers at $15. Blankets are readily saleable at prices 10 cents better. Metals: Business has been upon a somewhat increased scale, and Nail Rod, Bar, and Hoop Iron have gone rather dearer. Wire is steady. Steel has materially declined. Malacca Tin has advanced $2 per picul, while Straits is firm at previous quotation. Lead is still very dull. Quicksilver is without change. Coal: Stocks are heavy and demand light. Arrivals have been 800 tons Anthracite, to consumers, 2,099 tons Sydney, and 750 tons Welsh. Sales have been two small cargoes of Sydney, aggregating 577 tons at $6.25. Ginseng: There is still an absence of demand and an unimportant business has again resulted. Sales comprise 7 packages Crude Root at $133 to 151 and 8 packages Clarified at $170 to 190—less customary discount. The market closes firm. The following were the closing quotations:—Cotton Yarn, Nos. 16 to 24, per bale, $125 to 135; 28 to 32, $140 to 147.50; Grey Shirtings, 7 lbs., per piece, $2.55 to 2.65; 8.4 lbs., $2.80 to 2.87½; White Shirtings, $2.50 to 5.10; T-Cloths, 6 lbs., $2 to 2.25; 7 lbs., $2.20 to 2.60; 8 to 8.4 lbs., $2.75 to 3.30; Turkey Red Shirtings, 8 lbs., per piece, $2.85; Velvets, 22 in., per yard, $0.25 to 0.27; American Drills, 40 yards, 15 lbs., per piece, $5.25 to 5.50; Spanish Stripes, scarlet, per yard, $0.75 to 0.92½; assorted, $0.74 to 0.93; Medium, Ladies', and Habit Cloths, $1.15 to 2; Long Ells, Scarlet, per piece, $8 to 8.50; Assorted, $8 to 8.50; Camlets, SS Scarlet, $17.50 to 18; SS Assorted, $16.50 to 16.75; Blankets, per lb., $0.45 to 0.63; Iron Nail Rod, per picul, $2.50 to 2.80; Round, Square, and Flat Bar, $2.80 to 2.90; Hoop, $3 to 3.10.; Wire, $7.25 to 7.50; Lead, $7 to 7.30; Steel, per tub, $4.25 to 4.50; Coals, English, per ton, $10; Welsh, $10.50 to 10.75.

BATAVIA.—Messrs. Hunter, Houghton, and Co., report: Our market remains without much change. Some speculative purchases of a few staples have imparted some little confidence to dealers, but the retail demand is quiet; we look, however, for more activity shortly, when the natives will have money in hand from the crops now being got in. Shirtings, White, 40 yards: 45-inch may be quoted at f.11.50 per piece, but many houses refuse to sell at less than f.12, and this figure will likely soon be obtainable; 41-inch are in fair demand at about f.10 to f.10.25 per piece; 36-inch medium quality we value at about f.9.25 per piece. Grey Shirtings, 38¼ yards: The rates for this class of goods also scarcely rule so high as at this time last month. Stocks being small, however, we look for an improvement. In the meantime, we quote 39 inch 7 lb. at f.7.25 per piece; and 45 inch 8 lb. and 39 inch 8¼ lb. at f.8.25 per piece. Maddapollams, 24 yards: The demand has slightly increased. Dutch White, 33/34 inch may be valued at f.5 to f.5.25 per piece; 40/41 inch at f.6 to f.6.25. Grey continue without much change. 34/35 inch we may value at f.5.25 to f.5.50, and 43/44 inch at about f.6.50 per piece. English White, 32 inch, we value at f.3.50 to f.3.75 per piece; Grey, 3 lb., at f.3 to f.3½ per piece. Prints: The demand is chiefly for new and fancy designs, but rates rule low. At present we quote Green Grounds at f.8 to f.8.50; Pink Pads at f.7.75 to f.8; Steams, imitation Madders, at f.4.75 to f.5 per piece. Twist, Grey: Some speculative purchases of No. 40s have been made, and we may now quote this quality at f.4.10 per bale, with an upward tendency. In other numbers there has been little doing, but they will, doubtless, soon fetch proportionate rates. Iron, Swedish: This article we quote at f.10 to f.10.50 per picul; English: The market continues heavily supplied, and it cannot be valued higher than f.6 per picul; Hoop: In heavy supply, nominal value about f.7 per picul; Sheet, Square, and Round: Market overstocked; sales can only be made at extremely low prices; Galvanised Corrugated: Very dull, at f.17 to f.18 per picul.

SINGAPORE.—A very fair business had been done during the fortnight in Grey goods, although prices had slightly given way, chiefly owing to the supplies to hand per Eleanor, Lorton, and Edinburgh Castle. Grey Shirtings, 7 lbs. and 8¼ lbs., had commanded steady prices, and sales of considerable magnitude were reported of 7 lbs. at $2.50 to 2.42½, the larger sales at the latter rate; there had been considerable transactions in 8¼ lbs., for which quotations ranged from $2.90 to 2.85, chiefly at the lower price. In Maddapollams a moderate business had been done, and sales were reported of 2¾ lbs. at $22, 3 lbs. at $22½. In T-Cloths sales had been large and prices well maintained; sales of 4½ lbs. at $1.50 per per piece; 5 lbs. at $1.60 to 1.65, 6lbs. $1.75 to 1.85 per piece; 6½ lbs. at $2.0.2 to 2.0.5; 7 lbs. at $2.15 to 2.25. In Drills the business had been unimportant, quotations nominal, stocks light. White Shirtings: Business large, prices advanced on last quotations; sales almost entirely of the finer makes; lower qualities in light stock. Cambrics: No. 24's sold at $19 $19½, finer qualities rather lower in value; a fair amount of business had transpired. In Grey Yarn the lower numbers had met with a better demand at higher rates. T. R. Yarns, 10 lbs., scarce and inquired for; more request for the heavier bundles, prices firmer and stock much reduced; Colored Yarns quiet, little change to report, green in limited inquiry. Plain dyed shirtings, and dyed figured shirting in limited inquiry, sales small. T. R. cloth in better demand, prices firmer, stock of lighter makes low. Prints of good assortments in good request. Sarongs in heavy stock and difficult to move, Batticks extremely dull and low rates taken to effect sales. In Metals, Iron of all descriptions dull and prices drooping; nail rod had been sold ex ship at lower rates. Yellow Metal in some demand, price firm. Lead unaltered, market bare. Gunpowder saleable only in very small quantities, at low prices. Coals in heavy stock and large supplies on the way; the last sale recorded was a cargo of 700 tons Cardiff at $7⅛ per ton.

## STRAITS, CHINA AND JAPAN EXPORTS.

### TEA.

YOKOHAMA.—The Tea Market continued very quiet; unfavourable advices from New York, coupled with the smallness and inferiority of stocks, prevented purchasers from operating to any extent, and the business of the fortnight had been confined to a few parcels of good medium grades for San Francisco, and of common grades for London. Settlements amounted to about 550 piculs, which had been made at prices as last quoted.

SHANGHAI.—Black: The only settlements for the fortnight had been two chops Shanghai-packed Congous at Tls. 10 to Tls. 13. Settlement for the fortnight, 570 chests; stock, 1 chop, or 207 packages. Green: Transactions for the fortnight had been small, and there was but little change in prices. The settlements had been chiefly country-packed teas, of which only about 1,175 half-chests remained in stock. Settlements for the fortnight, 2,037 half-chests; stock, 3,175 half-chests. Quotations (duty paid, exchange for credits, six months' sight, at 6s. 2¾d. per tael, and freight at £4 per ton) were as follow:—Fychow and Moyune Gunpowder 1s. 6¼d. to 3s. 9d., Imperial 1s. 2¾d. to 2s. 11¾d., Young Hyson 1s. to 3s. 6d., Hyson 1s. 2¼d. to 3s. 7d., Twankay 9½d. to 1s. 2¾d.

HANKOW.—The picking of the leaf will have commenced pretty generally throughout the producing districts. It was reported that the market had been opened in some districts, but no reliable information as to price or quality had been received. The weather so far was said to be favourable. Quotations were nominal. Export of Tea from Jan. 1 to April 16, 1869, 277,158 lbs.; June 1, 1868, to April 7, 1869, 45,959,821 lbs.

AMOY.—By the departure of the A. E. Vidal, to fill up at Hong Kong for New York, the season's export to America had been completed; her cargo had not been circulated, and it will doubtless not be reported until she leaves Hong Kong.

CANTON.—About 1,300 boxes of Gunpowder had been settled from the stock of old Tea, intended, it is thought, as a flooring chop for one of the vessels expected to take new Teas. Confidence had been somewhat restored as to prospects for the coming crop by a favourable change in the weather, and much benefit to the leaf was looked for should it continue fine. A few musters of small quantities of District Congou and Gunpowder had been shown, but not sufficient to justify an opinion as to quality of the supplies to be received. The preparation of Scented Teas was said to be progressing favourably, and musters were looked for.

### SILK.

YOKOHAMA.—There had been but little change in the tone of the market during the interval. A moderate demand for all available Hanks, combined with a lower Boo-value of the dollar, had kept silkmen stiff in their pretensions, while the stock had been reduced by the return of some parcels to the interior. About 150 bales had been settled, consisting chiefly of common to medium Hanks, at $700 to 850.

SHANGHAI.—The following is from Messrs. Skeggs and Co.'s Circular:—"Just before the close of last mail nearly 200 bales more than had been estimated were shipped off, principally on native account. Business for the fortnight amounts to 300 bales, mostly medium to common Tsatlees and re-reeled descriptions. Although we do not alter quotations, prices for the former sorts must be considered fully higher, as Red Peacocks have been taken at Tls. 460, with other purchases on a similar scale, whilst exchange has advanced; on the other hand, Re-reels, Trams, and Organzines are a trifle lower, which, however, may be accounted for in the quality. The market is cleared of Chop Silks, and the next English mail will virtually close season 1868-69. News from the country is very satisfactory regarding the worms so far, and should the weather continue favourable we shall undoubtedly have a very large yield; the critical period, however, will not arrive for nearly three weeks yet."

### STRAITS PRODUCE.

SINGAPORE.—There had been little animation in the market during the interval; supplies of most articles had been coming forward slowly, and there was not much alteration in quotations. Gambier had been more active; supplies had come in freely; there was a good inquiry, and the market closed firm; about 1,300 tons had been contracted for, principally at high quotations. Black Pepper unaltered, supplies trifling. White Pepper in fair inquiry at previous rates, and obtainable only in small parcels. Sago Flour firmer, good demand, supplies limited. Pearl Sago had an upward tendency; a small business had transpired at an advance on last prices. Rattans in active demand, and prices advancing. Malacca Tin lower in value; a moderate business had been done chiefly at $30 per picul. The Rice market had been quiet, and business had been small for local consumption; stocks heavy. Hides and Horns in good inquiry.

## EXCHANGES, &c.

[For dates, see first page.]

ON LONDON.

| At | Bank Bills. | Credits. | Documentary. |
|---|---|---|---|
| Yokohama, 6 m. s. ... | 4s. 7¾d. | 4s. 8¼d. | 4s. 8¼d. |
| Hiogo & Osaka ,, ... | — | — | — |
| Shanghai ,, ,, ... | 6s. 2d. | 6s. 2¼d. | 6s. 2¼d. |
| Canton ,, ,, | 4s. 7¾d. | 4s. 7¾d. | 4s. 8d. |
| Hong Kong ,, ,, | | | |
| Macao ,, ,, | | | |
| Singapore ,, ,, ... | 4s. 6¾d. | 4s. 7¼d. | 4s. 7¼d. |
| Manila ,, ,, ... | 4s. 7d. | 4s. 7¼d. | 4s. 7¼d. |
| Batavia ,, ,, ... | f. 11.80 | — | — |

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MISCELLANEOUS.

| — | At Shanghai. | At Hong Kong. |
|---|---|---|
| Bills on India ... ... ... | 306⅝ to 307 | 231 to 231½ |
| ,, Hong Kong ... ... | 25 to 25¼ dis. | — |
| Bar silver ... ... ... ... | 111.5.0 | 5¼ prem. |
| Mexican dollars ... ... ... | 75.3.0 | ¼ prem. |

Bous, at Yokohama, 339 to 347 per 100 dols.

At Batavia, Exchange on Holland, Bank, 6 months' sight, f. 100 to 100¼; private, 100¼ to 101.

SHARES.

Hong Kong and Shanghai Bank, New, 16¼ to 17; Old, 35 per cent. premium.
Hong Kong Gas Company, 41 dols. per share.
Hong Kong and Whampoa Dock, New, 5; Old, 5 per cent. discount.
Union Dock Company, 25 per cent. discount.
China Traders' Insurance, 600 dols. premium.
Hotel shares, 50 per cent. discount.
Hong Kong and Macao Steamboat Company, 8 per cent. premium.

## LATEST TELEGRAMS.

(RECEIVED VIA GALLE, JUNE 15.)

CHINA.

HONG KONG, MAY 27.—Intense indignation has been aroused throughout the Foreign communities in China by the decision of the Home authorities regarding the disturbance at Formosa. The comments of the Duke of Somerset have elicited most indignant denials from the Press, the Chamber of Commerce, and the public. The *fracas* which arose between the French Chargé d'Affaires, Count Rochechouart, and Prince Kung has been settled, the Chinese authorities having apologised.

COMMERCIAL.

SHANGHAI, MAY 21.—Gray Shirtings, 6½ catties, 8¼ lb., 2.25 taels. Cotton: Shanghai, 15¾ taels. Tea: Nothing doing. Silk: Inanimate. Settlements since departure of last mail, 300 bales. Export to date (China and Japan) from commencement of season, 65,250 bales. Exchange on London: Bank bills, six months, 6s. 1¼d. Freights: Tea, £4 10s.

HONG KONG, MAY 26.—Gray Shirtings, 6½ catties, 8¼ lb., $2 85c.; Water-twist, 16-24, $135. Cotton: Bengal, fair medium, $18. Tea: Nothing doing. Total export (China and Japan), 140,000,000 lb. Exchange on London, bank bills, six months, 4s. 8d.

## Shipping Intelligence.

ARRIVALS.

At SHANGHAI.—From Rotterdam, May 2, Emma; from London, June 3, Silver Eagle (reported by telegram).

At HONG KONG and CANTON.—From Penrath, May 7, Pelger; from Glasgow, &c., 10, Ocean Queen (str.); from Hamburg, 2, Nahotka; 6, Edouard; from New York, Malay.

At SINGAPORE.—From London, May 12, Eleanor; from Cardiff, 12, Manila; 11, Burgermeester van Midelburg; from Liverpool, 12, Lorton; from Bordeaux, 9, Mysore; from Bourbon, 12, Arrakan.

At BATAVIA.—From Liverpool, Cragie Lea.

DEPARTURES.

From HONG KONG and CANTON.—For Callao, May 5, Cecilia; for Havana, 2, Mongol.

From MANILA.—For London, April 30, Roza del Turia; for Boston, 14, Mindoro.

From SINGAPORE.—For London, 8, Queen of Devon, 18, Siberia; for Liverpool, 13, Wemyss Castle; for Marseilles, Isaure; for Havre, 13, Amaranth; for New York, 16, Selim; for Boston 18, Aurelia, Humbolt.

VESSELS LOADING.

At SHANGHAI.—For London, Forward Ho, Argonaut.

At HONG KONG and CANTON.—For London, Belted Will (expected); for New York, A. W. Stevens, A. E. Vidal.

At FOOCHOW.—The following vessels are in port waiting for the new teas—Spindrift, Lahloo, Thermopylæ.

At MANILA.—For London, Southern Cross; for Falmouth, China, Marion; for Cork, Cavalier; for Hamburg, Valadora; for Cadiz, Bilbiana; for Boston, Hazard, Sooloo; for New York, Rattler, W. G. Russell.

At SINGAPORE.—For London, Eleanor, Frances, Meggie; for Liverpool, Edinburgh Castle, Star, Ville de Grenade.

FREIGHTS AND CHARTERS.

At SHANGHAI.—For London, the Argonaut and Forward Ho are loading at £4 10s. per ton. The Erl King and Agamemnon load at Hankow at £8.

At FOOCHOW.—Rate not settled.

At HONG KONG and CANTON.—The Chillingham, which arrived from Shanghai partly laden for London, is filling up at Hong Kong at £3 10s. per ton; and the A. E. Vidal, chartered at Amoy for New York via this port, is taking cargo at £3 5s. per ton.

At MANILA.—The following settlements have taken place:—The Roza del Turia, 460 tons, to London, £3 15s. and £3 10s. per ton for wet and dry Sugar respectively, and £4 10s. per ton for Hemp and light freight. Cavalier, 1,089 tons, from Iloilo to Falmouth for orders, at £4 per ton for wet Sugar. The W. G. Russell, for New York, a chartered vessel, has engaged, at outside freight, 700 tons dry Sugar at $15 gold per ton.

At SINGAPORE.—For London, the Maggie, now nearly full, the Eleanor and Frances, at £2 5s. to £2 10s. For Liverpool, the Star and Edinburgh Castle are on the berth, the former nearly full, the latter just laid on, at £2 5s. and £2 10s. per ton.

## VESSELS PASSED STRAITS OF SUNDA.

| Date. | Ship. | From | To. |
|---|---|---|---|
| April 28 | Surprise | Amoy | New York |
| ,, — | C. Wernard Eduard | Batavia | Holland |
| ,, 25 | Ocean | Batavia | Amsterdam |
| ,, — | Wild Deer | London | Shanghai |
| ,, 26 | Carin | Cardiff | Hong Kong |
| ,, — | Mary Nicholson | London | Hong Kong |
| ,, — | Min | London | Shanghai |
| ,, — | I. Alexander II. | Cardiff | Yokohama |
| ,, — | Maria Regina | Amsterdam | Batavia |
| ,, — | City of Aberdeen | Cardiff | Shanghai |
| ,, — | Yokohama | Bangkok | Falmouth |
| ,, — | Flora | Manila | Havana |
| ,, — | B. van Middleburg | Cardiff | Singapore |
| ,, — | Windhover | Liverpool | Hong Kong |
| ,, — | Manila II. | Cardiff | Singapore |
| ,, — | Lantaro | Cardiff | Manila |
| ,, 27 | Bastiaan Pot | Rotterdam | Batavia |
| ,, 28 | Mysore | Bordeaux | Singapore |
| ,, — | Webfoot | Saigon | Falmouth |
| ,, — | Apenrade | Hamburg | Amur River |
| ,, — | Jacob Hensen Love | Cronstadt | Singapore |
| ,, 29 | Arakan | Bourbon | Singapore |
| ,, — | E. Cushing | Cardiff | Hong Kong |
| ,, 30 | George Ludwig | Batavia | Padang |
| ,, — | General Wyndham | Passaroeang | Amsterdam |
| ,, — | Eugenie | Samarang | Boston |
| May 1 | Lorton | Liverpool | Singapore |
| ,, — | Eleanor | London | Singapore |
| ,, — | Everest | Shanghai | London |
| ,, — | Jasmin | Singapore | Mauritius |
| ,, — | Lewes | Boston | Shanghai |
| ,, 2 | Douglas Castle | London | Hong Kong |
| ,, 3 | Peter Rohland | Cardiff | Shanghai |
| ,, — | Southland | Cronstad | Amur River |
| ,, — | Harmonides | Cardiff | Yokohama |
| ,, — | Maiden | London | Shanghai |
| ,, 4 | Solent | Manila | London |
| ,, 11 | Ferdinand and Louis | Sourabaya | Amsterdam |
| ,, — | Peter | Singapore | Philadelphia |

## SHIPPING POSTSCRIPT.

DEPARTURES.—June 26, from London, for Cardiff and Hong Kong, Glenaros; from Amsterdam, for Batavia, Cornelia; 20, from Shields, for Colombo, Margaret; 12, from San Francisco, for Shanghai, Macedon; from Amsterdam, for Batavia, Jannetje.

SPOKEN.—Cornelius Gipps, Batavia to Rotterdam, April 16, 30 S., 49 E.; Jacoba Cornelia, Batavia to Rotterdam, April 24, 32 S., 34 E.; Viscount Canning, Hong Kong to Falmouth, May 2, 34 S., 17 E.; Madura, Newport to Singapore, April 26, 14 S., 31 W.; Lochleven Castle, Clyde to Singapore, April 26, 36 S., 78 E.; Helenslee, Colombo to London, May 12, 50 days out, with loss of sails, &c.

MISCELLANEOUS.—At St. Helena, May 15, Waterloo, Abrahams, from Banjoewangie; Henrietta, Brower, from Batavia, and both sailed 16 for Amsterdam; St. Paul, Martin, from Singapore, and sailed for New York; 17, Antelope, Hill, from Sourabaya, and sailed 19 for Amsterdam; Jacob Roggeveen, v. Marken, from Batavia, and sailed 18 for Amsterdam; Reina de los Angelos, Kuhnel, from Manila, and sailed 18 for Cadiz; 18, Cecilia, Lokander, from Pasaroeang, and sailed 19 for Falmouth; Jane Leech, Morrison, from Ceylon, and sailed for London; J. H. Schwensen, Voigt, from Saigon, and sailed 19 for Falmouth; 19, Ouderkirk aan den Anstel, Dingemans, from Batavia, and sailed 20 for Rotterdam; Henry, Blair, from Sourabaya, and sailed 20 for Falmouth; 21, Susanna Johanna, Heymericks, from Java, for Rotterdam; 27, Leaping Water, McNeily, from Batavia, and sailed 27 for London; 28, California, de Wyn, from Banjoewangie, for Amsterdam.

## BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

BROWN—On the 1st May, at 4, West-terrace, Hong Kong, the wife of C. W. Brown, Esq., of a son.

DE LA CONDAMINE—On the 21st June, at Bedford, the wife of Robert C. De la Condamine, Esq., of a daughter.

REIS—At Yokohama, the wife of Ad. Reis, Esq., of a daughter.

RIACH—On the 8th May, at Rose Villa, West Bonham-road, Hong Kong, the wife of Mr. J. Riach, of a son

SHEARER—On the 9th April, at Hankow, the wife of George Shearer, M.D., of the London Mission, of a daughter.

TELGE—On the 23rd April, Mrs. B. Telge, of a daughter.

MARRIAGES.

LETHEM—HOBBS.—On the 16th June, at St. Mary's, Islington, Alexander Lethem, of Douglas-road, N., to Alice Costley, second daughter of H. J. Hobbs, Esq., of Church-road, Islington. No cards.

PECK—BAXTER.—On the 17th May, at Galle, Ceylon, by the Rev. J. Clarke, M.A., Leonard Wm. Peck, H.M.'s 59th Regt., to Julia, youngest daughter of the late Charles Frederick Baxter, of London.

TILBY—INSULL.—On the 6th May, at Trinity Church, Shanghai, by the Rev. Canon Butcher, M.A., A. R. Tilby, Esq., to Anne, widow of the Rev. J. J. Insull, of Bedford.

WHITE—BLENKINSOP.—On the 16th June, at St. Mary's Church, Bathwick, by the Rev. H. M. Scarth, rector, Francis William White, Esq., Commissioner of Customs, Ningpo, China, youngest son of the late Rev. J. White, M.A., to Alicia Mary, daughter of the Rev. W. T. Blenkinsop, late Senior Chaplain, Madras establishment. No cards.

DEATHS.

GREEN—On the 23rd April, at Yokohama, Capt. Henry Green, late of the American steamer *Mars*, of typhoid fever.

JARDINE—On the 23rd June, at Brighton, Major-General Jardine, second son of the late Sir Alexander Jardine, Bart., of Applegarth, Dumfriesshire, aged 61.

OWEN—On the 6th May, at Shanghai, at the London Mission, Agnes Emilie, daughter of the Rev. George Sydney Owen, aged 2 years and 11 months.

PERRY—On the 26th April, at Kobe (Japan), P. Percy, Quartermaster of H.B.M.'s iron-clad *Ocean*, of typhoid fever, aged 33 years.

ROSE—On the 16th May, at Hong Kong, Maria Turner Rose, beloved wife of Mr. Thomas Rose, of the P. and O. Company's Factory, West Point, Hong Kong, aged 43 years.

WATSON—On the 13th June, at Blachford House, Aberdeenshire, aged thirteen months, Edith Bannerman, youngest daughter of Mr. and Mrs. J. P. Watson.

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# The London & China Telegraph.

*LONDON, MONDAY, JUNE 28.*

## WESTERN CHINA.

THE question of the opening up of Western China to British trade appears still to rest in the hands of the Council of India, the Home Government being content to let that curiously constructed body do as it pleases about the matter. How totally unfitted the Council is to advise upon or to promote any plan for the extension of commerce, may be seen at a glance by referring to a return lately moved for in the House of Commons by Mr. BAINES, who wished for information as to the constitution of the Council. This return shows that the whole fifteen members of it have served for long periods in India; that a majority of them have been members of the Council for over ten years, and that six of them were directors of the old East India Company. As regards their qualifications, nine are retired members of the Company's civil service, three of the Indian Army, one a retired Indian judge, and the remaining two also retired legal officers of the Indian Government. Twelve of them are between sixty and eighty years of age, the youngest being fifty-three. The active business of this Council is divided among six working Committees or Departments, namely, Revenue, Finance, Political, Military, Judicial, and Public Works; *for Commerce there is no provision whatever!* Some slight modification will be made by the Government of India Act Amendment Bill, now under discussion, which substitutes a ten years' tenure of office for the life membership hitherto enjoyed; but the main characteristics of the body, its exclusively Indian constitution and utter unfitness to deal with matters affecting trade, remain untouched. It would be absurd to expect from such a Council any enlightened views or action with regard to commerce — a subject on which their ignorance is only equalled by their profound indifference. It is not without good reason, therefore, that the Huddersfield Chamber of Commerce has recently petitioned the House of Commons to insert a clause in the Bill above alluded to, providing that in future one-third of the Council shall consist of gentlemen fully conversant with the interests and requirements of British trade, and therefore competent to give sound advice on questions relating to the development of commerce with the East. We hope to see the prayer of the Huddersfield Chamber backed up by many others, and would suggest, as an additional reform that may safely be advocated, the further reduction of the terms of service to five years, instead of ten. The VICEROY and Presidential Governors in India, as well as Colonial Governors generally, are limited to a five years' term of office; there are no reasons why members of the India Council should enjoy a longer lease of power, but many good reasons against it.

We have on several occasions adverted to the pertinacity with which the Indian Government upholds the Bhamò route into Western China, notwithstanding the undeniable failure of Captain SLADEN'S operations, while systematically decrying Captain SPRYE'S far more legitimate and practicable route from Rangoon to Kiang-hung. The latter gentleman has just had occasion to write to *The Times* to expose another instance of the cool way these Indian councillors have of burking a project they have conceived a prejudice against. At a recent meeting of the Society of Arts, some papers were read on routes for trade between Calcutta and Tibet, and between Calcutta and Western China, *via* Bhamò. Sir HENRY RAWLINSON, a member of the Council of India, and previously a director of the East India Company, being present, spoke on those routes, and expressed—without assigning reasons — authoritative commendation of the Bhamò route through Talifoo, as being "the real line of traffic." After which, on being asked "to give the meeting his opinion of the route recommended by Captain SPRYE," Sir HENRY stated, "The SPRYE route does not conduct to "Yunan. It passes into Cochin China, far to the south, in "order to arrive at a convenient point for sea communication "with Hong Kong; and we, the Council of India, cannot "squander the resources of India on Quixotic undertakings." Now, this was either a deliberate misrepresentation, or a ludicrous display of ignorance. If Sir H. RAWLINSON had inquired, even in the most cursory manner, into the subject on which he pronounced such an authoritative judgment, he must have known that every word he uttered was the reverse of true. The route proposed by Captain SPRYE *does* lead direct to Yunan; its course is north-east, not south; it goes away from, not towards, Cochin China, and has not the remotest reference to sea communication with Hong Kong. Such flagrant misstatements as these, emanating from such a source, are likely to be most prejudicial, and cannot be too energetically protested against. But, as Captain SPRYE points out, it is a very old official device to misrepresent a projector's plans, and then ridicule and run down the absurdities that exist only in the imagination of the speaker. At present the mode of introducing British trade into Western China may be a somewhat dry subject for readers whose interests are chiefly centred in the ports on the eastern sea-board of that country; but it is a subject that we are convinced will become one of great importance before many years have passed away.

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THE postponement of the opening of the Suez Canal has been officially announced. The ceremony is now to take place on the 17th November. Vessels with visitors on board will be free of all dues. They will have to be at Port Said by the 16th November at latest. On the 17th they will proceed to Lake Timsah; stop before Ismaila during the 18th, on which day the VICEROY will give a *fete;* and on the 19th they will cross the Bitter Lakes and enter the Red Sea. The Empress EUGENIE, if the last programme of her Eastern tour be not altered, will quit Paris on the 15th October for Cairo, will ascend the Nile as far as the Second Cataract, and return in order to inaugurate at Suez the opening of the canal on the 17th November. The EMPEROR'S sole reason for not going with her is the fear that he might give umbrage to the SULTAN were he to accept the VICEROY'S invitation.

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WE have very lately had a signal instance of the inestimable benefits accruing from the more rapid communication with Japan afforded by the Pacific Route. A message dated Yokohama, May 29, carried across the Pacific, telegraphed across the American continent to New York, and thence by Atlantic Cable to London, embodies the momentous announcement that "The QUEEN'S birthday was celebrated enthusiastically by the British residents in Japan." It is quite awful to think that without the wondrous chain of steam and electric communication recently perfected, we might have remained ignorant of this stupendous fact for another month! Seriously, though, how can Mr. REUTER—or anybody else—afford to pay for the transmission of such rubbish as this through 4,000 miles of telegraph wire?

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ONE of our daily contemporaries last week gave currency to a report that the P. and O. Company proposed taking over from the Government the basin and building slips belonging to Woolwich Dockyard, with the view of using them for the construction and repairs of their steamers. Mr. HOWELL, the secretary to the company, writes to state that there is no foundation for the rumour, which he is instructed to contradict.

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OUR latest telegrams from Hong Kong—dated May 27th —announce that the difficulty at Peking between the French Minister and the Chinese Government had been settled by an apology from Prince KUNG. So the French journals that denied that any indignity had been offered to Count ROCHECHOUART were wrong after all.

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## ANNUAL REPORTS OF THE FRENCH STEAM PACKET COMPANIES.

(FROM OUR PARIS CORRESPONDENT.)

The Messageries Impériales and the Transatlantic Companies of France have lately presented their annual reports to their shareholders, and it may perhaps be useful, *pour encourager les autres*, as our neighbours said when poor Admiral Byng was executed, to give a few extracts from these documents.

The directors of the Messageries Impériales Company inform their shareholders that the fears entertained respecting the effect of the change made in the arrangements of the P. and O. Company have turned out unfounded, for, in place of a diminution, the receipts of the French company show an increase of 2 per cent. in the amount.

The first of the vessels intended for the double service of the Indo-China line has been running since January, and the new organisation will be completed in July, 1870. The following shows the progress of the French Indo-China service:—

| | Passengers. | Merchandise. |
|---|---|---|
| 1864 ... ... | 4,401 ... ... | 3,896 tons. |
| 1865 ... ... | 7,231 ... ... | 5,463 ,, |
| 1866 ... ... | 8,986 ... ... | 7,089 ,, |
| 1867 ... ... | 8,520 ... ... | 7,333 ,, |
| 1868 ... ... | 10,623 ... ... | 9,581 ,, |

The company has found it necessary to employ larger boats for its Transatlantic lines, and during the current year the present vessels will be replaced by others of the same power as those employed on the India and China lines, namely, of 500-horse power, and 4,000 to 4,500 tons displacement. The fleet of the company now amounts to 65 vessels, of 20,885 total horse power, and 137,384 tons displacement, valued at £3,820,800. Its stock of stores of all kinds is set down at £1,146,480; its sinking fund amounts to £1,417,337; its insurance fund to £260,000; a special fund for the replacement of boilers to £10,411; and its reserve fund to £115,080. The working of the year 1868 gives the following results:—Passengers carried, 191,489; merchandise, 240,464 tons; specie and articles of value, £10,027,580. To which is to be added the gratuitous carriage for the Government, we suppose, 27,561 passengers, 32,249 parcels of merchandise, weighing 5,100 tons, specie, &c., of the value of £548,000.

| | |
|---|---|
| The total receipts of the company amounted to ... | £1,837,673 |
| Expenses, including sinking fund and insurance... | 1,564,069 |
| Balance ... ... ... ... ... ... | £273,604 |
| Interest on debentures ... ... ... ... | 41,182 |
| Net balance ... ... ... ... ... ... | £232,422 |

Of this sum £11,621 is set apart, according to the regulations of the company, for the reserve fund; and the shareholders receive a dividend of 50f. per share of 500f.

The General Transatlantic Company is not in such flourishing circumstances as the Messageries, nor does it so immediately interest our readers, but there are some few points in its report which have a decided importance for the British public. Referring to the recent debate in the Corps Legislative on the extension of the powers of the company, the directors, with natural pride, quote the dictum of Admiral Bouët-Willaumez, to the effect that the French company excels the English companies both as regards speed and comfort. The capital, or rather the means of the company, consist of—

| | |
|---|---|
| A loan on debentures of ... ... ... ... | f.13,600,000 |
| An advance from the State to be repaid, without interest, in twenty years ... ... ... | 18,600,000 |
| Capital in shares .. ... ... ... ... | 40,000,000 |
| | £2,888,000—f.72,200,000 |

The New York line shows the following progression:—

| | 1867. | 1868. |
|---|---|---|
| Passengers ... ... ... | 7,368 ... ... | 8,318 |
| Merchandise ... ... ... | 21,000 tons... ... | 27,093 tons |
| Specie, &c. ... ... | f.36,000,000 ... | f.66,000,000 |

The rates have, however, been lowered by competition, and the average net profit per voyage was, in 1868, only f.219,000, against f.233,000 in 1867. The increased competition is evident enough from the fact that since the establishment of this company the total number of voyages from Europe to New York by steamships has grown from nine to thirty-six regular departures per month. The only companies who carry no emigrants are this and the Cunard on the New York line, and the latter and the Royal Mail Company are the real competitors of the Transatlantic. The number of passengers carried by the French company on its two lines of Colon and Mexico during the year 1868 was, in 24 voyages, 6,352; and on the New York line, in 26 voyages, 8,318; total in 50 voyages, 14,670; while the Royal Mail Company carried in 24 voyages, 3,932; and the Cunard, in 52 voyages between Liverpool and New York, 9,173; total in 76 voyages, 13,105.

No comparative account of merchandise is given, which leaves the parallel incomplete. As regards speed the French company is stated to have averaged on the New York line, in 1868, 12·20 knots, against 11·65 for the Cunard Company.

As regards working expenditure, we have the following results, as given in the report:—

| | |
|---|---|
| The French Company, in 1868, employed 15,000-horse power, with an expenditure of, in round numbers ... | f.16,070,000 |
| The Royal Mail Company, in 1867, spent, with 12,000-horse power ... ... ... ... ... ... | 14,550,000 |
| The Messageries Impériales, in 1867, with 17,000-horse power ... .. ... ... .. ... ... | 40,969,000 |
| And the P. and O. Company, with 24,000-horse power, nearly ... ... ... ... ... ... ... | 58,000,000 |

The result of the year's working, even with a certain allowance from Government, only yields f.19.20 per share of f.500. The new year, however, began badly for the company with the absconding of its cashier with a sum of about £14,400.

The company has issued 16,000 new bonds of f.500 each, to be paid off in nineteen years, to meet the cost of new vessels for the Pacific service. Three of these steamers are now building at Penhoet and Bordeaux. They are modelled after the packets of the English Pacific boats, with some slight modifications; they are 287 feet long, 40 wide, and 28 feet in depth, and will be fitted with twin screws driven by two engines, each of 250-horse power. These are arranged to carry 120 first and 50 second class passengers; their holds have a capacity of 1,100 tons, and they are calculated to consume, for a speed of 10½ knots, not more than 30 tons of coal. These vessels are to commence running about the middle of next year.

# Foreign Intelligence.

## GERMANY.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, June 20.

The new commercial treaty between the Zollverein and Japan has been laid before the Zollverein Parliament for approval, discussed, and finally unanimously passed. It will be found to contain some new features, at least, as compared with the original Prussian treaty of 1861. It is dated Yokohama, February 20, 1869, and is concluded with "His Majesty the Tenno of Japan." It comes into operation on the day of being signed, without waiting for the usual exchange of the ratifications, and is not limited to any fixed period of duration; but it provides for a revision on the 1st of July, 1872, should either of the high contracting Powers wish it, and in that case a year's notice of such intention must be given to the other party. The treaty contains twenty-three articles, and there is an appendix in seven divisions, containing the regulations for carrying on the German trade in Japan, together with the revised tariff of custom-house duties. The new concessions accorded to Spain, Sweden and Norway, Russia, and especially those of 1866 granted to France, England, the United States, and the Netherlands, are all embodied in the present treaty, more particularly those affecting the currency of Japan and the foreign exchanges. Four new ports are added to those already opened for foreign trade, and the German Consular authorities obtain the right in all cases of shipwreck, and attempts on life and property of Germans, to exceed the usual limits, and under certain circumstances enter the rest of the Japanese territory. On the other hand, it is stipulated in Art III., and urged by the Japanese as an indispensable condition, that in other cases Germans exceeding the prescribed territorial limits are subject to a fine of 100 dols. for each offence. The punishment for false declarations in ships' manifests is no longer the double amount of duty, but a money fine; so that the receivers of goods are not made responsible, but those who commit the errors. With regard to the export of copper, which has given rise to so many disputes, a fixed export duty of 5 per cent., *ad valorem*, replaces the former system. And finally, there is a reduction of about 15 per cent. in the import duties of cotton and mixed cotton manufactures, that form an important part of the exports from Saxony. All these facilities, however, are to come into operation coevally with the new export duties on tea and silk. In regard to an extension of the fixed circuit of territory open to Foreigners at Nagasaki, the "Tenno of Japan" has promised to convene a meeting of the Daimios and confer with them on the subject, as he deems it needful to obtain their consent and confirmation.

There was but little debate when the subject came before the Zollverein Parliament. Mr. Edgar Ross, member for Hamburg and head of the firm of Ross, Vidal and Co., in this city, in bringing up the report of the committee, remarked there is no perfection in this world, and even treaties of commerce are liable to typographical mistakes. Thus he found in Art. 54 that the tree called Lugi had been translated *ceder* (the German for cedar), but the printers had made *leder* (leather) out of it; "and yet," he continued, "on closer examination it will be perceived that even in Japan they know that leather is not made of wood." He considered the treaty as a great boon to German trade, as four more ports were opened to the German flag, and in all other respects they were placed on the footing of the most favoured nation. Among the other advantages it is stipulated that the Custom-house must be open for business from sunrise to sunset. I only regret that the Japanese Monarch did not insist on reciprocity, for then our offi-

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cials at home would not be able to shut up their offices for a couple of hours to enjoy their afternoon nap without interruption as they do now, but would be relieved at regular intervals. It is just possible that we may take a leaf out of this Japanese book; for this stipulation of the treaty might be introduced at home with great advantage. (Applause.) The only other remark I have to make is to express my regret that our representative in Japan could not obtain for the Germans at Nagasaki a little further extension of their right of taking a country walk, a very innocent amusement, but considered improper and dangerous by the Daimios, who were understood to be a sort of Japanese Upper House, like our Federal Council. But I suppose we ought not to blame him too severely when we look round and find that many trifling liberties and innocent amusements are denied us by our own Daimios in this country." (Cheers.)

Herr Camphausen, as one of the members of the committee, recommended the House most earnestly to confirm and ratify the treaty unanimously. It must be considered as a great step in advance that the Japanese had broken through their old law, and now permitted Foreigners to go twenty miles into the interior of the country in all the ports open to foreign commerce, with the sole exception of Nagasaki, where the consent was required of the Daimios, who, however, were not to be compared with our modern House of Lords, but rather to the feudal barons of the Middle Ages. But the most important advantage achieved by the treaty was the extension of all the concessions obtained to the whole of the Zollverein.

The treaty was then unanimously confirmed.

The journey of the King of Prussia to Hanover and Bremen has been so often postponed that like the Boy and the Wolf in the fable no one any longer believed in it. However, he is now fairly off, having left Berlin on Sunday afternoon by special train for Hanover. As he is also to visit Bremen, and will go down to Bremerhaven in one of the North German Lloyds' Transatlantic steamers, the departure of the North Pole Expedition, which was to have sailed last Saturday, has been deferred, in the hope that his Majesty, who takes a great interest in it, and has supported it by a fresh donation of 2,000 dols., will inspect the ships, and see them steam away,

COMMERCIAL.

Cassia lignea is firm, and commands an easy sale at former rates. Rice neglected, but not lower. On the recommendation of Prussia, as president of the North German Confederation, the Federal Council have resolved to bring in a Bill for the reduction of the import duty on rice from 3 dols. to 1½ dols. per 100 lbs. for the whole of the Zollverein. After a long period of stagnation it is refreshing to be able to report that Spelter has again come into favour. The first sale was 1,500 centners in loco last week, for which 13 marks 10 schillings banco per centner were paid, since which the price has been continually rising, the last price paid being 13.15½, the sales amounting altogether to 19,000 centners. None is now to be had under 14 marks banco, but hitherto no transactions are reported at that figure.

SHIPPING.

SAILED.—Randers, to Hong Kong; J. W. Lorenzen, to Singapore.

## HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, June 19.

The elections for the Second Chamber of the States General have resulted in the brilliant success of the Liberal cause, they having gained a positive victory over the united factions of Conservatives, Roman Catholics, and anti-Revolutionists, who had no other aim in view than to overthrow the Liberal Instruction Law of 1857, and to replace the neutral anti-sectarian instruction by a strict sectarian system. The ecclesiastical parties abhor the free lay instruction, and desire that the Bible should be made the standard work in every school, and that priests and ministers should alone direct the instruction. That the majority of the nation is not in favour of this plan is shown by the fact that the Opposition has been defeated, and that the Cabinet is in possession of a strong majority in Parliament.

The Ministerial party has only lost one member, namely, Mr. Pypers, in the district of Breda; while, on the other side, seven new Liberal candidates have been duly elected by overwhelming majorities, namely, Messrs. T. J. Stieltjes and J. de Lange, at Amsterdam; Dr. W. H. Jaserda, at Sneek; Jhr. Mr. J. A. Sandberg, junior (who has defeated Mr. Gefken), at Zwolle; Mr. K. A. Rombach, at Brielle; Jhr. Mr. D. van Akerlaken, at Hoorn; and the General W. J. Knoop (who, *mirabile dictu*, has beaten the ultra-Orthodox Van Foreest), at Alkmaar. The Conservative party has lost six members, Messrs. J. K. van Goltstein, M. J. Pynappel, Gefken, van Foreest not having been re-elected; whilst Messrs. Rochussen and de Bosch Kemper, who preferred to retire from the contest, have had their seats filled up by Liberals. The orthodox party in Parliament is reinforced by four members, Messrs. van Loon, van Lynden van Sandenburg, Luyben, and Haffmanns. The ex-Minister, Mr. Hasselman, was elected at Tiel in opposition to Mr. Lidth de Jeude.

In four districts there was no definitive result arrived at. In Gouda a ballot must take place between Jhr. Mr. W. M. de Brauw and Dr. J. Bosscha, jun.; at Leyden, between Mr. H. A. Neeb and P. H. Baron Taets van Amerongen; at Haarlemmermeer, between Jhr. Mr. J. W. H. Rutgers van Rozenburg and Mr. J. J. W. van der Biesen; and at Zuid Horn between Mr. N. Olivier and H. W. Wierda.

A few days before the elections took place a rumour obtained currency at the Hague that serious revolutionary riots had occurred in the East India colonies, resulting in the dismissal of the resident of Souracarta, Mr. Zoetelief. The *Vaderland*, however, contradicts the latter statement, and affirms that private letters from Batavia state that the dismissal of Mr. Zoetelief resulted solely from the fact that he had failed to do his duty. In the meanwhile these troublesome rumours have found their way abroad, so that even the *Asiatic* told its readers that a revolution was imminent at Java.

The Second Chamber of the States General will meet on the 17th inst. for the despatch of business, but I do not think any matters of high importance will be dealt with before the close of the Session. The section report upon the Agrarian law has been published. The majority in the sections is of opinion that it is urgently necessary to finish what is called the "Colonial question," if it is not already too late. The proprietorship of grounds is now regarded as the principal condition of free cultivation, but opinions are so divided that I begin to think that we shall never be enabled to settle the question satisfactorily.

H.M. the King has given orders that artificial breeding of silkworms shall be carried on at his seat, *het Loo*. Mulberry trees and eggs are already being transported from Amersfoort to the Royal seat. A rumour has been circulated in the Hague that the Government had appointed Mr. Mieling, manager of the States printing-offices, to reorganise the Government printing offices at Java. Mr. G. Kolff having protested energetically in the *Nieuwe Rotterdamsche Courant* against this appointment, the papers declare that Mr. Mieling had refused the post. In a few days H.M. the Queen will return from France to *het Loo*, where her Majesty's birthday will be celebrated. H.M. the King and the Prince of Orange are residing at Apeldoorn.

General indignation prevails in the tin trade because the Government does not take measures to diminish the stock at Banca, which amounted last March to 180,455 slabs, representing a value of ten millions of guilders. It is asked why this quantity is not transported to Holland, in order to be sold, not only in behalf of the interest of the trade, but also in that of the taxpayers.

COMMERCIAL INTELLIGENCE.

Very little business has been transacted in the Stock Market, dealers in all kinds of securities being disinclined to enter into engagements. Dutch Two-and-a-Half per Cents., 55¼; Three per Cents., 64½; Four per Cents., 87½; Netherlands Bank, 234; Trading Company, Four-and-a-Half per Cents., 122½; Netherlands India Railway Company, Four-and-a-Half per Cents., 93⅜; International Bank, 35. The balance-sheet of the International Credit and Trading Company, Rotterdam, has been published; the deficit on the 31st Dec., 1868, amounted to f.818,218.94¼. There has been rather more activity in the Discount Market, but no alteration in the Bank rate of discount has been effected. The Trading Company has chartered the undermentioned vessels to convey produce from Java to the following harbours:—To Amsterdam—Aurora, at f.82.73 per last; Java, at f.84.90 per last; Zaanstroom, f.86.93; to Rotterdam—Laurens Coster, at f.83.83; Oceanus, at 87f.; to Schiedam—Maarten van Rossum, at f.87.50.

## Monetary and Commercial.

A Treasury warrant has lately been issued, which under certain conditions reduces the rates of book, pattern, and newspaper postage between the United Kingdom and our Colonial possessions, as well as some foreign countries, including Ceylon, Hong Kong, China, Japan, Java, Borneo, and Manila. Until now the minimum rate of postage for book-packets or newspapers for the above places has been 2d. *via* Southampton, and 4d. *via* Marseilles. From the first of July next the charges will be:—*via* Southampton, 1 oz. or under, 1d.; over 1 oz. but not exceeding 2 oz., 2d. *Via* Marseilles, 1 oz. or under, 2d.; over 1 oz. but under 2 oz., 4d.

The Messageries Imperiales once more gives its shareholders a dividend at the rate of 10 per cent. per annum—that is £2 per £20 share—for the past twelve months. The value of the company's naval plant stood at the close of 1868 at £3,620,000. Three large steamers were added to the company's fleet in the course of last year, viz., the *Hooghly*, of 500-horse power and 4,000 tons burden; the *Tanais*, of 280-horse power and 2,700 tons burden; and the *Tage*, of 280-horse power and 2, 700 tons burden. Since the commencement of 1869 two other steamers, the *Scamandre* and the *Ebre*, have been added to the company's Mediterranean liners. One other steamer, the *Peiho*, is about to be added to the Indo-Chinese line, the business of which is stated to be increasing. The total receipts of the company in 1868 on revenue account were £1,837,674, and the working expenses were £1,564,069, leaving a balance of £273,605.

The directors of the Chartered Mercantile Bank of India, London, and China notify that a dividend of 4 per cent., free of income-tax, for the half year ending the 30th instant, will be paid to the proprietors on the 1st of July.

At the meeting of the Colonial Company (Limited) the directors' report was adopted. It mentioned that the net profit for the year amounted to £72,260, and announced a dividend of 12s. per share, making, inclusive of previous distributions, a total payment of 8 per cent. for the twelve months, free of income-tax.

At the meeting of the Ceylon Company (Limited) the directors' report was adopted, and a dividend declared at the rate of 6 per cent. per annum, free of income tax. This, with the interim distribution made in December, and the interest on the debentures, will absorb £43,994, and leave £2,069 to be carried foward.

There has been a moderate demand for Mexican dollars for transmission to China at 4s. 11⅝d. per ounce, but the supply here

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is very limited. Considerable remittances are expected to come to hand shortly, chiefly *via* New York, owing to the low rates of freight charged by that route. Bar silver is unchanged, at 5s. 0⅛d.

The report of the Assam Company, to be presented on the 29th inst., gives a favourable estimate of the crop of the present year, and, in consequence, proposes a resumption of dividends in the shape of an interim distribution of 2½ per cent.

The *Manchester Courier* intimates that a meeting has been held of the creditors of Messrs. Watson and Sherburn, cotton spinners and manufacturers, Padiham. Mr. M. Bateson Wood, solicitor, presented a statement of accounts, which showed liabilities amounting to £9,566. The assets showed a dividend of from 7s. 6d. to 10s. in the pound, according to the scale upon which the mill would be valued. A committee of investigation was appointed, and the meeting was adjourned, with a view to the reception of their report.

Advices from Glasgow report the failure of Messrs. Murdoch and Dodderell, sugar refiners, and state that it has been chiefly caused by the importers of sugar on the Clyde altering credits from four to two months, and that the estate, according to the lowest estimate, will produce from 12s. to 13s. in the pound. The works, it is stated, have been mortgaged to a Scotch bank for £35,000.

The liabilities of Messrs. Felix Leach and Co., of Manchester, are thought to amount to £70,000. At a meeting of the creditors of Messrs. John Clough and Sons, machine wool combers, Providence Mills, Bradford, the accounts showed liabilities on acceptances and open debts of £6,460, with small assets.

The amount of bullion by the P. and O. Company's steamer *Ripon*, from Southampton on the 26th inst., was in gold, to Alexandria, £38; to Bombay, £100; to Madras, £2,277; in silver, to Penang, £4,500; to Singapore, £7,500; to Hong Kong, £42,828; to Shanghai, £2,250; total in gold, £2,415; in silver, £57,078.

## EXPORT OF COTTON GOODS TO THE FAR EAST.

The following is a summary of Mr. Sam Mendel's tables for the present month, which contain details of the quantities of Cotton Manufactures and Yarn shipped from the ports of London, Liverpool, Southampton, and the Clyde, to Hong Kong, Shanghai, Japan, Singapore, Batavia, Manila, and Ceylon, during the month and twelve months ended 16th June, 1869, compared with the corresponding periods of the two preceding years:—

### HONG KONG AND WHAMPOA.

PLAIN COTTONS.—Export for the month ended 16th June, 1869, 7,234,823 yards; for the twelve months 1869, 49,818,808 yards; for the twelve months, 1868, 63,174,387 yards; for the twelve months 1867, 35,199,265 yards. Decrease for 1869 against 1868, 13,355,579 yards.

COLOURED COTTONS.—Export for the month ended 16th June, 1869, 160,080 yards; for the twelve months 1869, 1,491,129 yards; for the twelve months, 1868, 2,348,132 yards; for the twelve months, 1867, 2,153,823 yards. Decrease for 1869 against 1868, 857,003 yards.

PRINTED COTTONS.—Export for the month ended 16th June, 1869, 15,640 yards; for the twelve months 1869, 1,459,995 yards; for the twelve months 1868, 1,607,764 yards; for the twelve months, 1867, 870,660 yards. Decrease for 1869 against 1868, 147,769 yards.

COTTON YARN.—Export for the month ended 16th June, 1869, 651,250 lbs.; for the twelve months 1869, 5,755,320 lbs.; for the twelve months 1868, 7,285,778 lbs.; for the twelve months 1867, 4,161,076 lbs. Decrease for 1869 against 1868, 1,530,458 lbs.

VALUE.—For the month ended 16th June, 1869, £179,100; for the twelve months 1869, £1,340,760; for the twelve months 1868, £1,771,136; for the twelve months 1867, £1,152,456. Decrease for 1869 against 1868, £430,376.

### SHANGHAI.

PLAIN COTTONS.—Export for the month ended 16th June, 1869, 28,360,011 yards; for the twelve months 1869, 259,848,328 yards; for the twelve months 1868, 193,308,874 yards; for the twelve months 1867, 120,146,054 yards. Increase for 1869 against 1868, 66,539,449 yards.

COLOURED COTTONS.—Export for the month ended 16th June, 1869, 1,635,163 yards; for the twelve months 1869, 8,539,253 yards; for the twelve months 1868, 8,739,172 yards; for the twelve months 1867, 12,044,143 yards. Decrease for 1869 against 1868, 199,919 yards.

PRINTED COTTONS.—Export for the month ended 16th June, 1869, 331,457 yards; for the twelve months 1869, 2,536,598 yards; for the twelve months 1868, 5,455,027 yards; for the twelve months 1867, 6,856,598 yards. Decrease for 1869 against 1868, 2,918,429 yards.

COTTON YARN.—Export for the month ended 16th June, 1869, nil; for the twelve months 1869, 354,573 lbs.; for the twelve months 1868, 364,300 lbs.; for the twelve months 1867, 202,332 lbs. Decrease for 1869 against 1868, 9,727 lbs.

VALUE.—For the month ended 16th June, 1869, £575,205; for the twelve months 1869, £4,646,271; for the twelve months 1868, £3,503,866; for the twelve months 1867, £2,956,982. Increase for 1869 against 1868, £1,142,405.

### JAPAN.

PLAIN COTTONS.—Export for the month ended 16th June, 1869, 1,476,050 yards; for the twelve months 1869, 21,394,718 yards; for the twelve months 1868, 25,231,045 yards; for the twelve months 1867, 14,253,266 yards. Decrease for 1869 against 1868, 3,836,327 yards.

COLOURED COTTONS.—Export for the month ended 16th June, 1869, 225,822 yards; for the twelve months 1869, 1,335,359 yards; for the twelve months 1868, 2,267,937 yards; for the twelve months 1867, 3,187,190 yards. Decrease for 1869 against 1868, 932,578 yards.

PRINTED COTTONS.—Export for the month ended 16th June, 1869, 56,000 yards; for the twelve months 1869, 860,889 yards; for the twelve months 1868, 568,844 yards; for the twelve months 1867, 1,148,112 yards. Increase for 1869 against 1868, 292,045 yards.

COTTON YARN.—Export for the month ended 16th June, 1869, 695,750 lbs.; for the twelve months 1869, 5,428,074 lbs.; for the twelve months 1868, 4,765,840 lbs.; for the twelve months 1867, 1,140,750 lbs. Increase for 1869 against 1868, 779,868 lbs.

VALUE.—For the month ended 16th June, 1869, £93 988; for the twelve months 1869, £762,057; for the twelve months 1868, £814,170; for the twelve months 1867, £558,101. Decrease for 1869 against 1868, £52,113.

### SINGAPORE AND PENANG.

PLAIN COTTONS.—Export for the month ended 16th June, 1869, 2,929,347 yards; for the twelve months 1869, 45,526,208 yards; for the twelve months 1868, 60,424,142 yards; for the twelve months 1867, 50,195,202 yards. Decrease for 1869 against 1868, 14,897,934 yards.

COLOURED COTTONS.—Export for the month ended 16th June, 1869, 591,647 yards; for the twelve months 1869, 4,872,232 yards; for the twelve months 1868, 5,747,913 yards; for the twelve months 1867, 10,054,711 yards. Decrease for 1869 against 1868, 875,681 yards.

PRINTED COTTONS.—Export for the month ended 16th June, 1869, 228,976 yards; for the twelve months 1869, 2,429,092 yards; for the twelve months 1868, 3,365,183 yards; for the twelve months 1867, 4,144,024 yards. Decrease for 1869 against 1868, 936,091 yards.

COTTON YARN.—Export for the month ended 16th June, 1869, 42,602 lbs.; for the twelve months 1869, 1,362,863 lbs.; for the twelve months 1868, 2,612,727 lbs.; for the twelve months 1867, 2,176,265 lbs. Decrease for 1869 against 1868, 1,249,864 lbs.

VALUE.—For the month ended 16th June, 1869, £70,462; for the twelve months 1869, £985,023; for the twelve months 1868, £1,372,738; for the twelve months 1867, £1,539,633. Decrease for 1869 against 1868, £387,715.

### BATAVIA.

PLAIN COTTONS.—Export for the month ended 16th June, 1869, 726,432 yards; for the twelve months 1869, 15,735,883 yards; for the twelve months 1868, 17,171,240 yards; for the twelve months 1867, 28,519,767 yards. Decrease for 1869 against 1868, 1,435,357 yards.

COLOURED COTTONS.—Export for the month ended 16th June, 1869, 537,871 yards; for the twelve months 1869, 6,509,060 yards; for the twelve months 1868, 8,896,094 yards; for the twelve months 1867, 15,545,731 yards. Decrease for 1869 against 1868, 2,387,034 yards.

PRINTED COTTONS.—Export for the month ended 16th June, 1869, 816,181 yards; for the twelve months 1869, 4,949,681 yards; for the twelve months 1868, 8,627,557 yards; for the twelve months 1867, 16,164,982 yards. Decrease for 1869 against 1868, 3,677,876 yards.

COTTON YARN.—Export for the month ended 16th June, 1869, 21,600 lbs.; for the twelve months 1869, 459,960 lbs.; for the twelve months 1868, 599,610 lbs.; for the twelve months 1867, 864,466 lbs. Decrease for 1869 against 1868, 139,650 lbs.

VALUE.—For the month ended 16th June, 1869, £36,403; for the twelve months 1869, £574,976; for the twelve months, 1868, £774,371; for the twelve months 1867, £1,426,550. Decrease for 1869 against 1868, £199,895.

### MANILA.

PLAIN COTTONS.—Export for the month ended 16th June, 1869, 1,528,766 yards; for the twelve months 1869, 16,295,134 yards; for the twelve months 1868, 15,614,867 yards; for the twelve months 1867, 16,639,092 yards. Increase for 1869 against 1868, 680,267 yards.

COLOURED COTTONS.—Export for the month ended 16th June, 1869, 535,162 yards; for the twelve months 1869, 13,706,303 yards; for the twelve months 1868, 13,644,038 yards; for the twelve months 1867, 17,803,725 yards. Increase for 1869 against 1868, 62,265 yards.

PRINTED COTTONS.—Export for the month ended 16th June, 1869, 96,598 yards; for the twelve months 1869, 1,281,827 yards; for the twelve months 1868, 876,248 yards; for the twelve months 1867, 1,160,699 yards. Increase for 1869 against 1868, 405,579 yards.

COTTON YARN.—Export for the month ended 16th June, 1869, 15,200 lbs.; for the twelve months 1869, 259,957 lbs.; for the twelve months 1868, 340,413 lbs.; for the twelve months 1867, 127,994 lbs. Decrease for 1869 against 1868, 80,456 lbs.

VALUE.—For the month ended 16th June, 1869, £40,019; for the twelve months 1869, £625,501; for the twelve months 1868, £663,389; for the twelve months 1867, £903,731. Decrease for 1869 against 1868, £37,888.

### CEYLON.

PLAIN COTTONS.—Export for the month ended 16th June, 1869. 1,588,935 yards; for the twelve months 1869, 22,370,873 yards; for the twelve months 1868, 18,665,694 yards; for the twelve months 1867, 23,061,581 yards. Increase for 1869 against 1868, 3,705,179 yards.

COLOURED COTTONS.—Export for the month ended 16th June, 1869, 94,833 yards; for the twelve months 1869, 848,432 yards; for the twelve months 1868, 839,454 yards; for the twelve months 1867, 1,456,815 yards. Increase for 1869 against 1868, 8,978 yards.

PRINTED COTTONS.—Export for the month ended 16th June, 1869, 248,050 yards; for the twelve months 1869, 2,512,367 yards; for the twelve months 1868, 1,575,484 yds.; for the twelve months 1867, 3,608,682 yards. Increase for 1869 against 1868, 936,883 yards.

COTTON YARN.—Export for the month ended 16th June, 1869, *nil;* for the twelve months 1869, 319,737 lbs.; for the twelve months 1868, 502,095 lbs.; for the twelve months 1867, 688,895 lbs. Decrease for 1869 against 1868, 182,358 lbs.

VALUE.—For the month ended 16th June, 1869, £35,394; for the twelve months 1869, £458,999; for the twelve months 1868, £398,011; for the twelve months 1867, £721,668. Increase for 1869 against 1868, £60,988.

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# LONDON PRICES CURRENT.

Articles in the following list subject to duty are quoted with the duties paid as annexed, unless marked "in bond." Those articles against which no rate of duty is placed are admitted free.

NOTE.—Besides the duties of Customs payable on certain articles as mentioned below, an addition of ½ per cent. in the said rates is also payable on entry for consumption, except Tobacco, on which the extra duty is five per cent. and ½ per cent.

| | s. | d. | s. | d. |
|---|---|---|---|---|
| **ARROWROOT.** | | | | |
| (*Duty free.*) | | | | |
| East India ... ... | — | | — | |
| **CANES, Bamboo—each** | 0 | 0½ | 0 | 2½ |
| Malacca ... ... | 0 | 1½ | 0 | 9 |
| Partridge ... ... | 0 | 1 | 0 | 4½ |
| Tonkin & Carolina ... | 0 | 0½ | 0 | 1½ |
| Rattans, com., per 100 | 1 | 6 | 3 | 6 |
| Good and fine " | 4 | 0 | 7 | 6 |
| **CHEMICALS.** | | | | |
| Alum ... ...per ton | 145 | 0 | 150 | 0 |
| Antimony, ore ... | 280 | 0 | 300 | 0 |
| crude ...per cwt | 26 | 0 | — | |
| regulus, bowl .. | 50 | 0 | — | |
| star ... ... .. | 50 | 0 | — | |
| Brimstone, roll .... | 11 | 0 | 11 | 6 |
| Calomel ...per lb. | 2 | 5 | — | |
| Corros. Sublim. .. | 1 | 11 | — | |
| Iodine, dry per oz. | 0 | 9½ | 0 | 10 |
| Ivory Blk. dry, p. cwt. | — | | — | |
| Lime, Acet. wh. ... | 12 | 6 | 23 | 0 |
| Magnes. Carb. ... | — | | — | |
| Prussian Blue, per lb. | — | | — | |
| Quinine Sulph., per oz. | — | | — | |
| British, in bottle ... | 5 | 9 | — | |
| French ... ... | 5 | 2 | — | |
| Vermilion, Eng., pr. lb. | 2 | 6 | 3 | 0 |
| China ... | 2 | 7 | — | |
| **COALS, best per ton** | 17 | 6 | 18 | 0 |
| other sorts ... ... | 14 | 6 | 17 | 0 |
| **COCHINEAL per lb.** | | | | |
| Honduras, black ... | 3 | 0 | 4 | 0 |
| silver ... | 2 | 8 | 3 | 3 |
| pasty ... | 1 | 6 | 2 | 6 |
| Teneriffe, black ... | 2 | 11 | 4 | 2 |
| silver ... | 2 | 9 | 3 | 1 |
| **COFFEE, in bond per ct.** | | | | |
| (*Duty 3d. per lb.*) | | | | |
| Ceylon | | | | |
| Native, fine bold ... | 56 | 0 | 62 | 0 |
| gd. and fine ord. | 51 | 0 | 55 | 0 |
| small and ordinary... | 45 | 0 | 50 | 0 |
| Plantation, fine ... | 90 | 0 | 95 | 0 |
| fine middling ... | 84 | 0 | 88 | 0 |
| good middling ... | 79 | 6 | 83 | 0 |
| middling ... ... | 73 | 0 | 79 | 0 |
| fin. ord. to low mid. | 62 | 0 | 72 | 0 |
| mixed and triage ... | 30 | 0 | 59 | 0 |
| Other British E. I. | | | | |
| fine and superior ... | 91 | 0 | 99 | 0 |
| good and fine ... | 83 | 0 | 89 | 0 |
| mid. to good mid.... | 69 | 0 | 81 | 0 |
| fine ord. to low mid. | 62 | 0 | 68 | 0 |
| good ord. Native .. | 55 | 0 | 59 | 0 |
| ordinary ... ... | 51 | 0 | 54 | 0 |
| Batavia, yellow ... | 70 | 0 | 84 | 0 |
| pale and mixed ... | 54 | 0 | 69 | 0 |
| Manila... ... ... | 48 | 0 | 68 | 0 |
| Singapore ... ... | 44 | 0 | 72 | 0 |
| Sumatra ... ... | — | | — | |
| **COTTON ...per lb.** | | | | |
| Surat ... ... ... | 0 | 8 | 0 | 11½ |
| Sawginned Dharw ... | 0 | 9 | 0 | 11 |
| Madras, Tinnevelly ... | 0 | 9½ | 0 | 10½ |
| North, and Westrn. | 0 | 8 | 0 | 10 |
| Cocanada ... ... | 0 | 9½ | 0 | 9½ |
| Bengal and Rangoon | 0 | 7½ | 0 | 9½ |
| Scinde ... ... ... | 0 | 8½ | 0 | 9½ |
| China ... ... ... | — | | — | |
| Egyptian ... ... | 0 | 9½ | 1 | 4½ |
| Smyrna ... ... | 0 | 9 | 0 | 11 |
| Sea Island ... ... | 1 | 10 | 4 | 4 |
| Upland... ... ... | 0 | 10½ | 1 | 0½ |
| Mobile... ... ... | 0 | 10½ | 1 | 0½ |
| New Orleans ... ... | 0 | 10½ | 1 | 0½ |
| **CUTCH.** | | | | |
| See Terra Japonica ... | | | | |
| **DRUGS.** | | | | |
| Aloes, Hepatic, per ct. | 80 | 0 | 180 | 0 |
| Socotrine ... .. | 120 | 0 | 300 | 0 |
| Aniseed, Chi. Star ... | 110 | 0 | — | |
| Beans, Tonquin, per lb. | 1 | 0 | 1 | 6 |
| Camphor, per cwt. ... | — | | — | |
| Japan ... ... | 110 | 0 | — | |
| China ... ... | 100 | 0 | — | |
| Cardamoms, per lb. ... | | | | |
| Malabar, good ... | 7 | 6 | 7 | 10 |
| inferior ... ... | 5 | 6 | 7 | 0 |
| Ceylon ... ... | 2 | 6 | 3 | 3 |
| Corosos Nuts, per cwt | 16 | 0 | 19 | 0 |
| Cassia Fistula ... | 20 | 0 | 35 | 0 |
| China Root ... ... | 27 | 0 | 35 | 0 |
| Cubebs... ... ... | 36 | 0 | 41 | 0 |
| Dragon's Blood, reed | 100 | 0 | 160 | 0 |
| lump ... ... | — | | — | |
| Galangal Root ... | 15 | 0 | 20 | 0 |
| Gentian Root... ... | 19 | 0 | 20 | 0 |
| Ginger, prsd. (*Duty* | | | | |
| 1*d. per lb.*), per lb.... | 0 | 6 | 0 | 9 |
| Ipecacuanha ... ... | 5 | 8 | 6 | 0 |
| Isinglass, Brazil ... | 2 | 6 | 4 | 5 |
| Tongue sort ... | 3 | 1 | 5 | 1 |
| East India ... ... | 2 | 3 | 4 | 4 |
| Myrabolanes, per cwt. | 9 | 6 | 16 | 0 |
| **OILS.** | | | | |
| Aniseed ...per lb. | 9 | 3 | 9 | 6 |
| Cassia ... ... | 5 | 0 | 5 | 2 |
| Cinnamon ...per oz. | 1 | 0 | 4 | 6 |
| Citronel ... ... | 0 | 2½ | 0 | 2½ |
| fine ... ... .. | 0 | 3 | 0 | 3½ |
| Clove ... ...per lb. | 2 | 8 | — | |
| Lemon... ... ... | 4 | 6 | 7 | 0 |
| Lemongrass ...per oz. | 0 | 4½ | 0 | 4½ |
| Mace, expressed ... | 0 | 1 | 0 | 2½ |
| Nutmeg ... ... | 0 | 4 | 0 | 8 |
| Orange ... per lb. | 5 | 0 | 8 | 0 |
| Orris Root ... per ct. | 38 | 0 | 44 | 0 |

| | s. | d. | s. | d. |
|---|---|---|---|---|
| **DRUGS** | | | | |
| Rhubarb ... per lb. | | | | |
| China, good and fine | 4 | 6 | 8 | 0 |
| gd mid. to ord.... | 0 | 8 | 4 | 0 |
| Dutch trimd. ... | — | | — | |
| Saffron, Spanish ... | 26 | 0 | 34 | 0 |
| Squills... ... ... | 0 | 1 | 0 | 2½ |
| Tamarinds ... per ct. | | | | |
| East India ... ... | 12 | 0 | 26 | 0 |
| Vanilla, large...per lb. | 21 | 0 | 25 | 0 |
| **DYE STUFFS.** | | | | |
| Galls, Buss. bl. per ct. | 72 | 0 | 90 | 0 |
| in sorts ... ... | 65 | 0 | 70 | 0 |
| white ... ... | 48 | 0 | 50 | 0 |
| China ... ... | 47 | 6 | — | |
| Japan ... ... ... | 46 | 6 | 47 | 6 |
| Madder Root... ... | — | | — | |
| Bombay ... ... | 40 | 0 | 50 | 0 |
| Orchella, Angola ... | 60 | 0 | 65 | 0 |
| Bombay ... ... | — | | — | |
| Turmeric per cwt. | — | | — | |
| Bengal ... ... | 21 | 0 | 22 | 0 |
| Madras ... ... | 14 | 0 | 32 | 0 |
| Malabar ... ... | 14 | 0 | 17 | 0 |
| Java... ... ... | 19 | 0 | 20 | 0 |
| China ... ... | 30 | 0 | 35 | 0 |
| **GAMBIER.** | | | | |
| See Terra Japonica | | | | |
| **GUMS ...per cwt.** | £ | s. | £ | s. |
| Arabic... ... ... | — | | — | |
| E. I fine pale ... | 4 | 0 | 4 | 4 |
| sorts, mid. to fine | 3 | 10 | 3 | 18 |
| garblings ... | 2 | 5 | 3 | 2 |
| Assafœtida, com. to gd. | 3 | 15 | 5 | 10 |
| Benjamin, Siam, 1st | | | | |
| and 2nd ... ... | 14 | 0 | 25 | 0 |
| Sumatra, 1st and 2nd | 7 | 0 | 11 | 0 |
| do. third ... | 2 | 10 | 6 | 0 |
| Copal, Angola red ... | 5 | 0 | 5 | 7½ |
| Manila ... ... | 1 | 12 | 2 | 10 |
| Dammar, Batavia, pale | 4 | 15 | 5 | 5 |
| Singapore ... ... | 4 | 0 | 4 | 15 |
| Gamboge, pkd. pipe... | 14 | 0 | 15 | 10 |
| Gualacum ...per lb. | 0s | 8d | 1s | 4d |
| Kino ... per cwt. | 60 | 0 | 120 | 0 |
| **GUTTA PERCHA.** | | | | |
| genuine ...per lb. | 1 | 6 | 3 | 6 |
| **HEMP.** per ton | £. | s. | £. | s. |
| Sisal ... ... ... | 44 | 0 | 49 | 0 |
| Bombay & Kurrachee | — | | — | |
| Manila... ... ... | 45 | 0 | 51 | 0 |
| do., good & fine white | 68 | 0 | 80 | 0 |
| China grass ... ... | — | | — | |
| **COIR** ... per ton | | | | |
| Rope... ... ... | 19 | 0 | 30 | 0 |
| Yarn, good & fine... | 31 | 0 | 70 | 0 |
| ord. to fair ... | 25 | 0 | 30 | 0 |
| Bombay, com. to fn. | — | | — | |
| Junk ... ... | — | | — | |
| Fibre ... ... | 17 | 0 | 32 | 10 |
| **HIDES.** | | | | |
| Sourabaya & Batavia | | | | |
| Ox and cow hides, | | | | |
| dry, best, 6lb. to | s | d | s | d |
| 10lb. ... ... | 0 | 8 | 0 | 9½ |
| Seconds ... ... | 0 | 7 | 0 | 7½ |
| Thirds ... ... | 0 | 4 | 0 | 6 |
| Buffalo hides, yel- | | | | |
| low, best, 17lb. | | | | |
| to 22lb. ... | 0 | 6 | 0 | 7 |
| Seconds ... ... | 0 | 5 | 0 | 5½ |
| Thirds ... ... | 0 | 3 | 0 | 4½ |
| Dark, best, 20lb. to | | | | |
| 28lb. ... ... | 0 | 5 | 0 | 6½ |
| Seconds ... ... | 0 | 3 | 0 | 4½ |
| Singapore, | | | | |
| Ox and cow hides, | | | | |
| dry, best, 16lb. to | | | | |
| 10lb. ... ... | 0 | 8 | 0 | 11 |
| Seconds & Thirds | 0 | 5 | 0 | 9 |
| Buffalo hides, best, | | | | |
| 17lb. to 20lb. ... | 0 | 5 | 0 | 6 |
| Seconds ... ... | 0 | 4½ | 0 | 5½ |
| Manila, | | | | |
| Buffalo hides, best, | | | | |
| 18lb. to 27lb. ... | 0 | 4 | 0 | 5 |
| Seconds ... ... | 0 | 3 | 0 | 3½ |
| **HORNS, BUFFALO,** | | | | |
| Calcutta, Madras and | | | | |
| Bombay, 1lb. to 2lb., | | | | |
| per cwt. | 25 | 0 | 41 | 0 |
| Singapore, 2½lb. to 4lb. | 35 | 0 | 47 | 0 |
| **INDIA RUBBER,** pr lb. | | | | |
| East India ... ... | | | | |
| Assam and Pegu ... | 0 | 10½ | 1 | 2 |
| Penang, &c. ... ... | 1 | 4 | 1 | 6 |
| **LAC.** | | | | |
| STICKLAC per cwt. | 47 | 6 | 60 | 0 |
| **METALS.** | | | | |
| **IRON ...per ton** | £ | s. | £ | s. |
| Welsh Rails in Wales | 7 | 5 | 7 | 10 |
| Welsh Bars in Wales | 6 | 0 | 6 | 5 |
| Welsh Bars in London | 6 | 15 | 7 | 5 |
| Staffordshire Bst. Bars | | | | |
| in London ... ... | 7 | 5 | 7 | 10 |
| Staffordshire B. Nail | | | | |
| Rods... ... ... | 7 | 7½ | 7 | 12½ |
| Staffordshire B. Hoops | 8 | 0 | 8 | 5 |
| Staffordshire B. Sheets | 9 | 0 | 9 | 10 |
| Scotch Pig No. 1 in | | | | |
| the Clyde ... ... | 2 | 11 | 3 | 1 |
| Swedes Bars in Lon- | | | | |
| don ... ... ... | 10 | 0 | 10 | 10 |
| Swedes Steel in kegs, | | | | |
| ½ in. and ⅝ in. ... | 15 | 0 | 15 | 5 |
| **COPPER** ... ... ... | s. | d. | s. | d. |
| Ore ... per unit | 13 | 9 | — | |
| | £ | s. | £ | s. |
| Chili Slabs per ton | 68 | 5 | 70 | 0 |

| | £. | s. | £. | s. |
|---|---|---|---|---|
| **METALS.** | | | | |
| Spanish Cake... ... | 68 | 10 | — | |
| Australian Barra ... | 77 | 10 | — | |
| Australian Wallaroo... | 78 | 0 | — | |
| English tough quality | 74 | 0 | 75 | 0 |
| English best selected | 76 | 0 | 77 | 0 |
| English Sheets,— | | | | |
| Sheathing, &c. ... | 78 | 0 | 80 | 0 |
| English Bottoms ... | | | | |
| rolled ... ... | 81 | 0 | — | |
| English Bottoms ... | | | | |
| hammered ... ... | 86 | 0 | — | |
| | s. | d. | s. | d. |
| Yellow Metal Sheets, | | | | |
| 4 by 4 ft. ...per lb. | 0 | 6½ | 0 | 6½ |
| Yellow Metal Sheath- | | | | |
| ings and Rods ... | 0 | 6½ | — | |
| **LEAD. ... ...per ton** | £. | s. | £ | s. |
| Pig, W.B. ... ... | 20 | 10 | — | |
| Pig, L.B. ... ... | 19 | 12½ | — | |
| Pig, other brands ... | 19 | 0 | 19 | 17½ |
| Spanish soft, ex ship | 18 | 10 | — | |
| Sheet ... ... .. | 19 | 15 | — | |
| Shot (kegs extra) ... | 22 | 0 | — | |
| White (kegs extra) ... | 27 | 0 | 30 | 0 |
| Red (kegs extra) ... | 20 | 10 | 21 | 0 |
| **SPELTER.... ... ...** | | | | |
| Silesian ... ... | 21 | 0 | — | |
| English (smelted | | | | |
| from ores)... ... | 20 | 15 | — | |
| **ZINC.** | | | | |
| English Sheet .. | 25 | 10 | — | |
| **MOLASSES,** (*duty 3s. 6d.*) | | | | |
| East India ... ... | — | | — | |
| **OILS** | £ | s | £ | s. |
| Cocoa-nut, Coch. p.tn. | 44 | 10 | 45 | 0 |
| Ceylon ... ... | 43 | 0 | — | |
| Sydney ... ... | 38 | 0 | 42 | 10 |
| Rapeseed—Eng. pale | 40 | 10 | 41 | 0 |
| " brown | 39 | 0 | — | |
| **PLUMBAGO.** | s. | d. | s. | d. |
| Ceylon, Lump ... | 11 | 0 | 27 | 0 |
| Dust ... ... | 6 | 0 | 11 | 3 |
| German ... ... | 4 | 0 | 5 | 0 |
| **PROVISIONS, per cwt.** | £ | s | £ | s |
| Butter— | | | | |
| Cork, 4th to 1st ... | 4 | 8 | 5 | 8 |
| Beef, India, per tierce | 7 | 5 | 8 | 0 |
| mess, and Ind. mess | 3 | 10 | 6 | 5 |
| Pork— | | | | |
| Pickled middles ... | 3 | 10 | 3 | 14 |
| Irish, mess. p. brl. | 5 | 10 | 5 | 15 |
| Foreign ... ... | 5 | 0 | 5 | 15 |
| Hams, Irish ... ... | 4 | 4 | 5 | 12 |
| American ... | 3 | 16 | 4 | 2 |
| Lard, Irish bladder ... | 3 | 16 | 4 | 8 |
| keg and firkin ... | 3 | 10 | 3 | 16 |
| **RICE ... per cwt.** | s. | d. | s. | d. |
| Bengal, white ... | 7 | 9 | 13 | 6 |
| Ballam and Moonghy | 8 | 9 | 9 | 6 |
| brkn. and ord. white | — | | — | |
| red cargo ... ... | 7 | 3 | 8 | 0 |
| Madras ... ... | 7 | 9 | 9 | 3 |
| Arracan ... ... | 7 | 6 | 10 | 0 |
| Moulmein ... ... | 9 | 0 | 10 | 6 |
| Rangoon and Bassein | 7 | 6 | 10 | 3 |
| Saigon... ... ... | 7 | 6 | 8 | 3 |
| Java ... ... ... | 10 | 0 | 15 | 0 |
| Siam ... ... .. | 7 | 3 | 8 | 0 |
| Patna-cleaned ... | 15 | 0 | 22 | 0 |
| Ballam do. ... | 10 | 0 | 12 | 0 |
| Rangoon do. ... | 10 | 0 | 20 | 0 |
| Java do. ... | 20 | 0 | 35 | 0 |
| Do. London cleaned... | 14 | 0 | 36 | 0 |
| **SAGO** (*duty free*) ... | | | | |
| Pearl, small ... ... | 18 | 6 | 20 | 6 |
| large and medium | 18 | 6 | 21 | 0 |
| **SALT** (at the works in | | | | |
| Cheshire, exclusive of | | | | |
| 3*s.* lighterage) per ton | | | | |
| common ... ... | 7 | 0 | — | |
| butter ... ... | 8 | 6 | — | |
| stoved, common ... | 10 | 0 | — | |
| handed ... ... | 12 | 0 | — | |
| Rock, large lumps ... | 6 | 6 | — | |
| Irish lumps ... ... | 4 | 0 | — | |
| **SALTPETRE.** per cwt. | | | | |
| Bengal, 6 p.c. or und | 21 | 0 | 21 | 6 |
| over 6 per cent. ... | 20 | 0 | 20 | 9 |
| Calcutta, 5 to 2 pr. ct. | — | | — | |
| 12 to 6 per cent. ... | — | | — | |
| Scinde, refined ... | — | | — | |
| Madras ... ... | 19 | 0 | 20 | 0 |
| Bombay & Kurrachee | — | | — | |
| British refined ... | 26 | 9 | 26 | 6 |
| **SEED.** | | | | |
| Rape per qr. 416lbs. | | | | |
| Calcutta ... ... | 59 | 0 | — | |
| Madras ... ... | 61 | 0 | — | |
| Bombay—Guzerat . | 64 | 0 | 65 | 0 |
| Feroze and Scinde.. | 60 | 0 | 62 | 0 |
| Japan ... ... | — | | — | |
| Teel per 384 lbs. | | | | |
| Sesame or Gingly ... | 57 | 6 | 63 | 0 |
| **SHELLS** per cwt. | | | | |
| Mother o'Pearl ... | — | | — | |
| China and Manila . | 190 | 0 | 200 | 0 |
| Singapore ... ... | — | | — | |
| Bombay ... ... | 45 | 0 | 130 | 0 |
| Panama ... ... | 20 | 0 | 40 | 0 |
| Tortoise per lb. | — | | — | |
| Manila ... ... | 14 | 0 | 22 | 0 |
| Other East India ... | 8 | 0 | 20 | 0 |
| West India... ... | 10 | 0 | 17 | 6 |
| **SOY** per gall. | | | | |
| China ... ... ... | 2 | 9 | 2 | 10 |

| | s. | d. | s. | d. |
|---|---|---|---|---|
| **SOY.** | | | | |
| Japan ... ... ... | — | | — | |
| **SPICES** | | | | |
| Cassia Lignea, per cwt. | 128 | 0 | 136 | 0 |
| Vera... ... ... | 50 | 0 | 87 | 6 |
| Buds ... ... | 140 | 0 | 162 | 6 |
| Cinnamon per lb. | | | | |
| Ceylon, 1st quality. | 2 | 0 | 3 | 7 |
| 2nd " | 1 | 9 | 3 | 5 |
| 3rd " | 1 | 4 | 3 | 2 |
| 4th " | 0 | 10 | 2 | 5 |
| Cloves, Penang ... | 0 | 10 | 1 | 0 |
| Amboyna ... ... | 0 | 5 | 0 | 5½ |
| Zanzibar ... ... | 0 | 3½ | 0 | 3½ |
| Ginger per cwt. | | | | |
| Cochin ... .... | 38 | 0 | 120 | 0 |
| Mace, 1st qual. per lb | 2 | 2 | 3 | 6 |
| 2nd and inf. ... | 1 | 10 | 2 | 3 |
| Nutmegs. | | | | |
| 78 to 60 lb. ... | 2 | 3 | 4 | 2 |
| 80 to 90 lb. ... | 1 | 10 | 2 | 2 |
| 95 to 132 lb. ... | 1 | 5 | 1 | 9 |
| Pepper, black per lb. | — | | — | |
| Penang ... ... | 0 | 3½ | 0 | 3½ |
| Singapore ... ... | 0 | 3½ | 0 | 4 |
| white ... ... | 0 | 5 | 0 | 6½ |
| **SUGAR** per cwt. | | | | |
| *Duties:*— | | | | |
| *Ref. and Candy*, 12*s.* | | | | |
| *Raw, 1st cl.* 11*s. 3d.* | | | | |
| " *2nd cl.* 10*s. 6d.* | | | | |
| " *3rd cl.* 9*s. 7d.* | | | | |
| " *4th cl.* 8*s.* | | | | |
| Penang, yell. and gray | 35 | 6 | 39 | 0 |
| brown ... | 29 | 0 | 35 | 0 |
| Manila, clayed ... | 29 | 0 | 31 | 6 |
| superior ... | — | | — | |
| unclayed ... | 26 | 6 | 29 | 0 |
| Java, gray and white | 38 | 0 | 42 | 0 |
| brown and yel. | 28 | 0 | 37 | 0 |
| China and Siam, white | 34 | 6 | 39 | 0 |
| brown and yellow... | 27 | 0 | 33 | 6 |
| **TALLOW** per cwt. | | | | |
| East India .. ... | — | | — | |
| **TAPIOCA** (*Duty free*) | | | | |
| per lb. | | | | |
| Penang and Singapre. | 0 | 2 | 0 | 3½ |
| Pearl ... per cwt. | 24 | 0 | 27 | 6 |
| **TAPIOCA FLOUR** lb. | 0 | 2 | 0 | 2½ |
| **TEA** (*Duty, 6d. per lb.*) | | | | |
| Congou. | | | | |
| brown leaf, ord. ... | 0 | 10 | 0 | 11 |
| good ord. to bst md. | 0 | 11½ | 1 | 0 |
| good export kinds . | 1 | 1 | 1 | 1½ |
| Kaisow, 1st & 2nd ... | 1 | 4 | 2 | 0 |
| bk. leaf, com. to gd. | 1 | 0½ | 1 | 2½ |
| medium to finest ... | — | | — | |
| Oopack and Moning . | 1 | 4 | 2 | 0 |
| Tayshan new make ... | 1 | 1 | 1 | 7 |
| Ning Yong and Oolg. | 0 | 10 | 2 | 2 |
| Souchong. | — | | — | |
| fair to good ... | 1 | 1 | 1 | 8 |
| fine to finest ... | 1 | 10 | 2 | 6 |
| Flowery Pekoe. | — | | — | |
| fair to good ... | 0 | 10 | 1 | 6 |
| fine to finest ... | 1 | 10 | 3 | 6 |
| Caper, scented ... | 0 | 8 | 2 | 0 |
| Orange Pekoe, plain . | 1 | 2 | 1 | 6 |
| scented ... ... | 0 | 11½ | 1 | 10 |
| Twankay. | — | | — | |
| common to good ... | 0 | 11 | 1 | 0½ |
| fine to Hyson kind . | 1 | 1 | 1 | 1½ |
| Hyson Skin. | — | | — | |
| common to fair ... | 0 | 9 | — | |
| good to fine ... | 0 | 11 | — | |
| Hyson, common ... | 0 | 11 | 1 | 1 |
| fair to fine ... ... | 1 | 3 | 2 | 5 |
| finest ... ... ... | 2 | 6 | 3 | 8 |
| Yg. Hyson, Can. kind | 0 | 7 | 1 | 4 |
| country kinds ... | 1 | 0 | 2 | 10 |
| Imperial ... ... | 0 | 9 | 2 | 6 |
| Gunpowder ... ... | 0 | 9½ | 3 | 6 |
| Japan, uncoloured ... | 1 | 0 | 1 | 8 |
| Assam ... ... ... | 0 | 10 | 3 | 4 |
| **TERRA JAPONICA.** | | | | |
| Gambier per cwt. | 16 | 9 | 17 | 0 |
| free Cubes ... ... | 20 | 0 | 23 | 0 |
| Cutch ... ... ... | 25 | 6 | 26 | 6 |
| **TOBACCO.** | | | | |
| (*Duty 3s. per lb., and 5* | | | | |
| *per cent. and ½ per* | | | | |
| *cent., equal to about* | | | | |
| 3*s.* 1½*d. per lb.*) pr. lb. | | | | |
| East India leaf ... | 0 | 2 | 0 | 5 |
| Japan ... ... ... | — | | — | |
| Java ... ... ... | 0 | 4 | 1 | 0 |
| Manila cheroots ... | 6 | 0 | 7 | 6 |
| **WAX** per cwt. | | | | |
| BEES'. | £. | s. | £. | s. |
| English ... ... | 9 | 10 | 10 | 0 |
| German ... ... | — | | — | |
| American ... ... | 8 | 15 | 9 | 5 |
| Bombay & Madras | — | | — | |
| Bengal ... ... | 9 | 5 | 9 | 15 |
| E. I. white ... ... | 10 | 0 | 12 | 10 |
| VEGETABLE.—Japan | 3 | 10 | 3 | 15 |
| Do. mixed ... ... | 2 | 15 | 3 | 3 |
| **WOOD ...per ton.** | | | | |
| Red Sanders ... ... | 7 | 5 | 7 | |
| Sapan, Bimas, &c. ... | 8 | 0 | 11 | 0 |
| Do., Siam .. .. | 9 | 0 | 12 | 0 |
| Cedar, Cuba .. per ft. | 0 | 5½ | | 6½ |
| Ebony... ...per ton | | | | |
| Ceylon ... ... | 5 | 10 | 1 | 0 |
| Satinwood ... per ft. | 1s | 0d | 1s | 2d |
| **WOOL** ... ...per lb.. | | | | |
| East India, white ... | 0 | 9½ | 1 | 2½ |
| yellow and gray ... | 0 | 3 | | 1 |

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# Shipping Intelligence.

## ARRIVALS.

| Date. | Ship. | Captain. | From. | At |
|---|---|---|---|---|
| June 8 | Kate Carnie | Lowe | Singapore | Liverpool |
| — | Rock Light | — | Rangoon | Queenstown |
| May26 | Archer | Power | Manila | San Francisco |
| — 28 | Ferdinand | Meyer | Amoy | New York |
| — 28 | Madawaska | Fowle | Singapore | Boston |
| Jun.10 | Rangoon | Congdon | Rangoon, for Bremen | Off Falmouth |
| — 12 | United Service (str.) | Gaine | China, Singapore, &c. | London |
| — 13 | County of Elgin | McKenzie | Sourabaya, for Rotdm | Brouwershaven |
| — 11 | Majaden | Nielsen | Saigon | Falmouth |
| — 13 | Mermaid | Tyson | Bassein | Liverpool |
| — 11 | Goldfinder | Higgins | Do. | Do. |
| — 12 | Stanley | Doughty | Saigon. | Deal |
| — 12 | Brothers German | Cafflero | Java | Falmouth |
| — 9 | Cheribon | Reinersen | Sourabaya | Off do. |
| — | St. Croix | — | Saigon | Queenstown |
| — 14 | Chanticleer | Purdy | Foochow | London |
| — 14 | Corsair | Miller | Shanghai | Deal |
| — 12 | Teazer | Gibson | Saigon, for Koogerpdr | Plymouth |
| — 12 | Malvina Vidal | Kessel | Bangkok | Falmouth |
| — 12 | Evangeline | Adams | Saigon, for Zwaandyk | Off do. |
| — 12 | Wiloerforce | Budelmaam | Java, for Amstdm | Do. |
| — 13 | Otto Antonie | Simonsen | Saigon, for Hamburg | Do. |
| — 13 | Countess of Sefton | — | Rangoon | Liverpool |
| May29 | John C. Munroe | Bannister | Amoy | New York |
| Jun.10 | Aurora | Bastimecha | Manila | Off Scilly |
| May12 | Veritas | Infram | Hong Kong | Surinam |
| June 1 | Magnet | Crosby | Do. | New York |
| — 1 | Annie | Morrison | Shanghai | Do. |
| — 15 | Merse | Watt | Singapore | London |
| — 15 | Fair Leader | Newman | Canton | Deal |
| — 15 | Parana | — | Penang | Do. |
| — 14 | Doelwyk (Dut. ship) | — | Batavia, for Rotrdm. | Off Weymouth |
| — 12 | Bellatrix | Haacke | Sourab., for Amstdm. | Off the Lizard |
| — 12 | Miranda | Good | Colombo | Do. |
| — 12 | Fairy | Johnson | Do. | Do. |
| — 12 | Edith Banfield | Mitchell | Saigon | Scilly |
| — 10 | Star of Jamaica | Sack | Singapore | Off Scilly |
| May29 | Glendower | Wilson | Hong Kong | New York |
| Jun.15 | Haimlota | — | Ceylon | Deal |
| — 15 | Tek Li | — | Penang | Do |
| — 14 | Dahlkarsia | Nielson | Pasaroeang | Falmouth |
| — 14 | Princess Amelie | Drush | Banjowngie., for Abo | Do. |
| — 14 | Climinar | Hughes | Java, for Amsterdam. | Do. |
| — 14 | Augusta | Westerberg | Rangoon | Do. |
| — 14 | Malvina | Kluge | Bangkok, for Bremen | Off do. |
| — 1 | Caroline | Paulsen | Hong Kong | New York |
| — 2 | Nina | Shortwell | Manila | Boston |
| — 1 | Caernarvonshire | Davis | Shanghai | Halifax, U.S. |
| — 15 | Palmerston | Seagrove | Ceylon | Deal |
| — 16 | Teviotdale | — | Colombo | Do. |
| — 16 | Assyrian | — | Shanghai | Do. |
| — 2 | Asa Eldridge | Baker | Manila | New York |
| — 15 | Dunedin | — | Batavia, for Rotrdm. | Off Portland |
| — 13 | Petronella | Leicher | Do. do | Off the Lizard |
| — 15 | Costa Rica | Wunderlich | Foochow | Falmouth |
| — 16 | Heimdal | Berg | Pasarng., for Hambg. | Do. |
| — 16 | Augusta | — | Rangoon | Do. |
| — 16 | Celestial Queen | — | Salgon | Do. |
| — 3 | National Eagle | Nickerson | Hong Kong | San Francisco |
| — 16 | Rotterdam | Janzen | Batavia, for Rotrdm. | Off Dover |
| — 17 | Behandige | Smit | Java | Falmouth |
| — | Celestial Queen | Watt | Salgon | Off do. |
| — 16 | Hendirk Ido Ambacht | Byl | Batavia | Texel |
| — 13 | Concepcion | Tuton | Manila | Cadiz |
| — 17 | Batavia | Sackroog (?) | Batavia | Texel |
| — 17 | Padang Packet | Huidekoper | Padang | Do. |
| — 17 | Wilhelmina | Willenbrinck | Pasaroeang | Do. |
| — 5 | Arracan | Jessen | Singapore | New York |
| — 5 | Alcyone | Staples | Yokohama | Do. |
| — 5 | American Lloyds | Park | Shanghai | Do. |
| — 8 | Queen's Own | Wood | Do. | Do |
| — 22 | Corypheus | Ross | Singapore | London |
| — 20 | Anna M. Wilhelmina | De Haan | Banjoewangie | Off Falmouth |
| — 17 | Jamaica | Riley | Zebu | Off Scilly |
| — 18 | L. R. C. | Hobbs | Samarang | Brouwershaven |
| — 18 | Nyverheid | Schaap | Batavia | Do. |
| — 21 | Banda | Lamont | Bangkok, for Bremen | Off the Wight |
| — 16 | Ymuiden | De Jonge | Banjoewangie | Texel |
| — 16 | Burmah | Yeo | Pasaroeang | Brouwershaven |
| — 20 | Wyk aan Zee | De Looper | Banjoewangie | Texel |
| — 20 | Rota | Hanschell | Batavia | Copenhagen |
| — 10 | Carnarvonshire | Davis | Shanghai & Halifax | New York |
| — 11 | Nellie Chapin | — | Manila | Do. |
| — 11 | Xulla | Ward | Padang | Do. |
| — 22 | Tjilingsie | Ouwehand | Banjoewangie | Texel |
| — 21 | Jeanne and Joseph | Castro | Hong Kong | Marseilles |

## DEPARTURES.

| Date. | Ship. | Captain. | For. | From |
|---|---|---|---|---|
| June 6 | J. Peacock | Findlay | Shanghai | Cardiff |
| — 8 | Eastern Empire | Binney | Yokohama | Do. |
| — 8 | Henry Reed | Hunter | Shanghai | Do. |
| — 8 | Cymbeline | Faye | Hong Kong | Do. |
| — 10 | Taunton | Hogg | Shanghai | London |
| — | Maria and Elizabeth | — | Sourabaya | Rotterdam |
| — | Neptunus | Lodewyk | Batavia | Do. |
| — 11 | Elfin | Beer | Colombo | London |
| — | Kitti | Muller | Batavia | Amsterdam |
| — | Susanna & Elizabeth | v. d. Heyde | Do. | Flushing |
| — 10 | Diomed (str.) | Crompton | Mauritius, Singapore, China, &c. | Liverpool |
| — 10 | Petchelee | Owen | Hong Kong | Do. |
| — 9 | J. P. Petterson | — | Java | Shields |
| — 12 | Ferndale | Fraser | Hong Kong | London |
| — 12 | Star of the North | Rawle | Do. | Do. |
| — 10 | Grecian Queen | Stoker | Singapore | Texel |
| — | Maximos | Fabrique | Do. | Marseilles |
| — 12 | Marchss.of Lndndrry. | Gould | Hong Kong | Clyde |
| — 12 | Elliotts | Liverseed | Galle | Sunderland |
| — 15 | Southern Cross | McDonald | Colombo | London |
| — 15 | Dundonald | McLellan | Shanghai | Do. |
| — 15 | Alice | Pounder | Cardiff and Galle | Do. |
| — | Stad Dokkum | Timmermann | Java | Amsterdam |
| — 16 | Eaglet | Hughes | Shanghai | London |

## DEPARTURES—*Continued.*

| Date. | Ship. | Captain. | For. | From. |
|---|---|---|---|---|
| June 5 | Serafin | Goitea | Hong Kong | Penarth |
| — 15 | Soochoo | Beal | Do. | Sunderland |
| — 17 | Drache | Petersen | Cardiff & Singapore. | London |
| — 16 | Penrith | Dawson | Singapore | Liverpool |
| — 5 | Franklin | Drew | Hong Kong | San Francisco |
| — 4 | China (str.) | Warsaw | Yokohama & Hg. Kg. | Do. |
| — 18 | Rifle | Elliot | Singapore & Penang | London |
| — 18 | Dilpussund | Jones | Shanghai | Do. |
| — 15 | Von Berg | Fesenfeldt | Singapore | Cardiff |
| — 15 | Old England | Hullman | Galle | Do. |
| — 17 | Gloria | Bolgen | Manila | Do. |
| — 17 | Perpetua | Richardson | Batavia | Liverpool |
| — 19 | Hampton Court | Miller | Bangkok | London |
| — | Waalstroom | Dryver | Padang | Amsterdam |
| — | J. W. A. Lorentzen | Jessen | Singapore | Hamburg |
| — 17 | Aracan | Jones | Shanghai | Liverpool |
| — 17 | Cleughs | — | Manila | Shields |
| — 21 | Elizabeth Nicholson | Crosbie | Shanghai | London |
| May31 | Neva | Onate | Hong Kong | Havana |
| Jun.17 | St. Oswald | — | Manila | Shields |
| — | Lola | Orriz | Do. | Hamburg |
| — 19 | Kate Karnie | Lowe | Singapore | Liverpool |
| — 21 | Vigilant | Wood | Galle | Cardiff |
| — 23 | James Shepherd | Jean | Hong Kong | London |
| — 23 | Crest of the Wave | Crombie | Yokohama | Do. |
| — 19 | Dudbrook | Bruce | Hong Kong | Cardiff |
| — 12 | San Fernando | Gourechi | Do. | Penarth Dock |
| — 24 | Devonport | Kennedy | Shanghai | London |
| — 21 | Tewksbury | Fowler | Hong Kong | Cardiff |
| — 21 | Ardanza | Alcatena | Galle | Do. |
| — | Wilhelmina & Clara | Herweden | Batavia | Texel |
| — | Kennemerland | Duinker | Do. | Amsterdam |

(*See Commercial Postscript and Correspondents Letters.*)

## LOADING.

At LONDON.—For Hiogo and Yokohama: Johanna Maria, Corsair. For Nagasaki and Hiogo: Chanticleer. For Yokohama: Rockliff, Napier. For Osaka and Hiogo: Sampan. For Chefoo: Princess of Wales. For Shanghai: Lammermuir, Lauderdale, Dartmouth, Omba, Sarah Nicholson, Sir Wm. Wallace, Loudoun Castle, Hertfordshire. For Hong Kong: Geologist, Peterborough, Merse, Sophie, Fair Leader, Corypheus. For Singapore: Panic, Hesperia, Hopeful. For Singapore and Sarawak: Otter. For Singapore, Hong Kong, and Shanghai: United Service (str.). For Penang: Parana. For Batavia and Sourabaya: Gladiator. For Colombo: Fort Regent, Palmerston, Palestine, Ocean Beauty. For Colombo, &c.: West Australian.

At LIVERPOOL.—For Hiogo and Nagasaki: Isolina. For Yokohama: Finzel. For Shanghai: Banian, City of Agra. For Hong Kong: Florence Nightingale. For Singapore: Naworth, Polly Lewis. For Manila: Juliana, Amigos, Trinidad. For Mauritius, Penang, Singapore, Hong Kong, and Shanghai: Tycho Brahe (str.). For Buenos Ayres and China: Violette.

At GLASGOW.—For Shanghai: Melrose Abbey, Laja. For Manila: Maria de C. For Singapore: Norham Castle. For Batavia and Sourabaya: County of Argyle. For Penang: James Paton. For Ceylon: Glenaray.

At NEW YORK.—For Shanghai: Morro Castle, Etha Rickmers, N. B. Palmer.

## SPOKEN.

BIRCHGROVE, Foochow to London, May 29, 40 N., 37 W.
CELESTIAL QUEEN, Saigon to Falmouth, April 23, 35 S., 23 E.
ACHILLES, from Sourabaya, April 18, 35 S., 25 E.
ISLES OF THE SOUTH, Bangkok to London, May 6, 25 S., 6 E.
MARIE MARGUERITA, Foochow to London, May 26, 46 N., 18 W.
A DUTCH BARQUE, Cardiff to Singapore, May 30, 43 N., 14 W.
KRIMPENAAN DE LEK, Rotterdam to Sourabaya, May 30, 48 N., 14 W.
WALLACE, South Shields to Singapore, March 31, 20 S., 33 W.
FALCON, Hamburg to Hong Kong, March 24, 2 S., 24 W.
AMERICAN LLOYDS, Shanghai to New York, April 4, lat. 33, lon. 28.
A DUTCH BARQUE (supposed to be the Walcheren), Cardiff to Batavia, May 5, 4 N., 23 W.
MARIE ADOLPHINA, Amsterdam to Batavia, April 24, 15 S., 33 W.
TAFFARETTE, Havre to Hong Kong, 150 miles W. of Ushant.
YMUIDEN (Dutch barq.), Java to Amst., 103 days out, June 4, 45 N., 19 W.
ASTERIA, Sunderland to Singapore, April 3, 26 S., 28 W.
VAN BOSSE, Rotterdam to Batavia, May 4, 1 N., 24 W.
THE QUEEN (ship), Sourabaya to Rotterdam, April 14, 33 S., 14 E.
GEORGE KENDALL, Colombo to London, April 24, 20 S., 1 W.
JEANNE AND JOSEPH, Hong Kong to Marseilles, March 5, 8 S., 99 E.
SHALIMAR (ship), Cardiff to Yokohama, May 10, 2 N., 25 W.
GENERAL V. D. BOSCH, Bali to Rotterdam, April 28, 13 S., 8 W.
SOYOLA (barq.), Manila to Liverpool, April 30, 10 S., 13 W.
AUBURN (barq.), Cardiff to Yokohama, May 6, 2 N., 23 W.
Barque No. 2486 4th d.p., Lond. to Japan, 7 days out, June 4, 44 N., 13 W.
WHITE EAGLE, London to Shanghai, 94 day out, March 26.
ALCYONE, Yokohama to New York, lat. 31, lon. 39.
GEMAH (?) (Brit. barq.), Java to Falmouth, March 9, 41 S., 31 E.
AMERICA (?) (Brit. barq.), China to Europe, April 3, 33 S., 29 E.
MARY MOORE, London to Shanghai, April 23, 12 S., 30 W.
JUNOPORE (?), Amoy to New York, March 8, 15 S., 90 E.
STEPHANI (?), Manila to London, April 15, 16 S., 5 E.
WILHELMINA, Java to Amsterdam, April 11, 35 S., 21 E.
QUINEL (?), (Brit. bq.), Singapore to London, March 22, 30 S., 40 E.
STAR QUEEN, Shanghai to Halifax, May 9, 11 N., 32 W.
ARRON (?), (Spanish bq.), Manila to London, May 23, 34 N., 38 W.
J. AMBACHT (?), (Ger. ship), Batavia to Amsterdam, May 27, 38 N., 38 W.
JAMES WILSON, Amsterdam to Batavia, April 26 (?), 16 S., 30 W.
TAYLI (?), (German bq.), Penang to London, March 31, 32 S., 37 E.
SOLO (Dutch. barq.), Cardiff to Batavia, April 21, 12 S., 29 W.
JOHN WATT (Amer. ship.), Cardiff to Yokohama, June 3, lat. 43, long. 14.
ANITA, Cardiff to Shanghai, June 7, lat. 45, long. 12.
HENDRIKA, Rotterdam to Batavia, May 30, 43 N., 13 W.
EASTWARD HO!, Cardiff to Japan, April 28, 30 S., 26 W.
MONEKA (str.), New York to Japan, 9 days out, May 13, 26 N., 40 W.
SOLIDE, Cardiff to Singapore, 6 S., 27 W.

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NERIEDES (?) (Dutch barq.), Manila to Falmouth, May 11, 1 S., 27 W.
ACTÆAS (?) (Brit. brig.), Singapore to London, Feb. 23, off Java Head.
ALTKAR (?) (barq.), Shanghai to New York, May 20, lat. 25, lon. 60.
YOKOHAMA (barq.), New York to Shanghai, May 28, 14 N., 34 W.
EUREKA, Bangkok to Falmouth, March 4, 9 S., 102 E.
COUNTESS RUSSELL, London to Hong Kong, June 2, 40 N., 16 W.
ISLES OF THE SOUTH, Bangkok to London, 16 S., 19 W.
HENDRIKA (barq.), Sourabaya to Boston, May 17, 6 N., 28 W.
KITTY, Amsterdam to Batavia, June 12, 50 N., 6 W.
HAVELOCK, London to Yokohama, May 25, 8 N., 25 W.
JUPITER, Amsterdam to Batavia.
LIEUTENANT (barq.), Cardiff to Shanghai, March 31, 26 S., 30 W.
TWILIGHT, Liverpool to Singapore, April 4, 24 S., 29 W.
RADFORD (barq.), Cardiff to Singapore, 41 days out, April 4, 24 S., 29 W.
BLENHEIM (barq.), Clyde to Singapore, April 9, 19 S., 32 W.
VERITAS (German barq.), for Ceylon, May 7, lat. 7, lon. 31.
OTTO (barq.), Batavia to Boston, May 11, 17 S., 1 W.
MARCHIONESS OF LONDONDERRY, Glasgow to Hong Kong, bound S., June 18, 49 N., 13 W.
NEDERLAND AND ORANJE (bq.), Amsdm. to Btva., June 9., 47 N., 10 W.
JOHAN (barq.), Amsterdam to Singapore, May 2, 26 S., 25 W.
VERONICA (barq.), Liverpool to Hong Kong, May 12, 1 N., 28 W.
ALMA (English barq.), Shields to Shanghai, May 5, 3 N., 22 W.
WALCHEREN, Cardiff to Batavia, May 8, 4 N., 23 W.

## FREIGHTS AND CHARTERS.

We have no improvement to note in berth freights to the Eastern ports; rates remain without alteration; in coal freights from the Northern outports there is a little more doing, and rates have in some instances advanced.

Current rates of freight for vessels on the berth:—To Yokohama: 40s. weight or meast. To Nagasaki: 40s. weight, 50s. meast. To Hiogo: 50s. weight or meast. To Tientsin: 60s. weight or meast. To Chefoo: 60s. weight or meast. To Shanghai: 35s. weight, 30s. meast. To Foochow: 50s. weight, 45s. meast. To Hong Kong: 35s. weight, 27s. 6d. meast. To Amoy: 50s. weight, 45s. meast. To Batavia: 25s. weight, 30s. meast. To Singapore: 30s. weight, 25s. to 30s. meast. To Ceylon: 20s. to 25s. weight, 20s. meast. At New York to China; $12 to $15 per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—For Shanghai: £44. For Hong Kong: £38. For Singapore: £25. For Galle: £24. From Newport, Cardiff, or Swansea per ton.—For Yokohama: £2. For Shanghai: £2 2s. 6d. For Hong Kong: £1 15s. For Singapore: £1 6s. For Galle: £1 6s.

The Admiralty have invited tenders for the conveyance of about 90 tons stores to Hong Hong.

## CASUALTIES.

Advices from Capetown, dated May 4, state that the Johanna Mathilda, Lohse, from Saigon to Falmouth, which put into Simon's Bay April 10, leaky, &c., had discharged, and would be repaired on the slip.

Advices dated May 4, received at Amsterdam June 10, state that the leak had not been found in the Hollandia, Nieuwenhuis, from Amsterdam to Macassar, which put into Simon's Bay, April 9, leaky; the vessel had strained considerably, and lost some sheets of copper and part of her false keel. She had been hauled on the slip, and was being caulked and recoppered.

Advices from Nassau, N.P., dated May 29, state that a Spanish ship (? Golden West), from Havana to China, with coolies, got on shore at Ship Channel cays, on or about May 20, but was assisted off by wreckers.

The Edith Banfield, of Scilly, Mitchell, from Saigon, to Hamburgh, was anchored in the Downs, after being ashore on the south part of the Goodwin Sands, and assisted off with loss of anchor and chain.

Advices from Amsterdam, dated June 17, state that the Dunedin, McMillan, from Sourabaya to that port, was aground on Horsenmond, near Nieuwe Diep; she was towed off by three tugs on the morning of the 17th, and appeared to be uninjured, but had lost three anchors.

The Carnarvonshire, Davis, from Shanghai and Halifax, which arrived at New York, June 10, reported having been on her beam ends, and had to cut away sails, during a hurricance, March 26.

The Xulla, Ward, from Penang, which arrived at New York, June 11, reported that during a violent hurricane from E. to N., March 21, in 26 N., 51 E., she was on her beam ends for 9 hours.

## MISCELLANEOUS.

Off ASCENSION.—April 25, Miranda, from Colombo, for London; 28, Chanticleer, from Foochow, for London; Batavia, from Batavia, for Amsterdam; 30, Star of Jamaica, from Singapore, for London; May 1, Jeanne and Joseph (French brig), from Hong Kong, for Marseilles; 17, Meander, from Bangkok, for Falmouth.

At ST. HELENA.—April 27, Padang Packet, Huide Koper, from Padang, and sailed for Amsterdam; Nellie Chapin, Wass, from Manila, and sailed 28 for New York; 28, Burmah, Yeo, from Sourabaya, and sailed for Rotterdam; Bulwark, Kelly, from Java, and sailed May 3, for Amsterdam, Telanak, V. Galen, from Sourabaya, and sailed April 29, for Amsterdam; May 5, Sir George Pollock, Watt, from Sourabaya, and sailed 7 for Amsterdam; 12, Concepcion, Tuton, from Manila, and sailed 13 for Cadiz; 13, Amstelstroom, Kretchmer, from Banjoewangie, and sailed for Amsterdam; 13, United Service (str.), Gaine, from China, Singapore, &c., and left for London; 14, S. v. Heel v. Munchen, from Sourabaya.

Off ST. HELENA.—April 29, Euterpe, from Colombo; May 9, Eureka (Amer. barq.), from Bangkok.


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122, Leadenhall-street, June, 1869.

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Passengers by this route are less than ten days in the tropics.

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Shanghai, Dec. 31, 1868. DOW AND Co.

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Shanghai, Dec. 31, 1868. GLOVER AND Co.

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| Hong Kong | Sophie..... | A1 14 yr. | W.I.D | With des. |
| Shanghai ... | Sarh. Nichlsn | A1 14 yr. | W.I.D. | July 5 |
| Shanghai ... | Hertfordshre | AA1 | W.I.D. | With des. |
| Hiogo and Yokohama | Jhnne.Marie | 3-3rds L I | W.I.D. | With des. |
| Do. ..... | Corsair ..... | AA1 | W.I.D. | With des. |
| Yokohama (Kanagawa) | Rockcliff ... | A1 13 yr. | W.I.D. | With des. |
| Chefoo ..... | Princess of Wales ..... | A1 10 yr. | W.I.D. | With des. |

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

CHINA and JAPAN.—The following splendid first-class SHIPS will be despatched as under:—

| Port. | Ship. | Class. | Dock. | Last Shipping Day. |
|---|---|---|---|---|
| Shanghai ... | Omba ..... | A1 16 yr. | E.I.D. | June 29 |
| Ditto ..... | Loudoun Cstl | A1 16 yr. | E.I.D. | July 20 |
| Hong Kong | Borealis ..... | A1 | E.I.D. | With des. |
| Yokohama (Kanagawa) | Napier..... | AA1 | E.I D. | With des. |
| Ditto ..... | New Clipper | A1 17 yr. | E.I.D. | To follow |
| Nagasaki & Hiogo..... | Chanticleer.. | A1 10 yr. | W.I.D. | With des. |

For Freight or Passage apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

BOMBAY, CALCUTTA, MADRAS, SHANGHAI, and HONG KONG.

GELLATLY, HANKEY, SEWELL and CO. will despatch the following high-classed SHIPS from the East India Docks, as under:—

| Port. | Ship. | Class. | Tons. | To Sail. |
|---|---|---|---|---|
| Bombay..... | Sir J. Lwnc. | A1 13 yrs. | 1,090 | June 30 |
| Do. ..... | Salisbury .. | A1 13 yrs. | 1,113 | July 15 |
| Calcutta..... | Clyde ..... | AA1 | 1,151 | July 5 |
| Do. ..... | Roodee ..... | AA1 | 1,036 | July 20 |
| Madras ..... | Chalmers .. | A1 13 yrs. | 594 | June 28 |
| Shanghai ... | Lammrmur. | AA1 | 1,054 | June 30 |
| Do. ... | Dartmouth .. | A1 14 yrs. | 933 | July 10 |
| Hong Kong | Merse ..... | A1 13 yrs. | 628 | June 30 |

For Freight or Passage apply to GELLATLY, HANKEY, SEWELL, and Co., No. 8, York-street, Manchester; or 27, Leadenhall-street, E.C.

JOHN C. CAMPBELL will despatch the following splendid first-class VESSELS:—

| Destinatn. | Ships. | Class. | Tns. | Dock. | Date of Sailing. |
|---|---|---|---|---|---|
| Colombo .. | Ocn.Bauty. | A1 16 yr. | 585 | W.I.D. | July 3 |
| Do. ..... | Palmerston | A1 15 yr. | 855 | W.I.D. | Aug. 1 |
| Malaba Coast | Star of Jamaica ... | A1 9 yr. | 306 | L.D.K. | To fol. |

No. 22, Gre t St. Helen's, E.C.

In lieu of the "Fort Regent." To follow the "Ocean Rover." Will meet with the usual quick despatch.

DIRECT for COLOMBO, the beautiful clipper ship OCEAN BEAUTY, A1 16 years, 585 tons register; ROBERT WATSON, Commander; West India Docks. This magnificent high-classed Clipper, built last year, under special survey, offers the best opportunity to shippers of fine goods.

For Freight or Passage apply to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

Rates:—15s. per ton of 20 cwt., or 40 cubic feet. No Creosoted Timber, nor manure of any description, taken by this vessel.

To follow the Ocean Beauty. Will be despatched about the 1st August.

DIRECT for COLOMBO, the beautiful teak built clipper ship PALMERSTON, A1 15 years, 894 tons register; J. N. SEAGROVE, Commander; London Docks. This magnificent high-classed clipper, built under special survey, offers the best opportunity to shippers of fine goods.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

Malabar Coast. To follow the "Robert Jones." Will meet with the usual quick despatch.

DIRECT for COCHIN, CALICUT, TELLICHERRY, CANNANORE, and MANGALORE, the beautiful clipper ship STAR OF JAMAICA, A1, 9 years: 306 tons register; A. SACK, Commander; West India Docks. This splendid vessel offers a most desirable opportunity to shippers of fine goods.

For Freight or Passage, apply to JOHN C. CAMPBELL' 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

Steam from London to Shanghai direct. To sail punctually on the 28th of July.

FOR SHANGHAI, the splendid new composite full-rigged steam clipper ship OBERON, A 1 16 years at Lloyd's, 1,200 tons register, 300-horse power; JOHN KEAY (late of the ARIEL), Commander; East India Docks. This fine ship, built expressly for the China trade, combining all the latest improvements of the fastest clippers, with the addition of the best description of marine engines, offers a most favourable opportunity to shippers of fine goods. The passage to Shanghai is expected not to exceed 75 days.

For Freight only, apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

To sail punctually on the 10th July.

FOR SHANGHAI, the celebrated Clipper Ship, LAUDERDALE, A1 15 years; 851 tons register; G. MOODIE, Commander, East India Docks.

For Freight or Passage, apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

Regular line of Packet Ship. To sail on the 5th July.

FOR HONG KONG, the splendid Liverpool-built Clipper GEOLOGIST, A1 13 years, 854 tons register M. CLARKE, Commander; East India Doc 1s.

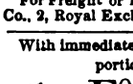
For Freight apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

Regular line of Packet Ship.

FOR HONG KONG, the splendid composite clipper, CLETA, A1 16 years, 519 tons register; C. H. MIDDLETON, Commander; East India Docks. This ship sails very fast, and presents a favourable opportunity to shippers of fine goods.

For Freight or Passage, apply to SHAW MAXTON Co., 2, Royal Exchange-buildings, London, E.C.

With immediate despatch. Having a considerable portion of her cargo engaged.



FOR SHANGHAI, direct, the favourite and powerful clipper ship SIR WILLIAM WALLACE, A1, copper red and copper-fastened, 967 tons register; A. H. TAYLOR, Commander; loads in the East India Docks. This magnificent vessel, built under special survey in 1866 by Messrs. John Duthie, Sons and Co., of Aberdeen, for the China trade, has proved herself thoroughly adapted for it by smart passages and sound delivery of cargo.

For Freight or Passage apply to NORRIS and JOYNER, 60, Cornhill, E.C.

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FRENCH MAIL EDITION.]

# The London and China Telegraph.

## JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON THE ARRIVAL OF THE FORTNIGHTLY ENGLISH, AND MONTHLY FRENCH MAILS FROM CHINA, JAPAN, &c:

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A SUMMARY OF NEWS FOR THE OUTWARD MAILS.

VOL. XI.—No. 318.] LONDON, MONDAY, JULY 5, 1869. [Price 9d., with Sup., 1s. 3d.—Sub. 30s. per ann. postage, included. Sup. 12s. extra.

## Latest Advices.

—o—

| Ports. | From London. | Arrived out. | HOMEWARD. Received on Saturday. |
|---|---|---|---|
| JAPAN — Yokohama | — | — | May 11 |
| Yedo | | | |
| Osaka and Hiogo | | | |
| Hakodadi | | | |
| Nagasaki | | | |
| CHINA — Peking | | | |
| Tien-tsin | | | |
| Chefoo | | | |
| New-chwang | | | |
| Hankow | — | — | May 10 |
| Kiu-kiang | — | — | May 11 |
| Chin-kiang | | | |
| Shanghai | March 26 | May 12 | May 14 |
| Ningpo | — | — | May 12 |
| Foochow | — | — | May 13 |
| Formosa—Tamsuy | | | |
| Amoy | | | |
| Swatow | | | |
| Hong Kong | — | — | May 20 |
| Canton | — | — | May 19 |
| Macao | — | — | May 19 |
| PHILIPPINES— Manila | | | |
| COCHIN-CHINA— Saigon | — | — | May 26 |
| SIAM — Bangkok | — | — | May 25 |
| BORNEO—Labuan | — | — | May 22 |
| Sarawak | | | |
| JAVA — Batavia | — | — | May 23 |
| Samarang | — | — | May 22 |
| MALACCA STRAITS— Singapore | April 23 | May 26 | May 29 |
| Penang | April 23 | May 24 | May 26 |

### THE MAILS, &c

—o—

The next inward mail will be that bringing Hong Kong advices to May 27, expected in London on Monday next. Telegrams in advance of the succeeding mail (June 10) have been in some time, and those of June 17 are now due. *Via* Kiachta we have Shanghai telegrams to June 15, received on the 3rd instant.

### LIST OF PASSENGERS.

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PASSENGERS INWARD.

Per French mail steamer *Moeris*, arrived at Marseilles July 2.—From Yokohama: Messrs. Verny, Shimiza. From Shanghai: Messrs. Smith, David, Simpson, Farina, Fremigau, Tapic. From Hong Hong: Messrs. Domingo, Gonzalez, Lopez, Quesada, Garcia, Simon, Albarez, Da Silva, Yon, Espino, Delamy, M. le Abbe Chinon. From Saigon: Messrs. Bran, Bagi Conquerant, Caswell, Lambourke, Hugues. From Batavia: Messrs. Van Roggen, Ruyter, Watendorf, Kuppers, Van Bloremm, Van Sulkoff, Hasinus, Cummings, Kern, Madame Henry. From Singapore: Messrs. Dammiler, Bungener, Michel, Deden.

Per P. and O. steamer *Great Republic*, arrived at San Francisco June 19.—For New York: Mrs. J. L. Hammond and two children, C. J. Emery and wife, Mrs. McGrath and two children, J. S. Lulum, Rev. Mr. Gunoceut, wife and child, J. Boyle, Mrs. Henderson, Mrs. Goodrich, Mrs. Williamson, C. H. Cleaveland, Daniel Gaw, F. P. Almedia, Mrs. Dana and child, G. B. Thomas, W. Watson, W. Lambeth, Captain Samuel Newton, wife and child, W. S. Kauffman. J. L. McGowan. For Europe: A. S. S. Palmer, O. S. W. Walker, and James Rutherford.

PASSENGERS OUTWARD.

Per P. and O. steamer *Ripon*, from Southampton, June 26.—To Yokohama: Mr. E. H. Pratt. To Hong Kong: Mr. E. Monger, Mr. J. Russell Skey, and two second-class passengers. To Singapore: Mr. J. D. Vaughan. To Penang: Mr. and Mrs. Thompson and child. To Ceylon: Four second-class passengers.

Per P. and O. steamer *Nyanza*, from Marseilles, July 4.—To Ceylon: Mr. Wm. Somerville.

Per P. and O. steamer from Suez, July 11.—To Penang: Mr. Victor Kruger.

Per P. and O. steamer *Massilia*, from Southampton, July 10.—To Shanghai: Mr Broughall. To Hong Kong: Mr. F. Cumberland. To Ceylon: Mrs. Halliley, child, and two sons, Mr. H. Skrine, Mr. W. B. Ainger.

From Gibraltar.—To Singapore: Mr. A. Mosley.

Per P. and O. steamer *Tanjore*, from Marseilles, July 18.—To Ceylon: Mr. F. R. Sabonadière.

Per P. and O. steamer *Ripon*, from Marseilles, August 1.—To Batavia: Mr. and Mrs. Pietermaat. To Ceylon: Mr. W. J. Carver.

Per P. and O. steamer from Suez, August 8.—To Hong Kong: Mr. and Mrs. Bade, Mr. F. Dreyer.

## Summary of News from the Far East.

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### JAPAN.

YOKOHAMA.

The French mail delivered this morning brings no news worth quoting from Yokohama; but by the Pacific route (the steamer *Great Republic* having arrived at San Francisco on the 19th June) we have advices from that port to May 29, of which the following is a summary:—

The Mikado arrived at Yedo on the 9th May. Numerous outrages are reported to have been committed upon Foreigners. The English Minister had complained to the Japanese Government regarding the matter.

The anniversary of the birthday of Queen Victoria was observed in a splendid manner. Sir Henry Parkes reviewed the English troops of the garrison and the marines from the fleet. There was a regatta during the day.

The whole fleet of the Mikado had arrived safely at the port of Arvomori.

Admiral Enomoto was strongly fortified on the island of Yesso, impatiently awaiting an attack by the Mikado's forces. Three of the Admiral's vessels attempted to capture the ram *Stonewall*, but the attack was unsuccessful. One of the Admiral's vessels was beached and burned.

Since the return of the Mikado to Yedo the city was full of armed men. The retainers of the Daimios had been summon d to meet his Majesty. The Parliament, consisting of 270 members, was in session in Yedo.

The markets were dull, with only a few sales of cotton goods · woollens were unchanged. The business in silk was limited; the settlements amounted to 150 piculs, chiefly medium and lower class. The stock of silk had been reduced to 50 piculs, and prices were unchanged, with symptoms of a weakness for inferior kinds. The weather is favourable to the new crop, and the worms had successfully reached the second stage. The exports for the present season amount to 14,400 bales.

Teas: The exports from Yokahama for the season amount to 10,936,700 pounds. But few samples of new tea have been received; not enough to report on satisfactorily. Settlements for American markets, 300 piculs. The stock was low and prices firm.

Freights: To New York, per sail, £3; per steamer, 45 dols.

Exchange: On London, 4s. 7½d.; on Paris, 5f. 80c.

### CHINA.

—o—

SHANGHAI.

(FROM AN OCCASIONAL CORRESPONDENT.)

SHANGHAI, May 13, 1869.

The English mail of 26th March arrived here yesterday, per steamer *Sunda*. The troop ship *Adventure*, which left Hong Kong a few hours before the *Sunda*, brought news in anticipation. The Admiral sailed in the *Salamis* for Tientsin, *en route* to Peking, immediately after the arrival of the mail; and the *Adventure*, it is reported, will take Lady Keppel to Yokohama, there to await the Admiral. It is understood that Sir H. Keppel has gone to hold a conference with Sir Rutherford Alcock at Peking on the policy lately enunciated by the Home Government of allowing the Chinese to do as they like. It is not probable that either Sir R. Alcock or the Admiral can be in favour of such a policy, as their experience of China and Chinese must convince them, as well as every rational person, that the plan proposed by the Home Government is most likely to lead to war; whereas demanding redress for injuries on the spot from the actual aggressors is more

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likely to conduce to peace. In the history of our dealings with the Chinese there is no instance of their declaring war against us. Each war that we have had with the Chinese has been initiated by us to obtain reparation for a series of wrongs perpetrated, or for breach of distinct treaty provisions. The Chinese are again becoming impressed with the idea that they can cope with Foreigners, and are strong enough to expel them from their borders. The late outrages occurring simultaneously at different places seem to go a long way towards proving a preconcerted action on the part of the mandarins. It would be desirable if it could be impressed on the Government and people at home that the Peking Government has merely a nominal power in the provinces, where the Viceroys hold almost unchecked power; and that the Chinese have never conceded to us any privileges whatever, but that all the treaty rights or powers have been extorted by force of arms. The Peking Government now exist upon the revenue derived from the Foreign trade, and are now willing to open as many ports on the coast as we desire, on the sole condition that a Foreign Customs be established and a Consul appointed. The opening up the rivers to steamers and the working of mines they steadily oppose, although beneficial to their own people; in fact, if we are ever to obtain those concessions we must take them. The desirability of bonded warehouses is now under discussion between the Chamber of Commerce and the Customs authorities, and doubtless some arrangement of the kind will before very long be arrived at. The sale of transit passes for goods into the interior by Foreigners to Chinese, which has latterly been carried on, on a large scale, in order to avoid the squeezes at the inland barriers, has been complained of by the local Chinese authorities as interfering with their revenue. The probability is that the Chinese will be forced sooner or later to alter their system, which assimilates very much to that in vogue amongst the different potentates in Africa, where each local authority squeezes as much as he can on all persons or goods passing through his territory. There is a plan in contemplation by the Customs to establish telegraphic communication from the Beacon below Woosung to Shanghai, instead of the present system of look out ships and flags. If this arrangement be carried out it may inaugurate a new era in China of *progress* versus *inertia*. A beginning has already been made by Mr. Hart towards improving the ports, and two competent engineers are at work here surveying the harbour and entrances, and putting the lights into an efficient state, and the lighthouse on Gutzlaff Island is in course of construction.

Much indignation has been aroused in Shanghai by the aspersions of the Duke of Somerset in the House of Lords against the morality of the place. He has evidently been misinformed by some foolish or designing persons, as Shanghai may compare favourably with many seaport towns in England. There is very little crime here, there being a well-ordered community of Foreigners, and the Chinese give very little trouble. A large proportion of the Foreign residents are married, and have their wives and families here, so we are at a loss to know where this great immorality is to be found. The only foundation for it seems to be that a low class of Chinese pander to the vices of the sailors on shore, but their number even is not great, and has no influence whatever on the residents.

The proceedings at the meeting of the Chamber of Commerce, held on the 7th inst., were unusually lengthy, but of great importance. The members present were:—F. Porter, Esq., in the chair; Messrs. Hogg, Lavers, Probst, Hayes, Bell, F. B. Johnson, King, Gubbay, Monro, Groom, Dow, Purdon, R. Miller, J. I. Miller, Helbling, and Gilmour. The first question discussed was that of transit dues, on which the following resolution was passed:—

"That this meeting considers that the proposed modification of the treaty as to transit dues, by which 2½ per cent. should be made payable at the ports of entry, and cease to be optional, is the least satisfactory of all forms by which the levy could be collected, and contrary to the general interest of trade, and that it would only add by so much to the cost of taking goods into the interior; as local dues, in some shape or other, are sure to be superadded; and this meeting, therefore, still adheres to the views expressed in the Chamber of Commerce memorial, in regard to the best means of collecting transit dues."

A majority of the members voted against the proposal of the Silk Committee, that the present system of paying duties before shipment should be changed. The question of measurement of teas came up again for discussion; the balance of evidence was shown to be in favour of measurement here; but a resolution expressing an opinion in favour of this course was rejected in favour of an amendment which virtually declared the matter to be entirely a matter of option and arrangement.

The subject of bonded warehouses was also discussed, in connection with Mr. Dick's letter on the matter; and it was unanimously agreed that their establishment would be advantageous. It was suggested that a list should be opened at the Custom-house to ascertain what firms would wish to bond their godowns on the terms proposed.

The Duke of Somerset's late speech in the House of Lords was taken up, and a resolution requesting the Committee to protest against the slur cast by him on the community offered. But it was eventually left an open question whether the letter should be written merely on behalf of the Chamber, or whether the community should be invited to join in a general protest. At the close of the meeting a letter from Mr. Dick, asking the opinion of the Chamber regarding a line of telegraph from Shanghai to the Kintoah Beacon, was read and warmly applauded. The project of course meets with warm support.

One of the grossest absurdities we have heard of for a long time is reported from Tientsin. The members of the various missionary bodies there seem to have agreed, after some difficulty, on a set of rules for the governance of the Union Church, at that port. Amongst other things, they exclude from membership all dealers in opium, and have excommunicated a respected member of the community, who has declined to promise not to sell the forbidden article. We all know that widely different views are entertained regarding the opium trade, but our missionary friends may rest assured that excommunication will not stop it. It is surprising how they can overlook the incongruity of their own action. They exclude the sinner from his only chance of conversion—persuasion at their hands.

A Newchwang correspondent of the *North China Herald* writes:—We have not heard anything about the Corea being opened, and I hope people will not be induced to ship goods on the strength of the rumour you mention, as the stock of grey shirtings left from last year is nearly all on hand yet; and holders cannot get more than Tls. 2.26 to Tls 2.30. The *Sophie and Hellen*, which vessel was aground on West Bank, has come into port, and is loading for Hong Kong. An English three-masted schooner is ashore; boats have been sent to her assistance. The *Kiushiu* is loading the first cargo of beancake from the steam factory for your port.

The Hankow correspondent of the *Evening Courier* writes:—We understand that the market for the new tea crop in some of the country districts has been opened at comparatively low prices. At Yung-low-loong the tea leaf has been bought at 400 to 420 cash per catty, equal to about Tls. 26 in Hankow. At Nip-kasee the prices were 320 to 340 cash, equal to Tls. 22 to 23. From the Onfa country no news has been received. Musters were expected at Hankow about the 20th inst.

## HONG KONG.

The present inward mail left Hong Kong on the 20th May, on which day the outward mail of April 9 was due there. Up to the hour of going to press none of our despatches from this port have come to hand, from which we infer that they have all missed the steamer, or in some way miscarried. On making inquiry we have ascertained that many of the principal firms, &c., connected with China are also without any Hong Kong papers.

Some changes have recently taken place in the Foreign Consulates in China, a record of which may interest our readers. Mr. Tettenborn, late Consul-General at Shanghai, has been recalled; and Mr. Anneke, late Chancellor of N.G. Consulate-General at Butcharest, has been nominated Consul of the North German Confederation at Shanghai. He arrived in the last French mail, and proceeded immediately to take up the duties of his post. Since the departure of Mr. Heinssen (of Messrs. Siemssen and Co., at Shanghai) to Europe, half a year ago, the Hanseatic Consulate has been given over to the Prussians. The hitherto existing Prussian Vice-Consulate at Shanghai, of which Mr. Probst has been the Vice-Consul, will, on the establishment of the N.G. Consulate there, be dissolved. At Canton Baron Carlowitz has been nominated as Consul of the North German Confederation, but the Consulate has not yet been established, owing to the temporary absence of that gentleman, who is at present at Peking, but will return very soon. Mr. Eimbcke, partner of Messrs. Carlowitz and Co. in this colony, has been nominated as Consul of the North German Confederation; and we hear that the Prussian Consulate here, with that of the Hanseatic Towns, now managed by Messrs. Pustau and Co., will be handed over to the gentleman in question. The Consulates at Hong Kong and Canton will receive a salaried Chancellier; this is some improvement in German policy in China, because if the Confederation avoids the large (?) expenses of creating salaried Consuls, it at least sends salaried Chancelliers who have studied in universities. Why does it not send out student interpreters?

## PHILIPPINES.

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### MANILA.

The following important communication, dated the 4th May, and received from Her Majesty's Consul at Manila, detailing certain important modifications of the customs, export, and port dues for the Philippine Islands, is published in the *Hong Kong Government Gazette* for general information:—

H.B.M.'s Consulate, Manila, May 4, 1869.

SIR,—I have the honour to transmit herewith inclosed to your Excellency a decree in translation, issued by the Provisional Government at Madrid on the 29th December, 1868, and published in the *Manila Gazette* on April 5 last, relating to certain modifications in the customs dues of this place.

The advantages offered by this reform on the present rate of customs' dues most worthy of notice are the reduction by 50 per cent. of the differential duties, and their total abolition at the end of two years from the date of the "cumplase," *i.e.*, from the 5th April last, the suppression of all export dues, and the merging of several troublesome port-taxes into one charge.

Such measures, I need hardly remark, are likely to produce a salutary

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influence on the future commercial interests of this colony. The decree in question will, I believe, be brought into operation in the course of the present month.

I have the honour to be, with the greatest respect, Sir, your Excellency's most obedient and most humble servant, G. T. RICKETTS.

His Excellency Sir Richard Graves MacDonnel, C.B.,
Governor of the Colony of Hong Kong.

TRANSLATION.

Art. I. The Reform of the Customs' Tariffs of the Philippines which was effected and brought into operation by the suppressed General Finance Superintendency, in compliance with the Royal Order of 21st November, 1860, is approved; with the modification, that for all operations of Revenue, the metrico-decimal system shall be followed, and woollen fabrics be classified by weight like the rest, instead of the dues being graduated by lineal measure of the pieces.

Art. II. The modification resolved on by the said Superintendency in portions of the Tariff in this form are approved of.

Lot 35. Duty on Geneva spirit, wormwood or others, including the outside case; the duty is retained as in the Tariff, but the outside cases shall be taxed separately.

The Intendency, taking the opinion of the administration of the department, will grant a proportionate reduction in the duty on this article, which, as the substitution of that reform is contrary to the usual practice of Custom Houses, will be submitted to the Supreme Government, without, however, preventing it from being at once put in force *ad interim*.

Lot 268. Impure Carbonate of Soda reducing the valuation of 16 assigned by the tariff, to 8.

Lot 1,035. Smooth corduroys and velvets, worked or stamped, are taxed at the rate of 260 escudos the quintal, instead of 520 as fixed in the said lot.

Lot 298. Barley stripped of the husk pearled or peeled, the valuation is reduced to 24 escudos per quintal, instead of 1½ dollar per lb. as fixed in the tariff.

Lot 1,004. Cotton crimson cochineal colour for weaving.

Lot 1,005. Cotton, white, raw, or of other colours for weaving.

Lot 1,006. Cotton, yellow, rose-colour or green, for weaving.

The merging of these three Lots into 1,005 being stated in the following form.

Spun Cotton for weaving raw, white, or coloured; quintal 120 escudos, dues 7 or 14 per cent. according to flag proceeding from abroad, or 8 or 8 per cent. respectively if the exportation be national.

Tariff of mixed woven stuffs. The addition to this Tariff of the cloths fine Lastings, Cashmeres and serges of wool and cotton, by halves in warp and woof, at the valuation of 75 cents of a dollar per square yard; valuation in future will be modified by unity of weight according to Article 1 of this decree.

The explanation referring to the conditions of light stuffs, in the sense that any cloth which between every two threads admits another of the same thickness shall be considered as light stuff not pressed close.

And the declaration of freedom from Export duty of the Coal from the mines of Cebu.

Art. III. The Intendency will dedicate itself in preference to the new reform of the tariff, reducing by 50 per cent. all the charges mentioned therein over 3 to 8 per cent. the averages cale of duty; and by 50 per cent. the differential duty on foreign flags, which shall be kept up for the space of two years, to be counted from the time this decree is endorsed by the "cumplase," both charges being suppressed at the end of that term.

Art. IV. That in the new tariff the export dues on all articles charged therewith be suppressed; the exporters, nevertheless, being still compelled to declare the goods which they export, their quality and quantity, and it being the duty of the customs' administrations to supervise and make note thereof, in order to frame the commercial statistics of the Archipelago.

Art. V. The tax of 2 per cent. upon European goods imported in Spanish ships proceeding from the ports of Asia and Oceania, and that of 1 per cent. on those proceeding from Singapore are suppressed likewise.

Art. VI. The Intendency, on consulting with the Councils of Tariffs and Finance, will merge into one sole tax, to be called "Discharge Tax," and which shall be paid according to the tonnage (ton of 1,000 kilogrammes) of the goods discharged, all the duties known at present by the name of light cleansing, anchorage, shipment, and discharge, and others of the kind; managing so that the amount of the new tax may represent the due equivalent of those suppressed; different scales being drawn up for ships navigating the high seas, for coasters, and among them for ships measuring less than twenty tons. When a vessel in distress or from other cause is forced to transfer its cargo to another, or to discharge it to be reshipped afterwards, it will not pay the duty, which is only to be exacted from goods discharged for the purpose of being introduced into the islands.

Art. VII. The Discharge Due will be collected by the Custom House, the amounts, like all other general Taxes, being paid into the public Treasury.

Art. VIII. The Customs' Administration of Manila will at once take charge, with the character of Central Administration of that branch, of the despatch of the business confided for this purpose to that of taxes. The chief of the latter will retain nevertheless the title of Inspector of the Revenue, together with the duty of conducting the proceedings of invalidity or complaint against the decisions of the former.

(Signed) AYALA, Colonial Minister.

Madrid, 29th December, 1868.

TRANSLATION.

Art. 1. The introduction of ships of all kinds into the Philippine Isles, of wood as well as of iron hulls, is permitted on their satisfying the following duties:—

| | Escudos. |
|---|---|
| Those of wood, up to the burden of 100 tons, of a cubic metre, will pay per metrical ton ... ... | 13 |
| From 101 to 300 tons, idem... ... ... ... | 10 |
| From 301 upwards, idem ... ... ... ... | 5 |
| Those with an iron hull, whatever their burden ... | 5 |

Art. II. When foreign vessels have been repaired in the Archipelago, and put in a perfectly navigable condition, and their owners desire to nationalise them, they will pay only four escudos per ton, if the repair cost more than three times the value of the ship's purchase-money, and eight escudos if it should be more than double and should not amount to treble.

Art. III. The tons of a cubic metre treated of in the preceding articles shall be what the ships measure in bulk, without any deduction of space or compartment below deck. But the duties on all instruments, machinery, tools, and chattels referred to in notes 20 and 21 of the Customs' Tariff in force in the Peninsula, are included in the dues thus fixed per ton.

Art. IV. Every Spanish ship may be freely careened and surveyed in any foreign place.

Art. V. Owners of Spanish ships may freely sell or hypothecate them to countrymen or Foreigners, to which end Art. 592 of the Commercial code is abrogated.

Art. VI. Ships may be manned by the number of men agreed upon by the owner and captain, in accordance with Art. 24 title 10 of the existing Registry laws, and with the 1° and 4° of the Royal decree of the 27th November, 1867. When the captain or owner cannot find a sufficient number of Spanish seamen in a Foreign port, the crew may be completed with Foreigners with consent of the Consul or of the naval authorities.

Art. VII. Materials of all kinds imported for the construction, careening or repair of iron or wooden ships, of whatever tonnage finished material necessary for their armament, and material introduced for the construction and repair of marine steam boilers, whatever be the system or forces of the said apparatus, will pay the dues fixed in the Customs' Tariff; but the dues will be returned to the constructors and manufacturers, upon their petition, when the introduction and employment of the said material and effects, in the aforementioned constructions or repairs of ships, machines, or boilers, has been proved.

Art. VIII. For the reimbursement of the dues the weight or volume of the materials or effects as noted in the tariff will be compared with the weight or volume shown by the made or completed work, so that the proportion of dues corresponding to the waste or dismantled parts, which result from the construction or transformation thereof on their application to the works aforesaid, goes to the benefit of the revenue.

Art. IX. Articles 387, 390, and 391 of the instructions of the Philippine Customs are abrogated.

(Signed) AYALA, Colonial Minister.

Madrid, 29th December, 1868.

## BORNEO.

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### PIRACY ON THE SARAWAK COAST.

(FROM A CORRESPONDENT.)

It is now some years since a pirate has been heard of or seen in these seas; in fact, not since the Sarawak steamer *Rainbow* destroyed the Sooloo fleet off Tanjong Kidorong. On the 21st April, however, an express boat arrived at Sarawak from Bintulu with the intelligence of a Lamur boat having attacked several trading boats, killing or capturing the crews, and plundering the boats, which, being unarmed, had fallen easy prey to the ruffians. This boat, it was said, being a very fast one, was in advance of her consorts, who, however, to the number of nine, were on their way down from Labuan, where they had been as traders, and having disposed of their cargoes, had then laid in stocks of arms and ammunition. On receipt of this news A. C. Crookshank, Esq., Administering Government of Sarawak, at once started off in pursuit with the gunboat *Heartsease*, followed by the steamer *Royalist*, and as it was probable that the pirates would divide their forces, one half keeping out to sea, the steamers did likewise, the *Heartsease* creeping in shore, while the *Royalist* kept in deep water, eight or ten miles out, with orders to rendezvous at the Redjang next morning. Going out of the Moaratabas river the *Heartsease* met and spoke H.M.'s gunboat *Starling*, which proved to be from Labuan on the same errand, and about to run into Sarawak for coal. She got enough wood to carry her on to the Redjang, and on the *Royalist* arriving there her fuel was transferred to the *Starling*, and she was sent back to Sarawak. The two gunboats then, finding no signs of the piratical fleet at the Redjang, proceeded towards Muka, but, owing to the dullness of the *Starling*, the *Heartsease* reached that place eighteen hours before her, and hearing then that a pirate boat was on its way back north, pushed on at once for Bintulu, when they found that the Lamur had been seen passing the river, on which Mr. Sinclair, the Assistant Resident of Bintulu, manned and armed five boats, carrying 100 men, and with these he chased the pirate, eventually capturing him off Kidorong, the scene of the *Rainbow's* gallant exploit. All the pirates on board, nine in number, were killed, two little boys were taken alive, and the captives released, excepting one man accidentally killed, and a woman who, having been wounded during the chase, was put an end to by one of the pirates. The boat was full of valuable plunder and specie, but unfortunately the Bintulu people boarded her all at once and on the same side, so that she heeled over, filled, and sank, whereby the conquerors lost a most valuable prize, and one which they richly deserved.

Had it not been for Mr. Sinclair's prompt and energetic action these rascals would have got clean off, as the *Heartsease* would have gone past Bintulu, and the *Starling* would certainly have not caught them; she only steams about five and a-half knots, and those who known Lamurs need not be told that they pull easily quite as fast as that; moreover, her *Labuan coal* smoke betrays her long before she could sight a pirate craft, and these gentry, on catching sight of her smoke, creep in shore, and lay close in some creek or small river until she has passed; in fact, they did so, according to the depositions of some of the captives. The *Heartsease*

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burns one sort of wood, which gives little or no smoke, and that white, so that end on the officers of the *Starling* did not recognise her as a steamer until she got quite close, while the *Starling's* smoke was seen from the *Heartsease* two hours before she was spoken.

As only one boat was seen, and the boy prisoners and captives agree in saying that she had no consort, it is probable that the report of there being ten boats was simply an exaggeration; but it is said that on the day the *Starling* left Labuan two large Sooloo boats sailed thence with large stocks of lilas, muskets and ammunition bought there. These may possibly have gone towards the Natunas, as they have not been seen on this coast.

It is astonishing the amount of mischief effected by this one boat; she plundered ten boats, killed ten men, and captured eleven or twelve, the rest managing to escape on shore. It also shows how daring these men are, when one boat carrying eleven men braves the whole population of this coast.

This boat came from Jawie Jawie, and, according to the two boys, all alone, with the understanding that if they got back safely they were to pilot a whole fleet which they say is being fitted out at Jawie Jawie, to consist of ten boats, with the brother of Datu Mout, who was killed in the fleet taken by the *Rainbow*, as commander; the lads say the intention is to sail round Borneo, going eastward, first by Coti point. Both these boys agree in their statements, and no doubt some plan of the kind does exist; they could hardly have invented such a tale.

### FOREIGN TRADE WITH SARAWAK.

The trade of Sarawak with foreign countries has fluctuated a good deal during the last six years, but on the whole the returns present a satisfactory appearance, as will be seen by the following comparative statement:—

| Year. | Imports. | Exports. |
|---|---|---|
| 1863 | $414,756 | $386,439 |
| 1864 | 556,366 | 636,598 |
| 1865 | 504,200 | 464,834 |
| 1866 | 372,640 | 332,666 |
| 1867 | 300,468 | 333,190 |
| 1868 | 401,395 | 446,348 |

The years 1664-65 were extraordinarily busy years, caused entirely by a sudden demand for gutta percha and india-rubber, two of the principal articles of export, and on the ceasing of inquiry for these articles the trade fell off during the two following years, but in 1868 showed symptoms of again improving, and the demand for gutta percha having this year again appeared a further increase in both imports and exports may be looked for. The extent of the trade, however, is only about one-half of what might be done were more attention directed to the country and more activity infused into the port by the introduction of capital and British enterprise. The local trade is entirely in the hands of Chinese, and only one single European firm exists, while there is room both in Sarawak and at the rapidly improving outports on the Redjang, Muka, and Bintulu rivers for the successful establishment of mercantile houses. It is a great mistake to fancy that the trade of Sarawak is a monopoly; it is, with the single exception of one mining monopoly, perfectly free; the import duties are very light, and only levied on certain articles, such as wines, beer, spirits, and tobacco; while the exports are free, except timber, which pays 1 dollar per ton, and raw sago, which pays 60 cents per 100 passus, about 2½ tons. The chief articles of import are cotton goods, iron and steel, brassware, tobacco, treasure, and opium, the last named article being, as usual, in the East, prohibited, except to the Government farmer. The exports consist of raw sago, sago flour, gutta-percha, india-rubber, rattans, canes, damar, and other gums, birds-nests, beeswax, camphor, antimony ore, timber, gold dust and diamonds. A quicksilver mine discovered in 1867 has been opened by simple quarrying, and some samples of Cinnabar have shown 70 and 80 per cent. on analysis. Coal has been found lately not far from Sarawak, but as yet no arrangements have been come to for working it.

The outports are making very rapid progress; the coasting trade during the past year amounted to 1,548,994 dols., and the Foreign trade to 194,159 dols.

The total value of the trade of the territory of Sarawak, home and foreign, may be taken at 2,600,000 dols. for 1868, and will, in all probability, reach three millions of dollars this year, and this trade is carried on by one European firm and a few Chinese! The whole territory is covered with immense forests, and the supplies of gutta percha, rattans, &c., may be said to be inexhaustible, while the valuable timber would keep half-a-dozen steam sawmills going to very profitable tunes. Sarawak is very rich in minerals. but capital would be required to work them; and careful surveys by experienced mining engineers would have to be made in the first instance, as most of the really valuable mines lie hidden in the dense forests.

## JAVA.

(FROM OUR SPECIAL CORRESPONDENT.)

SAMARANG, May 22.

The damage occasioned by the breaking down, some time since, of the dam of the railway at Kedoeng Djatti having been completely repaired, the line will be opened for traffic in July as far as Solo, a distance of 109 kilos. from Samarang. The line at present is only running as far as Kedoeng Djatti, a distance of thirty-five kilos. The traffic at the present time is about 3,500 per month for natives, 3rd class, and about 400 Europeans in 1st and 2nd class. This return is for the past two months, and represents the traffic out of season; when the crops of coffee, sugar and indigo come in the traffic will probably be more than doubled. The carriage of a portion of this season's produce has been undertaken by the railway company, and will prove a large source of profit, or rather of saving, to the planters. At present a large quantity of the produce goes by a circuitous river route to Sourabaya, occupying weeks in the journey, as the tea does in many parts of China. When will the sound of the railway whistle be heard in that country? The receipts of the company up to the present time have been trifling, but will largely increase when the goods traffic comes into operation. A line is in course of construction, and is expected to be completed in 1870, from Kedoeng Djatti, by Temporan, to Ambarrawte. Another is also commenced, which may be completed in a couple of years, from Solo to Djokjakasta, where there are many factories. The same company has in hand the line from Batavia to Buitenzorg; but this is without a guarantee from Government,* while the lines have a subsidy of 4½ per cent. per annum on the authorised capital, seventy million guilders. The difficulties experienced in laying the line have been considerable, owing to mountain torrents and floods. The company would have saved a large sum and much time had they contracted with a firm of experience in constructing Indian railways. The cost of these Java lines is enormous.

The Samarang merchants being dissatisfied with the cargo boats running here have subscribed a capital of 300,000 guilders, for the purpose of forming a cargo boat company and building more suitable boats. The directors are Mr. McLachlan, of the firm of Messrs. McNeill and Co., the agent of the Trading Company; Mr. Erdman, of Gelherman and Co.; and Mr. Jacob, of Moorman and Co.

The construction of the new canal in connection with the railway is now nearly completed, and it is expected will be opened next October. The entrance to the canal is decidedly too narrow. The canal was much wanted, and nothing but the long suffering endurance of the Dutch could have put up with the miserably small and filthy stream which now exists. It is generally blocked up with boats, and the landing-place and road to the town for passengers is a disgrace to a civilised Government; but this condition of affairs is no exception to the general run of the town, which is in a most deplorably uncared-for condition, entirely without drains, unless dirty open ditches can be so termed. Such is the condition of Samarang in 1869—utterly disgusting, cholera and fever stricken by the marshes, and filth on all sides. The inhabitants should combine (they include many wealthy merchants and planters), and have the town drained, roaded, and lighted by Government, by a Municipal Council, or by some other agency, but they certainly should not dwell in such dirt and discomfort, whilst at the same time they are rolling in wealth.

An extra steamer leaves here on the 26th for Batavia, to carry passengers to the Festival. The enthusiasm here with regard to this event is conspicuous by its absence, and the subscriptions collected by the committee of management amount to a few pounds only, and at Sourabaya the same. The truth is, that the Dutch and other nationalities in Java are almost to a man disgusted with the Government of Holland, whose system is simply that of using Java as a lemon, to be squeezed as required. It is really lamentable to witness the want of development of a country and soil second to none in the East. Java requires a Governor-General aud a Council to legislate on the spot, and take the responsibility of acting according to the actual requirements of the place, and not merely follow blindly the suicidal orders which come from the Home Government. A Governor-General who would resign rather than act against his conscience for the well-being of the country would be a martyr that the inhabitants of Java would not pass over without substantial support for his self-sacrifice in their behalf. Your readers must understand that the voices raised here against the policy of the Government are not simply those of a few English or other Foreigners, but proceed from the Dutch themselves in every part of the island. They feel daily that they suffer from the want of development of the land and general resources of the country. The tracts of land unimproved are immense, and the Government will neither sell nor improve it. The estates which are leased out are only for ten years, and as the occupier has to run the risk of getting a renewal, what outlay will he make on such a holding? The Dutch Government are owners of the land, and they should realise on it, and give up being themselves merchants. It must come to this. Give up forced labour, and people will cease to talk about a rising, as they now continually do.

Samarang, like Batavia, and other ports of Java, has its Chinese population, who turn their trading abilities to good account, and arrive at considerable wealth and position. Of course some remain purely as labourers and itinerant vendors of "chow chow" stuff and "nicnacs." Some of them carry in baskets all descriptions of European sundries for ladies, including cotton, pins, tape, &c. The number at Samarang, and on plantations in the in-

* A Government guarantee has been granted; see *London and China Telegraph*, March 22.—ED. *L. and C. T.*

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terior, is computed at 50,000, There are, also, a large number of Arabs and Jews, who likewise become wealthy as traders.

Steam tugs for the straits and coasts of Java are much needed, and there would be no obstacle offered to any nationality undertaking this enterprise. Vessels are often weeks knocking about in calms and currents, merely for the want of a few hours' steam. The ship *Athol*, from London, is now over five months out, and is probably beating about not a hundred miles distant. In the Straits of Sunda alone there is employment for a couple of tugs. The vessels to and from China would certainly be good customers.

Samarang is still without a harbour, and in the west monsoon communication with the shore is often impossible for days; even steamers have to take their cargo and passengers on to Batavia or Sourabaya. There is nothing but the open roadstead, notwithstanding that Samarang is an important loading port for produce for Europe, &c. The lights along the coasts are also very deficient, and it is only recently that a light has been completed on the North Watcher. This is to be opened next month.

The troops in Java are composed chiefly of natives; out of the total of 25,000 or 30,000, less than a third are European; these Europeans are very well dispersed throughout the regiments; the Dutch not having committed a similar mistake to that made in Bengal. There is this to be said, however, that English troops will not amalgamate with natives. Your English soldier is of higher metal than the Swiss, German, Dutch, and Italians composing the recruits from Holland, who come out on six year's service. Not twenty per cent. of them find their way back to Europe; what with the climate and expeditions to Borneo, &c., about seventy per cent. die, while many marry native women, and get some employment. The Government allow these soldiers to take up with native women, and even pay their passages, when they are transferred from place to place in Java. This is done to avoid disease; but here again the character and discipline of the British army in India would not permit of this custom being followed.

The action which was brought against the old Steam Company by Mr. Versteeg, of Sourabaya, for missing the connection with the French mail at Singapore, has just been decided in his favour, and damages will be assessed accordingly.

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(FROM ANOTHER CORRESPONDENT).

BATAVIA, May 14, 1869.

The three last days of May are to be kept as holidays, in commemoration of the two hundred and fiftieth anniversary of the foundation of Batavia, by Governor-General Jan Pieterzoon Koen (1619). On the 29th the first stone will be laid by his Excellency the present Governor-General, P. Myer, for a monument to the founder of Batavia. In the evening there will be a grand concert in the Opera-house. On the 30th a flower show will be held in the Botanical and Zoological Gardens, where there will be a grand illumination and fireworks in the evening. On the 31st, distribution of prizes for the flower show in the above-named gardens; and in the evening the festivities will finish off with a grand fancy dress ball at the Civil Club. When we consider the length of time the Dutch have held Netherlands India, and the little they have done for it during an almost uninterrupted possession of two and a-half centuries, we cannot refrain from asking what there is that justifies the jubilee they intend giving; what there is to be proud of in their past acts towards either their own countrymen or their native subjects. When we think that until very recently all was darkness and oppression, actuated by a sordid love of gain, unmindful of the wounds it caused, and that even at the present moment three fourths of her subjects are as benighted as they were when Holland first conquered them, is it a wonder that in those sordid souls there should arise in the midst of intended rejoicings a "a conscience which doth make cowards of us all," fearful of a coming retribution, which is only in their imagination? We allude to the general fear existing amongst our European community of a rising of the natives during the festivals, and caused by an insignificant outbreak at Becassie, a district about twenty-two miles from the capital, on the 3rd April last, by a band of vagabonds, who managed to murder the Assistant-Resident of the district, a schout or police officer, a native doctor, and a couple of native policemen, who had gone to meet them on their way to an estate belonging to a Chinaman who had turned Mahomedan, and who had been in the habit of screwing it out of his tenants. He, however, escaped. If we are to believe the reports about town, plots against the Dutch rule, having branches all over the island, have been discovered, but fears are entertained that, though these have been discovered, they are not yet totally frustrated. The approaching storm is the topic of the day, and though some pretend to laugh at the fears of their friends, there is an evident uneasiness in their own minds, however much they may wish to conceal it; in fact, the uneasiness is general, and it is supposed that the jubilee will be, if not a total at least a partial failure. That there is discontent amongst the natives there is no doubt; but that they intend to rise I very much doubt. Indeed, I do not give them credit for sufficient courage to attempt it, notwithstanding the fact that we have lost all prestige here. But discontent is not rife amongst the natives only. Our European population is also unsatisfied with the way in which legislation is being carried on in the "Vaderland." The army is grumbling, and has held meetings to demand amelioration of its present condition. The selfish policy of the Home Government begrudges even the common necessaries of an Indian life to the handful of faithful soldiers who keep their possessions of eighteen million souls in subjection for them. Such conduct towards and treatment of their brave little band can scarcely prove *amoris stimuli*. Business is extremely dull. The late tremendous failures of European and Chinese houses have given a blow to our commerce which will long be felt. The French coolie ship *Tamaris*, from China, for Havana, with three hundred coolies, which had been deserted in the Straits of Sunda by the European mates and crew landed here last month, has been picked up at sea by a Dutch man-of-war sent after her, and taken into Padang, on the west coast of Sumatra. The captain, whom the crew reported had been left on board bound hand and foot by the coolies, but who the latter swear jumped overboard when the crew left the ship, is missing. The chief mate, of whom the ship's log gives a very bad report, has been sent home overland. The crew have been taken to Padang by the French Consul to be confronted with the coolies, and an officer of the French mail boat has proceeded to that port to take the ship on to her destination. The affairs of the Tramway Company are improving. Shares which a few months ago were being thrown away for a mere song, have gone up, and are to-day quoted at sixty premium. It is really delightful to see what a general use is made of this mode of locomotion, both by the Europeans and natives. The latter seem to have cast away all old prejudices, and mix with their wives in the same carriages with Europeans. Your readers will be surprised to learn that 250 years have not been sufficient time to give us proper means of conveyance, and that at the present moment we have but an embryo railway of about twenty miles at Samarang. Had we been in the hands of any other nation Java would have been intersected by railways twenty years ago. Her produce could amply pay the expense of laying them down; but we are Dutch, and would be traitors to our proverbial slowness were we to hurry on like other folks.

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## STRAITS SETTLEMENTS.

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SINGAPORE.

The present mail brings advices from Singapore to the 29th May. The outward P. and O. mail of April 23 was delivered there on the 26th May (two days early.) The latest London telegrams extended to May 15. We select the following items of news from the *Straits Times*:—

It is very probable that his Excellency the Governor will proceed to Java in a week or two, on a visit to the Netherlands Authorities there, which, rumour says, has something to do with a revision, or at least interpretation of the treaty of Holland of 1824. The Governor, who is believed to have warrant from the Foreign Office for his intended voyage, keeps his own counsel; and it is uncertain when, or how, he may decide to go. A strong opinion has been expressed, that if the visit be undertaken in Imperial interest the cost should not fall upon the Colony; but yet, if the object be to rectify such a treaty as that under which the Dutch are forcing their way on the north east of Sumatra, it is impossible to deny that the benefits will accrue to the Penang division of the Colony.

The *Penang Gazette* seems to be authoritatively informed respecting his Excellency's approaching visit to Java; it has the following paragraph on the subject:—"The Governor will proceed to Batavia early in June to meet the Governor-General of Netherlands India. We understand that the Foreign Office, for which Sir Harry Ord ably and satisfactorily conducted a negotiation with the Dutch Government some years ago at the Hague, has entrusted him with the duty of discussing with the Government of Netherlands India the objections that have been taken to the acquisitions of territory which that Government has for many years been making on the east coast of Sumatra. Sir Harry Ord's efforts will doubtless be principally directed to obtaining an effective guarantee that our trade with the Pepper ports will not, at any future time, suffer from heavy duties or monopolies. If he succeeds in this, there can be no question that it will be for our interest, as it clearly will be for that of the Malay and Batta natives, that all the countries on the east coast should exchange their present semi-piratical, slave-dealing and sharp-trading rulers for a strong European Government."

It is rumoured, but we cannot say with what degree of truth, that a new Red Flag Secret Society has lately been organised by the Kling boatmen residing in the district of Teluk Ayer. Should this rumour have any foundation we trust that the police authorities will keep a watch on them.

We learn from the Penang papers, "That five thousand acres of land at the Dindings have been applied for by Penang people, chiefly Chinese, in the expectation that it is to come under our Government. This is nearly the area of Pulo Pankor, and shows that if a large province, extending back towards the Perak river, and northward towards the Krian were occupied, its progress under a liberal administration would be rapid. The island and the tract of hillocks and creeks on the right bank of the river, devoid of streams of fresh water, are not worth having, and would, under the colonial system of Government, be a burden on the finances of these Settlements."

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The same papers also state that "the Dili tobacco exported from Penang has, it seems, received a high character from the Bremen merchants. It has a fine and silky texture, and is used in the outer envelopes of cigars made of common tobacco, and hence the high price, sixty dollars per picul, that has been obtained. The tobacco which is grown in small patches in Province Wellesley produces, when manufactured, a capital article; but the plant requires a good soil, and plenty of manure. Some of the virgin soils of the Dindings will probably yield two or three crops of tobacco without manure, and if prices are encouraging the cultivation may be tried upon them. Tobacco seems to be one of the most exhausting crops grown, and only one is taken from the rich lands of Dili. A rich soil and successive long fallows seem to be required for the cultivation of this plant, which is such a luxury of civilised as well as of savage life."

The following, on the movements of Governor Ord, is from the *Straits Observer*:—

The Government steamers continue their active service. Last week the *Peiho* was used to convey his Excellency the Governor, his friends, dogs, &c., to Johore, that they might enjoy a day's shooting, the party returning, we believe, the following day. We have been unable to learn the amount of game bagged on this excursion, but it can scarcely be sufficient to excuse the amount expended in coals, &c.

Whether his Excellency and the officials who accompanied him took advantage of the opportunity to transact some important public business, or whether, in addition to providing free passages for them, their travelling allowances will have to be defrayed out of the colonial exchequer, has not yet transpired. The party could have gone overland in carriages, on a good road, to Sungie Krangie, and thence across the water in some of the many ferry-boats plying there; but as this would involve personal outlay, the trip may be set down as another of the wanton extravagancies of which we so loudly complain.

We learn also that the *Peiho* is to go to Java very shortly, to convey the Governor on official business. What the nature of this business is is at present a State secret; but as the Governor has no independent power to make treaties with the native States, it is barely possible that some petty excuse has been invented, in order to saddle upon the colony the expense of all the Governor's holiday-making. The cost of maintaining the *Peiho*, as she is at present used, is quite enough for the Colonial treasury to bear; and we can only trust to the good sense of Earl Granville to save us the continued heavy burden of supporting a vessel nearly double her size, for the especial accommodation of the Governor and his personal friends.

## EXPORT OF TEA AND SILK, SEASON 1868-69.

### TO GREAT BRITAIN.

| Date. | From Kanagawa & Nagasaki. | From Shanghai and Hankow | From Foochow. | From Amoy. | From Canton, Macao, &c. | Total lbs. | SIL Total Bales & Cses |
|---|---|---|---|---|---|---|---|
| From June 1, 1868, to April 30, 1869 ..... | 733831 | 70638837 | 53399568 | ... | 15790745 | 140612981 | ... |
| Corresponding period last season..... | 1059770 | 56697799 | 44981433 | ... | 14291392 | 117030394 | 56002 |

*Shipments Since;*

| | | | |
|---|---|---|---|
| April 21 per Chillingham | From Shanghai | ... | 10,276 |
| — 28 ... Thermoplae (via Foochow) | ... Do. | ... | 367,276 |
| May 15 ... Travancore (ml. str.) | ... Do., &c. | ... | — 518 |

### TO UNITED STATES.

| | | | | | | | Pcls. |
|---|---|---|---|---|---|---|---|
| From June 1, 1868, to April 30, 1869 ..... | ... | ... | ... | ... | ... | 42029450 | 1781 |
| Corresponding period last season..... | ... | ... | ... | ... | ... | 34059972 | 1196 |

### TO THE CONTINENT.

| | | | | | | | Bales. |
|---|---|---|---|---|---|---|---|
| From June 1, 1868, to April 30, 1869 ..... | ... | ... | ... | ... | ... | 4096139 | — |
| Corresponding period last season..... | ... | ... | ... | ... | ... | 1425456 | — |

### TO AUSTRALIA.

From June 1, 1868, to April 30, 1869 ... ... ... ... 16,781,399 lbs.
Corresponding period last year ... ... ... ... 12,050,083

*Shipments Since;* None.

# Shipping Intelligence.

## ARRIVALS.

At SHANGHAI.—From Shields, May 9, Seringapatam.

At SINGAPORE.—From Liverpool, May 23, Dewa Gungadhur, H. Courage; from Cardiff, 23, Matador; 27, Codan; 28, Maassluis, Violet, Metis, William Mitchell; 29, Cornelius Smit; from Downs, 29, Maitland; from Rotterdam, 22, Cornelia Hendrika; from Glasgow, 24, Lochlevyn Castle.

At SAIGON.—From Cardiff, May 12, Empress.'

## DEPARTURES.

From SINGAPORE.—For London, May 28, Francis Billett.

From SAIGON.—For Falmouth, f.o., May 12, Nederland.

## SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—June 17, at San Francisco, from Hong Kong, Windward; July 1, at Falmouth, from China and West Indies, Patrician; 2, at Falmouth, from Bangkok, Isles of the South; 3, at Liverpool, from Java, Deukehandige.

DEPARTURES.—July 1, from London, for Hiogo and Yokohama, Johanna Maria; for Osaka and Hiogo, Sampan; for Shanghai, Omba; for Cardiff and Japan, Pysche; June 28, from Cardiff, for Hong Kong, Hansa; 29, from Shields, for Batavia, Freia; from Rotterdam, for Batavia, Jacoba Helena; May 22, from Buenos Ayres, for Ceylon, St. Pierre; July 3, from London, for Singapore, Panic; for Cardiff and Hong Kong, Fort Regent; 2, from Glasgow, for Manila, Maria de C.

LAID ON.—At Glasgow, for Singapore, Kate Carnie; at London, for Hong Kong, Borealis.

SPOKEN.—Anna Nelson, Liverpool to Shanghai, May 4, 22 S., 33 W.; Oliver Cromwell, Swansea to Singapore, June 11, 8 S., 33 W.; Killarney, for Hong Kong, May 27, 5 S., 31 W.; Ravensbourne, London to Japan, April 25, 16 S., 28 W.

MISCELLANEOUS.—At Mauritius, May 31, Sidonie, Bourge, from Singapore; at St. Vincent, C. V., May 25, Moneka (s.s.), Barkley, sailed for Japan.

## BIRTHS, MARRIAGES, AND DEATHS.

### BIRTHS.

ALABASTER—On the 21st June, at 71, Cadogan-place, Sloane-street, Mrs. Henry Alabaster, of Siam, of a son.

DAVIS—On the 15th May, at Alexandria, the wife of the Rev. E. J. Davis, H.B.M.'s Consular Chaplain at Alexandria, of a son.

DE LA CONDAMINE—On the 21st June, at Bedford, the wife of Robert C. De la Condamine, Esq., of a daughter.

RIACH—On the 8th May, at Hong Kong, the wife of John Riach, Esq., of a son.

RIPLEY—On the 30th June, at Farm-terrace, Clapham, the wife of Horace Ripley, Esq., of a son.

WEIR—On the 12th June, at Newcastle-on-Tyne, the wife of James Weir, Esq., of Singapore, of a son.

### MARRIAGES.

BERGMAN—SIBLEY.—On the 14th June, at All Saints' Church, Bayswater, by the Rev. W. A. Newton, Robert Henry Bergman, of the P. and O. Company's service, to Louisa Mary Spry, youngest daughter of the late Captain Edward Reynolds Sibley, of the 37th Madras Grenadiers. No cards.

BUNTING—LIDGETT.—On the 21st June, at Christ Church, Regent's-park, by the Rev. H. W. Burroughs, Percy William, only son of Percival Bunting, Esq., to Mary Hyatt, second daughter of the late John Lidgett, Esq., of Tunbridge Wells.

LETHEM—HOBBS.—On the 16th June, at St. Mary's, Islington, Alexander Lethem, of Douglas-road, N., to Alice Costley, second daughter of H. J. Hobbs, Esq., of Church-road, Islington. No cards.

PECK—BAXTER.—On the 17th May, at Galle, Ceylon, by the Rev. J. Clarke, M.A., Leonard Wm. Peck, H.M.'s 59th Regt., to Julia, youngest daughter of the late Charles Frederick Baxter, of London.

WHITE—BLENKINSOP.—On the 16th June, at St. Mary's Church, Bathwick, by the Rev. H. M. Scarth, rector, Francis William White, Esq., Commissioner of Customs, Ningpo, China, youngest son of the late Rev. J. White, M.A., to Alicia Mary, daughter of the Rev. W. T. Blenkinsop, late Senior Chaplain, Madras Establishment. No cards.

### DEATHS.

WATSON—On the 13th June, at Blachford House, Aberdeenshire, aged thirteen months, Edith Bannerman, youngest daughter of Mr. and Mrs. J. P. Watson.

## REUTER'S TELEGRAMS.

### (RECEIVED VIA GALLE, JUNE 28.)

### CHINA AND JAPAN.

HONG KONG, JUNE 9.—A scientific expedition from Australia has arrived here. The Imperialists had gained a signal victory over the Mahomedan rebels; 20,000 of the latter were killed.

Advices from Japan state that further insults had been offered to foreigners, and disturbances were expected.

COMMERCIAL.

SHANGHAI, JUNE 4.—Gray Shirtings, 6½ catties, 8¼ lb., $2.25c. Silk: season closed. Export to date (China and Japan), 65,250 bales. Exchange on London: Bank bills, six months, 6s. 1¼d. Freights: Tea, £4 10s.

HONG KONG, JUNE 9.—Gray Shirtings, 6½ catties, 8¼ lb., $2 85c. Water-twist, 16-24, $1 35c. Cotton: Bengal, fair medium, $18. Tea: the new crop is ready, but no settlements have yet been made. Exchange on London, bank bills, six months, 4s. 7¾d.

BREAKFAST.—EPPS'S COCOA.—GRATEFUL AND COMFORTING.—The very agreeable character of this preparation has rendered it a general favourite. The *Civil Service Gazette* remarks:—"The singular success which Mr. Epps attained by his homœopathic preparation of Cocoa has never been surpassed by any experimentalist. By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected Cocoa, Mr. Epps has provided our breakfast tables with a delicately-flavoured beverage which may save us many heavy doctors' bills." Made simply with boiling water or milk. Sold by the trade only in ¼lb., ½lb., and 1lb. tin-lined packets, labelled—JAMES EPPS & Co., Homœopathic Chemists, London.—ADVT.

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## THE MODEL SETTLEMENT.

(To the Editor of the *London and China Telegraph.*)

SIR,—I observe by your report of the debate in the House of Lords, on the 9th March, 1869, regarding the Yangchow difficulty, that his Grace the Duke of Somerset made the following statement:—

"Naval and civil officers who are acquainted with all the chief ports in Europe, America, and Asia, inform me that though seaport towns are not very moral places, there is no such sink of iniquity as Shanghai."

It is much to be regretted that his Grace did not, before expressing such an opinion, endeavour to ascertain whether the statements of his informants had any foundation in fact. The entire Foreign community at Shanghai, consisting chiefly of English and Americans, has felt deeply hurt and aggrieved by this sweeping assertion made by a leading member of the highest and most respected legislative body in England.

Before attempting to controvert his Grace's position, allow me to make the following quotation with reference to it from a judgment delivered on the 8th inst. by Sir Edmund Hornby, Chief Judge of Her Majesty's Supreme Court for China and Japan:—

"Notwithstanding the animadversions which have so recently been cast on this settlement, I do not hesitate to express my conviction that there is no better governed community in the world, or one which has so thoroughly understood the object which self-government has in view, or one in which greater personal sacrifices have been voluntarily made for the general good; and all this in the face of difficulties which have not been created by the community itself, but which have arisen rather from the inability of the different Governments from which the different sections of the community depend, to devise a scheme which would recommend itself alike equally to all, and to which the force and authority of law can be given. The very essence of the Government of this community is a voluntary adherence of each member to it without too curious an inquiry into the means at hand to compel such adherence. The community has voluntarily taxed itself in no insignificant amount to produce results which in every other country are enforced by the strong hand of the law, and to its credit be it said, in the Foreign settlement of Sanghai, there is a greater respect for order, and far less crime or vice than exist in other places, and in spite of the climate there are very few towns where so much solicitude is shown for the health of the inhabitants. I think it but right and fair in me to take this public opportunity of acknowledging the assistance which every member of this Cosmopolite community has given to the voluntary maintenance of order and respectability, and I trust the willing testimony I now bear will be allowed to have its due weight."

This is the opinion of the Chief Judge, based upon an experience of four years in Shanghai, as opposed to the opinion of the Duke of Somerset, based upon no experience at all, and it may, therefore, be accepted as at least of equal authority with the latter.

Perhaps, however, the most satisfactory argument is to be derived from official statistics, and I will therefore with your permission compare the police statistics of Shanghai with those of Hong Kong. I take Hong Kong alone, partly because its official returns are readily accessible, partly because it is situated in circumstances somewhat similar to those prevailing at Shanghai, but especially because, from the sweeping nature of the Duke of Somerset's remarks, one well authenticated fact in opposition to them is as good as a hundred.

From the official report of 1868, published by the Captain Superintendent of Police at Hong Kong in the *Hong Kong Government Gazette* of the 17th April, 1869, it appears that the total strength of the police force in that colony was 633, viz., 113 Europeans, 328 coloured, and 192 Chinese. In Shanghai, for the same period, the police force numbered 105, viz., 39 Europeans and 66 Chinese. In both places the Chinese element in the police force is useful only against crime committed by Chinese, and, therefore, so far as the prevention of crime by Europeans is concerned, Hong Kong maintains 441 police against 39 in Shanghai. By the census taken in Hong Kong on the 31st December, 1867, published in the *Hong Kong Government Gazette* of 14th March, 1868, it appears that on that day the number of Foreigners of all nationalities resident in the colony was 3,551. Hence assuming, which may fairly be done, that the number of Foreigners leaving Hong Kong in 1868, about balanced the number arriving, it will appear that the police were in the proportion of about one to seven Foreign Residents.

In Shanghai the number of Foreigners at present is, exclusive of police, 4,699. Hence the Foreign police force is to the Foreign residents in the proportion of one to one hundred and twenty.

As to crimes:—In Hong Kong during 1868 there were 1,033 convictions of Foreigners under the heads of "Murder," "Manslaughter," "Robbery with Violence," "Burglary," "Assault," "Larceny," "Kidnapping," "Unlawful Possession," and "Piracy." This is a percentage on the whole number of Foreign residents of twenty-nine convictions for serious offences. In Shanghai for the period of twelve months, from April, 1868, to March, 1869, the number of Foreigners apprehended and convicted was 565, of which 387 were simple drunkenness, 17 were "Desertion," 2 were "Forgery" (of which one wa an ex-*employe* of the Hong Kong Government), and 24 were "Furious Riding." Thus 135 may fairly represent the number of more or less serious crimes committed by Foreigners during the twelve months indicated. Of these the worst were three cases of "Cutting and Wounding," and 61 cases of "Assault." But 135 bears to 4,699 the proportion of 2.9 to 100, or exactly one-tenth of the Hong Kong percentage of convictions to the number of residents.

It is obvious from the above figures that a much smaller police force is required to keep order in Shanghai than is required for a like purpose in Hong Kong, although Foreigners here are more numerous by 1,187 than in Hong Kong. It will further appear that, in spite of this, order is much more effectually maintained here than it is there, although Hong Kong is a colony under a well organised Government, regulated by English law, while in Shanghai we have to deal with the Courts of no less than twelve different Foreign Governments.

The deduction from my argument is, I trust, obvious—that in comparison with Hong Kong alone Shanghai cannot justly be denominated a sink of iniquity exceeding in its immorality all other ports of Europe, America, and Asia.—I am, Sir, your obedient servant,

A. J. JOHNSTON, Secretary Anglo-American Municipal Council.

Shanghai, 13th May, 1869.

## LEGAL.

### COURT OF QUEEN'S BENCH.—JUNE 29.

WEHNER V. THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

This was an action on four bills of exchange, drawn by Nathoo Pussoo on the defendants, payable to the order of Sleeman and Co., and endorsed by the latter to the plaintiff, and the bills were accepted by the defendants under a letter of credit conditionally on certain shipping documents being handed to them. There was a plea of fraud upon the record.

Sir J. Karslake, Mr. Mellish, and Mr. Cohen were for the plaintiff; Mr. Hawkins, Mr. J. Brown, and Mr. F. White were for the defendants. Sir J. Karslake was opening the case for the plaintiff, when

Mr. Hawkins intervened, and said he did not impute moral fraud, but that the plea of fraud was the technical way of raising the defence that agents at Bombay knew to be untrue what principals in London stated to be the fact, and proposed to withdraw the plea of fraud if the plaintiff's counsel would allow a plea which the defendants' counsel had ready, stating the actual facts.

The Lord Chief Justice asked the learned counsel if it was not one of the chief questions between the parties whether invoices were shipping documents within the meaning of the letter of credit.

This appeared to be the case, and there being now no suggestions of fraud, there was no question left for the jury, and it was agreed to state a special case for the opinion of the Court, with liberty for the plaintiff to amend the pleadings if the Court should think fit.

### ADMIRALTY COURT.—JUNE 30.

THE ROYAL STANDARD.—CLAIM FOR SALVAGE SERVICES.

These were two suits against a large vessel called the *Royal Standard*, from Colombo for London, with a cargo worth £105,000, which, with the value of the ship and the freight, amounted to about £200,000. When off Dover she took a pilot on board, and on her way to Gravesend encountered a tempest, lost her anchors, and was assisted by the *Albion* and three luggers. The question was the amount to be awarded. Mr. Butt, Q.C., and Mr. Clarkson were for the *Albion*, as plaintiffs; the Admiralty Advocate (Dr. Deane, Q.C.) and Mr. Wood Hill appeared for other parties; Mr. Lodge was for the owners of the cargo.

After a long consultation, the parties agreed to a decree by which the owners of the ship would pay the three luggers £200 and the *Albion* £100. The owners of the cargo would pay the luggers £600 and the *Albion* £300, and costs to follow.

His lordship said, seeing the value of the property, the arrangement was a proper one. Decree accordingly.

JUDICIAL COMMITTEE OF THE PRIVY COUNCIL.—THE "MAGGIE LESLIE."—This was an appeal from the High Court of Admiralty, in a cause of distribution of salvage. On the 9th of October, 1867, the barque *Fusi Yama*, with a master and seventeen hands, fell in near Gaspar Island, in the East Indies, with the ship *Maggie Leslie*, derelict and in a very disabled state. The value of the *Fusi Yama* and her cargo was about £70,000. The chief mate and four of the crew of the *Fusi Yama* volunteered to take the derelict into Batavia, which, after undergoing much personal hardship and being exposed to considerable perils, they accomplished on the 21st day of October, the *Fusi Yama* keeping them company for the first five days. The amount to be distributed was £8,250, which the Court below apportioned as follows:—To the owners of the *Fusi Yama*, £1,400; to her master, £900; to the twelve men who remained on board the *Fusi Yama*, £1,900; to the mate who took charge of the derelict, £1,000; and to four men who accompanied him, £3,050. Mr. Field, Q.C., and Mr. E. C. Clarkson appeared for the appellants; and Dr. Deane, Q.C., Mr. Butt, Q.C., Mr. Lushington, Q.C., Dr. Tristram, and Mr. Pritchard for the other parties.—Judgment in the case was delivered on the 18th ult. by Lord Romilly. The distribution of salvage was a matter of discretion, and although their lordships could have made a different apportionment, giving more to the owners and others, yet they did not feel called upon to reverse the judgment given by the Court below. The judgment was affirmed, and one set of costs to be allowed out of the fund awarded by the Court of Admiralty.

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NOTICES TO CORRESPONDENTS.

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# The London & China Telegraph.

*LONDON, MONDAY, JULY 5.*

## SUEZ CANAL, AND DIRECT LINE OF RAILWAY FROM LONDON.

THE Suez Canal Company, in answer to rumours afloat of an intended loan, announce that the only financial operation it is about to propose to its shareholders at the meeting appointed for the 2nd of August is the realisation of the thirty millions of francs due to the company by the VICEROY of Egypt; and, as regards the doubts expressed about the opening of the Canal, the direction adds that the contracts with MM. BOREL and LAVALLEY, and the progress made with the works, assure the completion, during the month of October, of the Canal, to the width of 100 mètres (325 feet) over the greater portion of the line, of sixty mètres for the remainder of the distance, and to a depth of eight mètres (twenty-six feet) throughout. A letter has been published from M. LANGE, the London agent of the company, which confirms the statement in our last issue as to the postponement of the opening.

It is said that a palace is being built at Ismaila for the reception of the EMPRESS. There were twenty applicants for the contract, and the estimates amount to £28,000, and the work is to be finished by the 1st of October, the contractor to forfeit £12 per day in case of delay, and to receive a bonus of the same amount if the palace is finished before the specified time. The building is to be two hundred feet long and one hundred and thirty feet in depth, and the masonry amounts to 5,800 cubic metres. The centre of the palace is to be occupied by a magnificent court surrounded by arcades, decorated with great magnificence, and surmounted by a dome fitted with *jalousies*, by means of which the admission of air and light may be modified at will. Truly the preparations of the VICEROY are on an Imperial scale.

The Municipal Council of Dijon has opened a preliminary inquiry respecting a direct line from London to the Mediterranean. The proposition is to construct a new line from Amiens to Dijon, leaving Paris far to the west, and achieving a saving of more than forty-six miles as compared with the present route by the Northern and Lyons and Mediterranean railways, and making one continuous journey without a break. There is no doubt that such an arrangement would be very welcome to travellers generally between the north of Europe, India, and China, although the through journey would be a long one. For Dijon the advantages would be incontestable; the old capital of the Dukes of BURGUNDY would become the grand starting point for Italy by Mont Cenis, and for Switzerland by the Simplon; but what will the Government and the Great Northern of France say to the matter? However, we are not likely to wait long for information on that head. Time presses, and the Dijon authorities will doubtless soon sound those of Paris on the subject.

There is probably no ground whatever for the statement first made in the organ of the Turkish Government at Constantinople, that the Viceroy of EGYPT has attempted any negotiations with the Courts he has visited with the view of securing the neutrality of the Suez Canal. His Highness would naturally avoid raising a question which must be settled by the Great Powers, with the concurrence of Egypt, when the Canal is actually completed. The question of the neutralisation of the Canal, like that of the independence of Egypt, is one which ISMAIL PASHA and his Ministers, if they are wise, would be the last persons in the world to agitate.

AT a recent meeting of the Straits Settlements Association, Mr. HORSMAN, M.P. (the President) in the chair, it was resolved to invite some of those members of Parliament who are more especially interested in Straits affairs to become Vice-Presidents of the Association, the following being, we believe, among those indicated:—Sir JAMES ELPHINSTONE, Mr. J. D. NICOL, Mr. JACOB BRIGHT, Mr. H. A. MITCHELL, and Mr. R. N. FOWLER. We understand that it is also contemplated to invite a conference of all gentlemen interested in our Asiatic Colonies (namely, Hong Kong, Ceylon, and the Straits), with the view of discussing the programme of action adopted by the Association, and taking measures for procuring a stronger and more general expression of opinion on the subject. Preparations are also being made for another interview with Lord GRANVILLE.

THE discussion on our relations with China, which was expected to come off on the 29th, did not take place after all; Colonel SYKES either withdrew or postponed his notice of motion, and the subject was not even mentioned. On the previous evening, however, the COLONEL asked a question relative to the Franco-Chinese complication at Peking, and received from the UNDER-SECRETARY for FOREIGN AFFAIRS a reply to the effect that Her MAJESTY'S Government had received no official information of the affair, and that the published accounts of it were greatly exaggerated.

THE substance of our last telegram from China, that in advance of the mail leaving Hong Kong on the 9th ult., would be satisfactory if it were credible. But we are quite prepared to find the Imperial victory, and slaughter of 20,000 rebels, converted into a defeat with heavy loss, when full particulars come to hand. The portion of it relating to Japan is more likely to prove correct. It will be marvellous indeed, if such a total revolution in the system of government, and in the relations between the Daimios and their Sovereign as are now in progress, can be carried through to a satisfactory termination without any disturbance of the peace of the country; and we have already had bitter experience of the fact that all intestine commotions there are fraught with danger to Foreign residents. It is to be hoped that for some time to come, both our land and sea forces in Japan will be kept up to a sufficient strength to convince the anti-Foreign party that any aggressive movement on their part will be promptly punished.

## THE SILK MARKETS IN FRANCE.

(FROM OUR PARIS CORRESPONDENT.)

The Silk markets have undergone great changes during the last month. During the third week of May the Lyons officials passed 135,440 kilogrammes, and the market exhibited unusual animation. At Marseilles, at the same period, the market was active, and prices firm; 500 kilogrammes of Japanese fetched 26 francs. On the following week only 63,246 kilogrammes were registered at Lyons, without any change in quotations, the best qualities being rare, and inferior sorts quite neglected. The week after the quantity passed at Lyons fell to 45,118 kilogrammes, and the market was very flat. At Marseilles the case was much the same; there was a slight reduction in prices asked for silk and cocoons of first quality, while ordinary and inferior samples found no buyers even at diminished rates. Last week only 38,911 kilogrammes were registered at Lyons, and the market was in the dullest possible condition, every one watching the results of the new crop.

On this last head we have now some definite news. In the Drome the price of cocoons has fallen considerably, and they now fetch only 2f. 25c.; the crop is abundant, but the results are mediocre; the proportion of spotted cocoons, which are utterly worthless, is very large. At Tournon the case is the same, best yellow cocoons fetching as low as 5f. and inferior ones from 2f. to 3f.; green, 7f. to 8f. 50c. At Dragnignan yellow cocoons of the district sold for 6f., and Japanese annual at 4f. the kilogramme. At Vidauban yellow cocoons fetched 8f., and Japanese 6f. to 6f. 50c.

Accounts from Mines state that the crop of cocoons in the Gard is excellent; Japanese fetched, ten days since, 7f. to 7f. 50c., but the large supply has brought them down to 5f. 25c.

From Alais we have brilliant accounts of the crop; the Japanese eggs have succeeded almost in all cases, with the exception of some cards bearing the date of July. The worms have been so numerous that breeders who had sold their leaves at 12f. the two cwts. were compelled to purchase afterwards at 30f.

The number of eggs imported has been so great that cards were to be had at fivepence each, and the consequence was a superabundance of worms and an immense yield of cocoons. Such a crop has not been known since 1847. It must be noted, however, that while the Japanese seed has succeeded marvellously, the eggs of the same stocks reproduced in France have proved a total failure.

The accounts from Italy are much the same as those here in France.

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## THE SITUATION IN JAPAN.

A correspondent of the *Allgemeine Zeitung* at Nagasaki gives some curious information as to the present state of affairs in Japan, of which the *Pall Mall Gazette* gives an outline. He says that, although the principal daimios have all agreed to abdicate their power in favour of the Mikado, their acts are not in accordance with their professions, and it is probable that before long Japan will again be plunged into a civil war as disastrous as that which has just terminated. Many of the daimios, and Satsuma in particular, are deeply involved in debt, notwithstanding which they continually buy arms and ships in large quantites. The real reason of the submission of the daimios was that the princes of the south, who led the rebellion against the Tycoon, and eventually conquered him, were unable to agree as to the division of the spoil, and consequently made over the Tycoon's revenues to the Mikado. Most of these revenues proceed from confiscated property in the north of the island, where many of the daimios are secret adherents of the Tycoon; and the southern princes knew that if they divided this property among themselves they would not be able to defend it against their enemies. As it is, the Mikado is totally dependent on the southern daimios, who furnish him with the funds necessary to carry on the government, and any disputes among them are just as likely to produce a civil war as before. Under the new system the Tycoon, or temporal sovereign, is to be abolished, and a confederation not unlike that which formerly prevailed in Germany to be created, with the Mikado, or spiritual sovereign, at its head. This arrangement, though it promises little for the maintenance of order, has at least one advantage for European merchants in Japan. Instead of the two sovereigns, with powers and responsibilities so vague that no European could understand which of them was really responsible for the due execution of tre aties and the conduct of officials, there will now be a single government with a tangible head. Europeans may now expect some reform in the system of currency, which has brought on them so many severe losses. Under the treaties of 1866 the silver coin (*boo*) was to be 134 grains in weight, nine-tenths of which were to consist of pure silver; but the quantity of silver in the coins actually in circulation has always been much less. The reason of this is that hitherto there has been no Government mint, the money having been coined under the direction of individual daimios, who of course do not consider themselves bound by treaties.

## THE NEW COLONIAL ORDER.

We have already explained the change recently made in the Order of St. Michael and St. George. In its reorganised form, this Order, which was originally available only for services in connection with the Mediterranean possessions of Great Britain, becomes available as a reward for distinguished services in any of our colonies; and the first batch of appointments to it under these new regulations has just been gazetted.

The chief appointments in connection with our Asiatic Colonies are, Sir Hercules Robinson, lately Governor of Hong Kong, and at present Governor of Ceylon, to be a member of the Second Class, or Knight Commander; William C. Gibson, Esq., late Colonial Secretary of Ceylon, and Thomas Skinner, Esq., late Commissioner of Roads, &c., in Ceylon, to the third class, or Companions of the Order.

The first class, or Grand Cross of the Order, is conferred on Lord Monck, late Governor-General of Canada, and on the following noble Lords who have held the office of Colonial Secretary:—Earls Derby, Grey, and Russell. The second class is conferred on the following gentlemen, who have held office in the Colonial Department at home:—Mr. Adderley, Mr. Frederick Peel, Mr. Henry Taylor, and Lord Lyttelton.

# Foreign Intelligence.

—o—

## GERMANY.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, June 29.

The King of Prussia, having left Berlin on his visit to the North, as mentioned in my last, the two Parliaments—that of the North-German Confederation and that of the Zollverein—which have been sitting for the last month coevally, and not without considerable inconvenience and confusion, as many of the members belong to both Assemblies, were dismissed by Count Bismark, who read the King's speech, proroguing them till the autumn. The Session has not been a fortunate one for Ministers, as they have suffered a series of defeats, which, however, does not oblige them to resign office. Of all the eight financial schemes for "raising the wind," the only one that passed the ordeal of the two Parliaments was the Stamp Law, which enacts that all inland and foreign bills drawn upon places in any part of Germany shall be liable to one uniform rate of stamp, which is fixed at half per mille. So far, so good; but now comes the grievance, which is, that the revenue thus received is no longer to go into the exchequer of the local Governments where raised, but into the insatiable maw of the German Confederation. Now the stamps raised at Hamburg and Bremen have hitherto sufficed to cover about a fifth part of their expenses, and amount annually to much more than those of all the other twenty States of Germany put together, including Russia. In vain did the members for the two Hanseatic cities point out to the Parliament the unfairness of being thus treated, in addition to the other expensive burdens they have to bear for the honour of belonging to the Confederation, and the $850,000 annually to the Zollverein for the privilege of retaining their rights as free ports, and in lieu of their share of import duties. The utmost they could obtain as indemnification was the guarantee of a return of 40 per cent. on the amount collected for the first two years, 15 per cent. for the third, and afterwards 2 per cent. annually to cover the expenses of collection. Thus Hamburg will have to lose annually about $500,000, to be credited with $10,000, and Bremen to nearly one-half of those figures.

But the other new taxes proposed were ignominiously rejected without even a division. The only one on which there was any debate of importance was the duty of half a dollar per 100lbs. on petroleum, which was estimated to produce two millions of dollars; and as the Ministers seemed to set their hearts on taxing an article so essentially a tax on the working classes, they offered as a sop the repeal of the import duty on raw iron, and a general revision and reduction of the tariff. But even this tempting bait would not be taken, and both Parliaments rejected the Petroleum Duty Bill by overwhelming majorities; and as they proved refractory, and nothing more could be squeezed out of them, the Session was closed the next day.

Though the French accounts agree in stating that the reception of the King at Hanover, and the other parts of his newly-acquired dominions, was as cold and formal as could be, the German papers unite in giving a most glowing description of the enthusiasm that prevailed everywhere; and I believe the latter to be the correct version, from what I learn from persons who were present and had a full opportunity of judging for themselves. At all events, there can be no doubt about the genuine enthusiasm of the King's reception, which was quite equal to that accorded him last autumn on his visit to Hamburg. Amongst other parts of the programme of the festivities was a trip down the Weser to Bremerhaven in one of the North-German Lloyd's large transatlantic steamers, on board which that company offered him a *déjeuner à la fourchette*, after which his Majesty went on board the vessels belonging to the "North Pole Expedition"—as it is somewhat pompously denominated, though a simple "Arctic Exploring Expedition" would be more to the purpose—inspected the arrangements, shook hands with Captain Koldewey and the scientific gentlemen, wished them success, and saw them actually get under weigh and steam out to sea.

From Bremen the King paid a visit to the Grand Duke of Oldenburg, and then proceeded, accompanied by Count Bismark, Admiral Prince Adalbert, General von Roon (the Minister of War and for the Navy), and a large suite, to inaugurate the new docks and naval arsenal at Hippens, in the Bay of Yahde, on the North Sea, which is intended in the course of time to become the Sebastopol of the German Ocean, and to which the King gave his own name, and it will in future be known as Wilhelmshaven. Although ten millions of dollars have already been expended on the works, they are by no means finished, and it will cost at least five times as much more, and the labour of twenty years before they can become anything like completed, offering shelter to their own ships of war, and capable of resisting the attacks of hostile fleets. The soil is far from being favourable, consisting of morass or peat bog, and the whole country is protected from the incursions of the sea by a mud dyke 22 ft. above average high water at spring tides. In fact, it is very similar to the same sort of unpromising spot selected by Peter the Great for the site of his new capital. But then, it is not everybody that has the power, the will, or the genius of a Peter the Great.

The departure of the steam corvette *Arcona*, 28 guns, Captain Köhler, for the China and Japan station, has again been postponed. After having been in dry dock at Bremerhaven, and undergone a strict survey, she proceeded round to the Jahde-Busen to take part in the festivities at Wilhelmshaven, and is now under orders to return to Kiel. According to the latest arrangement she will not finally sail from the Baltic till the autumn, and then remain absent three years. Lieutenant von Hassenpflug is the chief executive officer. The crew of the *Arcona* numbers 280, all hands told, including the two surgeons and the Protestant chaplain.

### COMMERCIAL.

Rice is in a neglected condition, but the firmness of holders prevents the prices from giving way. The Tea market is calm; 456 chests Moning Congou, ex Skyold, were sold by the importers at previous rates, and a few hundred chests of Congou, Souchong, and Pecco were disposed of by the dealers to the trade. Cassia Lignea still commands an easy sale, and prices rule firm, at 12¾ to 13 sch. bco. per lb. In Pepper not much has been done, but the market is firm, as the large holders will not listen to lower offers. Some few parcels of Spelter have been sold at 14 mks. bco., when holders raised their demands, but not being supported they would again be glad to accept that figure, which, however, nobody will now give, and the market closes heavy. Money plentiful, and discount 3¾ per cent.

### SHIPPING.

ARRIVED.—Malvina Vidal, from Bangkok, 500 chests cassia, 7,016 pieces sapanwood, 34,198 bags rice; Otto and Antonie, from Saigon, 49,485 bags rice, 2,000 pieces sapanwood; Heimdal, from Batavia and Passaroeang, 20,570 kranjangs sugar, 2,461 bundles rattans.

SAILED.—Figaro, to Shanghai; Lola, to Manila; Herzog Ernst, to Hong Kong; Excelsior, to Shanghai.

ARRIVALS AT BREMERHAVEN.—Nayaden, from Saigon, 8,720 bags rice; Rangoon, from Rangoon, 19,500 bags rice.

## HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, June 30.

As I stated in my last letter, no definite result was obtained in five districts at the general election, so that a poll had to be taken, which

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has resulted in favour of the Liberal cause. In the districts of Alkmaar, Zuidhorn and Haarlemmermeer, Liberal deputies have been elected, and there is no doubt that the new Second Chamber will support the Cabinet by an overwhelming majority. On the 17th inst. the members met for the despatch of business, but it is probable that they will leave the Hague in a very short time. By a majority of 41 (49-8) a Bill was passed abolishing all patents for industrial inventions. Mr. Heemskerk protested most energetically against this measure, requesting its postponement, and promising that he would lay before the members in September next a Bill to ameliorate the patent laws, but all without success. As soon as the Bill is approved of by the First Chamber this protection law will belong to the past. Another important measure has been passed by the Second Chamber, viz., the joining of the Southern and Northern Rotterdam Railways, so that the line will cross this town from the one end to the other. Mr. Blom interpellated the Cabinet respecting the stock of tin at Banca, which, as noticed in my last, is so large as to create discontent among the traders. The Minister stated that measures would be taken to secure the immediate shipment of the excess. The question about the passage money paid by Mr. Hasselman on behalf of Mr. Busken Huet has again been raised by Mr. Lenting, who said that if a law existed regulating the financial responsibility of the Ministry the affair could not have occurred.

Rumours have been circulating with reference to an impending alteration in the Cabinet. It has been said that, now the elections have resulted so favourably for the Liberal cause, it has become necessary that the most eminent representatives of that party should take the places of those members of the Cabinet who had shown themselves too weak, irresolute, and wavering. It was thought that a really Liberal Cabinet would be able to retain the reins of Government for ten or twelve years, during which period much could be reorganised or improved which was at present prevented by the continual Ministerial changes. The *Arnhemsche Courant* contradicted these rumours, but the *Utrechtsche Courant* ascertains that they are quite correct, and that the alterations, which are only a question of time, will be commenced by the appointment of a Vice-President of the Council of India, and by the recalling of Governor-General Myer. The *Dagblad* is assured that the reorganisation of the Cabinet is hindered only by the renewed dispute on the colonial question between the "Putteans" and the "Thorbeckians." But of course there is no fear of such a political blunder occurring as should give an opportunity to the Conservatives to reassume the Government for two or three years. Some sensation has been created by the appointment of the ex-secretary of the Rotterdam Bank, Mr. P. F. Hubrecht, as Secretary-General of the Home Department. Time will show whether this choice is a good one.

The Minister of the Colonial department has laid before the members of the Second Chamber a Bill to regulate the cultivation of sugar in India, and to alter article 60 of the India constitution. The members, however, will not deal with it at the present sitting. The Conservatives are greatly opposed to this Bill, which will, they say, entirely demolish sugar-culture.

The Catholic paper *De Tyd* again makes an appeal to Dutch young men to take service, as Zouaves, in the Papal army. Of course this fact can have no interest for your readers, and I should not have mentioned it had not the *Tyd* added that Rome would need help for only *one* year, and that before 1871 all its troubles and difficulties would be swept away.

The Netherlands India Trading Bank has issued its annual report, which states that the net profits during the year 1868 amounted to f.364,669 64, so that the dividend is fixed at f.14.50 per share of f.250. This result may be regarded as a very good one, because not only was trade in India dull, but the bank was involved in several bankruptcies. The gross profits amounted to f.741,215.91¼. It was asserted that the bank would probably not incur any considerable loss by the failure of the firm of Morgan, Melbourne, and Co.

The Royal Commissary of the Province of Groningen was ordered to compliment the King of Prussia at Emden, some days ago. It is stated by the local papers that King William took this opportunity to declare that he felt the warmest interest in Holland, and to contradict most positively that he had formed any plans which could be dangerous to the preservation of its independence. He further declared that he felt a warm sympathy for our Royal House.

The King is still at *het Loo*; H.M. the Queen will return from thence in a day or two to the Hague.

A strike has broken out amongst the printers, and at one time it was feared that the Amsterdam papers would not be published in due time.

A meeting of the shareholders of the Bank of Rotterdam was held on the 29th ult., when the new statutes, projected by the commissioners and a committee of the shareholders, were approved of by a majority of 247 votes. At Amsterdam, as well as here, the printers are on strike; they demand, at the instigation of the international union, higher wages for fewer hours work; the private printing-offices at Amsterdam are closed, 700 men being on strike; the publication of the newspapers, however, has not been interrupted. His Majesty has approved the appointment of Mr. H. Polano as Consul for Denmark at Hiogo (Japan). According to the *Handelsblad*, a Bill will shortly be laid before the members of Parliament for abolishing capital punishment.

## PRODUCE MARKETS.

COFFEE.—The Trading Company offered for sale on the 16th inst. 64,320 b. Java, Menado and Padang, but 38,032 b. were bought in. There was a firm demand for the Menado, and 1½c. to 4c. was paid above valuation. Since the auction prices have remained firm, but the transactions are unimportant. An advance of 1c. has been paid for the Menado, resulting from the last auction. The private transactions include 325 b. Java, ex Australie; 1,000 b. do., ex County of Elgin.

RAW SUGAR.—Since the departure of last mail there has been a lively demand, and about 9,000 mats sold at ½f. to 1f. under May value, for export. Last week, however, the demand slackened, and only the following parcels changed hands:—283 mats Passaroeang, No. 14, per Wilberforce, at 35½f.; 402 mats Sourabaya, ex Dunedin, No. 19½, at 35½f.; 246 mats do., ex Anna Maria Wilhelmina; 397 mats Batavia, floating per Haamstede.

RICE.—A good business has transpired. The following parcels sold:—1,400 b. Java, ex Petronella, at prices that did not transpire; 6,265 b. Java, ex Australie, at 7⅞f. to 9f. For cleaned Rice there is a good demand for consumption, and it is thought that prices will improve.

TEA.—On the 14th of July 4,033/4, 21/8, and 70/12 chests Java Tea will be offered privately. The valuation is as follows:—

| | | | | | |
|---|---|---|---|---|---|
| Boey ... ... | 60c. | to 83c. | Pekoe ... ... | 250c. | to 325c. |
| Congou Boey ... | 80 | to 88 | Oranje Pekoe ... | 88 | to 102 |
| Congou ... | 72 | to 115 | Tonkay ... | 80 | to 130 |
| Kempoey ... | 103 | to 105 | Schin ... ... | 70 | to 88 |
| Soepoey Pekoe | 106 | to 150 | Hysant... ... | 80 | to 150 |
| Souchong ... | 80 | to 125 | Uxim ... ... | 150 | — |
| Pekoe Souchong | 130 | to 175 | Joosjes ... ... | 100 | to 180 |

TOBACCO.—There is only a small demand for Java, and only 284 b., mark Krosjok Kedirie, have been sold.

MANILA CIGARS.—In public auction were offered 300 mille Cortados, 1868, of which two lots were sold at 36f. in bond, whilst the rest was bought in at 36f.; 50 mille Secunda Habanos, 1868, of which one lot was sold at 35¾f., the rest bought in at 36f.; 150 mille Secunda Cortados Cavita, 1868, but this parcel was not brought under the hammer.

MOTHER-O'-PEARL SHELLS.—26 chests were sold by the Trading Company. The quantity amounted to 2,190 kilo., which were bought at 3¾f. to 10¾f. per half-kilo.

JAVA INDIGO.—Only trifling quantities have been sold, holders declining to operate without a further advance.

BANCA TIN.—Some transactions have taken place at 79f. to 81f. At 80f. great quantities are offered. Billiton now realises 77½f., whilst last week the quotation was 78½f.

HIDES.—The following parcels changed hands:—68 Batavia Buffalo, ex Noach II.; 2,313 Samarang Rinder, ex Twee Gezusters.

ARRACK.—20/1, 40/2, and 30/2 casks Batavia, ex Northumberland, sold at prices that did not transpire.

RATTANS.—There is an active demand; 1,840 bundles, ex British Crown, 2,960 bundles ex Liverpool, 4,000 bundles ex Spanker, 8,266 bundles ex Atlantic King, 388 bundles ex Johan Kepler, 4,663 bundles ex Frank Marion, 7,881 bundles ex Golden City, 2,473 bundles ex Henriette Maria have been sold.

MISCELLANEOUS.—Gutta Percha: 4,330 kilo. sold by the Trading Company at prices that did not transpire, also 3,974 kilo. ex Henrietta Maria. Tamarinds: the large quantities imported have met but small demand. Cassia Vera: 168 pic sold at prices that did not transpire. Gum Damar: 110 ch., floating per Bezochie, sold. Kapok: Of 542 b. offered in public auction, 40 b. cleaned were sold at 32c. to 33c.; 45 b. uncleaned at 15c.; 11 b. cleaned were sold before the auction at 55c.

## SHIPPING INTELLIGENCE.

ARRIVALS.—June 16, at Brouwershaven, from Batavia, Petronella; from Passaroeang, Burmah; at Hellevoet, from Saigoon, Mexicana; at Texel, from Batavia, Wilberfore, Hendrik-Ida-Ambacht; from Banjoewangie, Bellatrix, Ymuiden; from Sourabaya, Dunedin; 17, at Texel, from Padang, Padang Packet; from Batavia, Batavia; from Passaroeang, Wilhelmina; from Saigon, Stanley, Teazer; 18, at Brouwershaven, from Banjoewangie, Rotterdam; from Samarang, L. R. C.; from Batavia, Nyverheid; 21, at Brouwershaven, from Saigon, St. Croix; at Texel, from Banjoewangie, Wyk aan Zee; 22, at Texel, from Banjoewangie, Tjilingsie, Cilminar; from Passaroeang, Brothers German; 23, at Texel, from Batavia, Anna Maria Wilhelmina; June 30, H.M. steamer Java, from Batavia.

DEPARTURES.—June 18, from Brouwershaven, for Batavia, Professor van der Boon Mesch, Jason, Jannetje, Acolus; for Samarang, Maarten van Rossem; for Sourabaya, Ada; for Macassar, Vrachtzoeker; for Sydney, Alblasserwaard; 19, from Brouwershaven, for Batavia, Dordrecht, Jedo, Willem Kroonprins der Nederlanden (*via* Cardiff); from Texel, for Batavia, Willemina and Clara, Dageraad, Kennemerland; 20, from Texel, for Batavia, Cornelia; 21, from Brouwershaven, for Batavia, Graafstroom, India; 23, from Texel, for Samarang, Vertrouwen; 24, from Texel, for Batavia, Luctor and Emergo; 25, from Texel, for Samarang, Doesborgh; 26, from Hellevoet, for Batavia; Noord-Brabant; 27, from Brouwershaven, for Batavia, Noach II.; from Texel, for Batavia, President van Ryckvorsel, Eensgezindheid; 28, from Brouwershaven, for Batavia, Maria Sarah; for Sourabaya, Hebe; from Texel, for Batavia, Passaroeang; June 29, from Texel, for Sourabaya, Sindbad; for Batavia, Jacoba Helena, Kandanghauer, Bestevaer.

PASSENGERS INWARD.—From Java, per Bellatrix: Mr. Strengnaerts and family. Per Hendrik-Ida-Ambacht: Mrs. D. Bolk, Mr. Klaverwezel, Mr. T. Pos and family. Per Ymuiden: Mr. S. Kuntze and family, Mr. J. de Graaf, Mr. C. Muller. Per Doelwyk: Mr. Haantjes, Mr. Dekker and family, Mr. van Coeverden and family, Mr. Mansveld, Mrs. van Dyk and family, Mr. Jasper and family. Per Cheribon: Mr. D. Kock. Per Petronella: Mr. W. Graafland, Mr. M. Niessens, Mr. F. Blom van Geel; Mr. A. Ter Gunner, Mr. P. Hoflands, Mr. Arends. Per Padang Packet: Mr. J. Moolenbrugh and family, Mr. C. Keuling and family. Per Nyverheid: Mr. C. A. Ochler and family, Mr. T. van Docsen and family, Mr. J. W. Hannaart and family.

PASSENGERS OUTWARD.—Per Noach II.: Mr. Heyligers and family, Mr. J. R. Bok, Mr. V. U. Bosscha, Mr. Noman and family, Mr. Warren, Mr. Coenen, Mr. Broekhof, Mr. Bogaard, Mrs. Walker and family, Miss Hoefman, Miss Boot, Mr. Heyligers, 125 soldiers. Per Voorlichter: 150 soldiers.

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## AGRICULTURAL IMPROVEMENTS IN JAVA.

Mr. R. W. Besier has issued a prospectus of a company for the exploration of a tract of land in Java. As soon as the rights of pro-

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perty are properly recognised and regulated by the Agrarian Bill (says the prospectus), then the moment has arrived for the employment of capital upon land in Java. Mr. Besier has the opportunity of purchasing a very large property, which represents a value—according to the produce of the last few years—of three million guilders. The greater portion of these grounds is situated in the Buitenzorg district; the remaining part, which is partly cultivated, being in the Preanger regency and the residency of Cheribon; there is a sugar manufactory in the last-named residency. The Buitenzorg grounds are valued by the owner at 2,500,000 guilders, but Mr. Besier does not think them worth more than two millions. The property has an area of 36,000 bouws, with a population of 15,000 souls. The rice grounds have produced in the last few years 12,000 piculs paddy per annum. In 1863 tea gardens were established, and the crop amounted in 1867 to 200,000 pounds, whilst it is calculated that the production in 1870 will equal 600,000 pounds. There are a million coffee trees, the half of which will produce in the future. The crop of 1873 is estimated at fully 4,000 piculs. Further, the land produces Arang sugar, which has been farmed out during the last four years at 600f. per month. There are young ashes, which will produce 50,000f. a-year, as well as 1,000 piculs nutmeg-trees, and 400 cacao-trees. In 1867 wages were paid to an amount of 93,800f. Mr. Besier estimates the yearly production at 800,000 pounds tea, 2,500 piculs coffee, and the remaining articles 50,000f. The profit is set down at 331,000f.; viz., expenditure, general costs 120,000f, transport of 800 /m pounds of tea to Batavia, 144,000f.; freights and costs of tea to Europe, 280,000f.; freight and costs of 2,500 pic coffee to Europe, 12,500f. Receipts, 100 /m. pounds tea at 2f., 200,000f.; 700 /m pounds tea at 75c., 525,000f.; 2,500 pic. coffee, at 45f. per picul, 112,500f.; other productions, 50,000f., total, 887,500f. Notwithstanding that half the sum could be borrowed upon the grounds at an interest of 6 per cent., Mr. Besier thinks it better to raise a capital of 2,000,000 francs, on which, according to present estimates, a dividend of 15 per cent. can be paid to purchase the Buitenzorg grounds immediately, leaving for future consideration the question whether it will be advisable also to obtain possession of those situated in the Preanger regencies, and at Cheribon.

# Monetary and Commercial.

—o—

We understand that the arrangements are complete for the laying of the New Red Sea Cable at the end of the present year. It is hoped that before April, 1870, there will be a direct telegraphic communication between India and England by this route. The ship *Calcutta*, which was disabled some time ago through collision, has again sailed for Aden with the telegraph cable for the Persian Gulf.

It is stated that the New York bankers are now receiving the bulk of their San Francisco remittances of specie overland, and that the last Aspinwall steamer of the Pacific Mail brought only a comparatively small total. It appears to be considered not unlikely that the opening of the railway may, before long, affect the receipts of gold at San Francisco by diverting the gold in its crude state from the mines in the interior, near the line of the railway, to the Philadelphia Mint or New York Assay-office, in place of San Francisco.

The report of the Oriental Hotels Company (Limited), to be presented on the 2nd of July, describes a continued improvement in the business of the Galle Hotel, but states that the Cairo Hotel, owing to the way in which the Government plans have interfered with the locality, has been attended with greater disappointment than had been anticipated, and that they have been obliged to rely on the forbearance of their contractor for delay in the payments for the completion of the structure.

At a meeting of the creditors of Messrs. Felix Leach and Co., of Enfield Mills, near Accrington, the liabilities were estimated at £83,972, and the assets at £23,353. A committee of investigation was appointed.

## BOARD OF TRADE RETURNS.

The Returns of the Board of Trade for the month and five months ended the 31st May have been issued. The total declared value of the exports of British and Irish produce and manufactures for the month ending the 31st of May in the last three years is stated as under:—May, 1867, £15,936,864, May, 1868, £14,670,035, May, 1869, £16,316,540. The figures for the present year thus show an increase of £1,646,505, which is equal to an increase of 11 per cent. on the total of the corresponding month of last year, and 2½ per cent. on that of May, 1867. Of this augmentation nearly half arises from the cotton trade, and nearly half from the iron trade. Unless, therefore, the Manchester manufacturers are steadily shipping at a loss, the adverse accounts from that city must be deceptive or the figures of these statistical returns are not to be relied upon. The general comparative results as regards the principal articles of our trade are as follows: Our consignments show an increase in cotton yarn of 7 per cent. in value and 25 per cent. in quantity; in cotton manufactures, about 16 per cent. both in value and quantity; in haberdashery, 9 per cent. in value; in hardware, 23 per cent.; in machinery, 32 per cent.; in iron manufactures, 43 per cent.; in woollen manufactures, 16 per cent. in value and only 1 per cent. in quantity; and in miscellaneous goods, 8 per cent. in value. The instances of decreased shipments are—25 per cent. in coal, 8 per cent. in earthenware, 17 per cent. in linen yarn, 4 per cent. in linen manufactures (with an increase of 2 per cent. in quantity), and 15 per cent. in silk manufactures. The total exports for the first five months of the year also present a satisfactory increase over those of the two previous years, the figures being as under:—Five months, 1867, £72,123,393; five months, 1868, £70,668,103; five months, 1869, £74,744,620.

While the exports have thus increased, the statement of the "computed real value" of the principal imports for the month of April (being the latest period for which values are given) exhibits a decided falling off; thereby indicating a more economical consumption in this country of the great staples of foreign and colonial production. The import values are annexed:—April, 1867, £19,827,353; April, 1868, £21,969,564; April, 1869, £17,858,517; four months 1867, £64,173,882; four months 1868, £68,416,563; four months 1869, £66,949,136.

We annex a summary of those figures which relate to our Import and Export trade with China and other countries in the Far East:—

## IMPORTS.

### TEA.

| | 1867. | 1868. | 1869. |
|---|---|---|---|
| Quantity for the month ended 31st May ... lbs. | 7,975,884 | 8,515,191 | 4,986,084 |
| Quantity for the five months ended 31st May lbs. | 58,983,519 | 61,629,550 | 60,908,785 |
| Value for the month ended 30th April ... .. | £604,955 | £924,210 | £740,430 |
| Value for the four months ended 30th April ... | £3,761,258 | £4,077,458 | £4,038,286 |

### RAW SILK.

| From | 1867. | 1868. | 1869. |
|---|---|---|---|
| **For the Month ended 31st May.** | | | |
| China... ... ... lbs. | 7,942 | 7,298 | 84,367 |
| British India... ... ,, | — | 4,818 | — |
| Egypt* ... ... ,, | 270,704 | 110,692 | 165,653 |
| Other Countries ... ,, | 103,095 | 108,284 | 57,311 |
| Total ... ... ... ,, | 381,741 | 231,042 | 257,331 |
| **For the Five Months ended 31st May.** | | | |
| China... ... ... lbs. | 24,551 | 30,988 | 248,676 |
| British India... ... ,, | — | 12,190 | 4,417 |
| Egypt* ... ... ,, | 1,623,831 | 1,636,342 | 1,828,005 |
| Other Countries ... ,, | 903,826 | 662,700 | 286,029 |
| Total ... ... ... ,, | 2,552,208 | 2,342,170 | 1,867,127 |
| **Value for the Month ended 30th April.** | | | |
| China ... ... ... | £7,841 | £21,350 | £115,054 |
| British India... ... ... | — | 9,031 | 5,963 |
| Egypt* ... ... ... | 298,551 | 263,185 | 208,667 |
| Other Countries ... ... | 164,819 | 145,158 | 56,261 |
| Total ... ... ... ... | 471,211 | 438,724 | 385,945 |

*In transit from India, China, and Japan.

### COFFEE.

| From | 1867. | 1868. | 1869. |
|---|---|---|---|
| **For the Month ended 31st May.** | | | |
| Ceylon ... ... lbs. | 8,341,047 | 9,351,889 | 11,376,863 |
| Other British Possessions ,, | 915,679 | 2,387,060 | 1,754,968 |
| Total from all parts ... ... | 12,017,871 | 13,830,205 | 16,905,311 |
| **For the Five Months ended 31st May.** | | | |
| Ceylon ... ... lbs. | 24,874,071 | 34,410,451 | 27,096,785 |
| Other British Possessions ,, | 4,045,653 | 7,631,120 | 6,958,841 |
| Total from all parts ,, | 37,441,263 | 52,525,053 | 48,899,162 |

### RAW SUGAR.

| From | 1867. | 1868. | 1869. |
|---|---|---|---|
| **For the Month ended 31st May.** | | | |
| Java & Philippine Islnds. cwts.... | 70,092 | 72,612 | 91,900 |
| Total from all parts ,, | 1,812,204 | 1,111,657 | 978,392 |
| **For the Five Months ended 31st May.** | | | |
| Java and Philippine Islnds. cwts. | 145,574 | 359,537 | 381,547 |
| Total from all parts ,, | 4,496,667 | 4,091,985 | 3,592,946 |

### HEMP.

| From | 1867. | 1868. | 1869. |
|---|---|---|---|
| **For the Month ended 31st May.** | | | |
| Philippine Islands ... cwts. | 18,022 | 17,559 | 14,740 |
| Total from all parts ... ,, | 38,242 | 61,339 | 82,582 |
| **For the Five Months ended 31st May.** | | | |
| Philippine Islands ... cwts. | 81,169 | 67,478 | 38,860 |
| Total from all parts ... ,, | 124,567 | 205,623 | 247,642 |

### RAW COTTON.

| From | 1867. | 1868. | 1869. |
|---|---|---|---|
| **For the Month ended 31st May.** | | | |
| China ... ... ... cwts. | — | — | — |
| British India ... ,, | 252,552 | 139,951 | 218,280 |
| Egypt... ... ... ,, | 106,052 | 114,145 | 138,228 |
| United States ... ,, | 1,072,389 | 978,095 | 627,674 |
| Total from all parts ... ,, | 1,551,087 | 1,353,965 | 1,112,500 |
| **For the Five Months ended 31st May.** | | | |
| China ... ... ... cwts. | 2,041 | — | — |
| British India ... ... ,, | 538,815 | 517,019 | 750,616 |
| Egypt ... ... ,, | 657,197 | 607,810 | 574,353 |
| United States ... ,, | 2,690,611 | 3,377,886 | 2,210,011 |
| Total from all parts ... ,, | 4,353,482 | 4,928,878 | 3,990,762 |

### CLEARANCES FOR HOME CONSUMPTION.

| | 1867. | 1868. | 1869. |
|---|---|---|---|
| **For the Month ended 31st May.** | | | |
| Tea from all parts ... lbs. | 9,279,034 | 4,531,092 | 9,618,256 |
| Coffee from Ceylon ... ,, | 1,908,762 | 1,637,040 | 1,874,259 |
| Do. from all parts... ,, | 2,784,663 | 2,332,056 | 2,308,870 |
| Raw Sugar from Java & the Philippines ... cwts. | 25,942 | 41,142 | 76,172 |
| Raw Sugar from all parts ,, | 904,014 | 759,970 | 1,010,541 |

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| | | For the Five Months ended 31st May. | | |
|---|---|---|---|---|
| Tea from all parts ... | lbs. | 44,942,759 ... | 50,811,124 ... | 46,326,702 |
| Coffee from Ceylon ... | ,, | 9,317,559 ... | 9,058,348 ... | 7,023,576 |
| Do from all parts... | ,, | 13,988,116 ... | 13,727,361 ... | 12,288,478 |
| Raw Sugar from Java & the Philippines ... | cwts. | 216,026 ... | 352,895 ... | 310,025 |
| Raw Sugar from all parts | ,, | 4,726,468 ... | 4,545,038 ... | 4,439,807 |

The following were the quantities of the undermentioned articles remaining in the bonded warehouses of the United Kingdom on the 31st May, 1869, compared with the two previous years :—

| | | 1867. | 1868. | 1869. |
|---|---|---|---|---|
| Coffee... ... ... | lbs. | 27,577,056 ... | 39,332,552 ... | 39,646,759 |
| Tea ... ... ... | ,, | 101,256,169 ... | 84,603,506 ... | 94,026,701 |
| Unrefined Sugar ... | cwts. | 2,963,857 ... | 1,700,510 ... | 1,803,171 |

## EXPORTS.

### COTTON YARN.

| To | | For the Month ended 31st May. 1867. | 1868. | 1869. |
|---|---|---|---|---|
| China and Hong Kong | lbs. | 593,620 ... | 150,320 ... | 463,760 |
| Japan ... ... ... | ,, | 86,800 ... | 113,660 ... | 599,490 |
| Singapore ... ... | ,, | 228,860 ... | 67,200 ... | 52,575 |
| Ceylon ... ... | ,, | 10,000 ... | 19,000 .. | 12,650 |
| Total to all parts ... | ,, | 15,548,238 ... | 10,993,994 ... | 13,756,330 |
| | | For the Five Months ended 31st May. | | |
| China and Hong Kong | lbs. | 1,990,870 ... | 2,048,966 ... | 1,247,220 |
| Japan... ... ... | ,, | 901,700 ... | 1,432,260 ... | 2,161,322 |
| Singapore ... ... | ,, | 1,130,590 ... | 637,000 ... | 355,615 |
| Ceylon ... ... | ,, | 41,000 ... | 137,700 ... | 64,422 |
| Total to all parts ... | ,, | 61,197,610 ... | 77,166,071 ... | 66,324,915 |

### COTTON MANUFACTURES.

| To | | For the Month ended 31st May. 1867. | 1868. | 1869. |
|---|---|---|---|---|
| China and Hong Kong | yds. | 15,976,483 ... | 26,236,492 ... | 30,191,107 |
| Japan... ... ... | ,, | 694,750 ... | 1,336,676 ... | 1,540,620 |
| Philippine Islands ... | ,, | 3,314,290 ... | 2,881,300 ... | 1,866,600 |
| Java ... ... ... | ,, | 2,299,400 ... | 3,265,140 ... | 1,592,670 |
| Singapore ... ... | ,, | 7,681,712 ... | 2,749,720 ... | 6,784,187 |
| Ceylon ... ... ... | ,, | 1,635,870 ... | 667,804 ... | 1,722,376 |
| Total to all parts ... | ,, | 248,114,573 ... | 215,618,475 ... | 248,918,723 |
| | | For the Five Months ended 31st May. | | |
| China and Hong Kong | yds. | 52,945,384 ... | 122,664,468 .. | 129,163,284 |
| Japan ... ... ... | ,, | 9,687,492 ... | 8,062,100 ... | 9,007,622 |
| Philippine Islands ... | ,, | 15,314,072 ... | 12,794,120 ... | 9,926,039 |
| Java ... ... ... | ,, | 15,922,320 ... | 10,636,152 ... | 8,181,170 |
| Singapore ... ... | ,, | 31,283,423 ... | 24,875,603 ... | 24,022,424 |
| Ceylon ... ... | ,, | 9,019,063 ... | 9,120,593 ... | 7,098,414 |
| Total to all parts ... | | 1,068,164,225 . | 1,164,730,645 . | 1,145,426,352 |

### WORSTED STUFFS.

| To | | For the Month ended 31st May. 1867. | 1868. | 1869. |
|---|---|---|---|---|
| China and Hong Kong | yds. | 1,607,370 ... | 2,632,788 ... | 1,388,283 |
| Japan ... ... ... | ,, | 588,520 ... | 530,654 ... | 208,835 |
| Total to all parts ... | ,, | 13,925,304 ... | 18,425,705 ... | 18,562,706 |
| | | For the Five Months ended 31st May. | | |
| China and Hong Kong | yds. | 11,024,049 ... | 9,163,876 ... | 8,847,495 |
| Japan ... ... ... | ,, | 3,543,603 ... | 1,684,431 ... | 1,940,023 |
| Total to all parts ... | ,, | 82,582,656 ... | 85,299,174 ... | 103,251,729 |

### WOOLLEN AND WORSTED CLOTHS.

| To | | For the Month ended 31st May. 1867. | 1868. | 1869. |
|---|---|---|---|---|
| China and Hong Kong | yds. | 75,224 ... | 374,273 ... | 251,626 |
| Total to all parts ... | ,, | 2,164,254 ... | 1,998,432 ... | 2,310,728 |
| | | For the Five Months ended 31st May. | | |
| China and Hong Kong | yds. | 689,291 ... | 937,895 ... | 1,037,057 |
| Total to all parts ... | ,, | 12,745,036 ... | 9,538,313 ... | 10,846,515 |

### LEAD.

| To | | For the Month ended 31st May. 1867. | 1868. | 1869. |
|---|---|---|---|---|
| China and Hong Kong | tons | 481 ... | 1,057 ... | 1,158 |
| Total to all parts ... | ,, | 2,752 ... | 5,054 ... | 3,849 |
| | | For the Five Months ended 31st May. | | |
| China and Hong Kong | tons | 1,086 ... | 3,907 ... | 6,148 |
| Total to all parts ... | ,, | 8,663 ... | 16,542 ... | 18,655 |

The value of the Exports from the United Kingdom to the several ports and countries of the Far East for the month and four months ended 30th April, 1869, compared with the corresponding periods of the two preceding years, is returned as follows :—

| To | For the Month ended 30th April. 1867. | 1868. | 1869. |
|---|---|---|---|
| China (exclusive of H. Kong) | £338,715 ... | £380,847 ... | £765,077 |
| Hong Kong ... ... ... | 180,864 ... | 68,593 ... | 159,140 |
| Japan ... ... ... ... | 234,590 ... | 61,930 ... | 146,243 |
| Singap. & Straits Settlements | 151,997 ... | 143,050 ... | 122,497 |
| Ceylon ... ... ... ... | 31,787 ... | 90,006 ... | 28,553 |
| Philippine Islands ... ... | 60,337 ... | 65,612 ... | 73,142 |
| Java ... ... ... ... | 161,948 .. | 22,138 ... | 42,614 |
| | For the Four Months ended 30th April. | | |
| | 1867. | 1868. | 1869. |
| China (exclusive of H. Kong) | £1,289,806 ... | £1,824,848 ... | £2,311,247 |
| Hong Kong ... ... ... | 554,265 ... | 635,663 ... | 554,446 |
| Japan ... ... ... ... | 539,208 ... | 314,209 ... | 529,746 |
| Singap. & Straits Settlements | 702,427 ... | 534,999 ... | 484,011 |
| Ceylon ... ... ... ... | 250,132 ... | 233,603 ... | 176,240 |
| Philippine Islands ... ... | 357,805 ... | 277,499 ... | 244,358 |
| Java ... ... ... ... | 488,410 ... | 217,326 ... | 189,061 |
| Sumatra ... ... ... ... | — ... | — ... | — |
| Siam ... ... ... ... | — ... | 268 ... | — |

## ARTICLES OF IMPORT.

—o—

### TEA.

The market has been very quiet during the fortnight, but there is no material alteration to notice in prices. Importers, seeing the general indisposition to buy, refrain from pressing sales, looking to the small quantity now afloat of old season's teas, the gradual reduction in stocks, and the comparative moderation shown in China in the opening of the new season's teas, the Hankow market being the only one opened up to the date of the latest telegrams, whereas at the corresponding period of last year about fifteen millions had been settled at Foo Chow, and four millions at Canton. Siftings and broken-leaf Congous remain steady at previous prices. Fair to good common have been less saleable, and may be quoted ½d. per lb. lower, say 1s. 0½d. to 1s. 0¾d. per lb. Fair to good flavoury kinds show no alteration. Good to fine Kaisows have been saleable in small parcels at former prices; a few finest have realised from 2s. to 2s. 6d. per lb. Pak Lins remain as last advised. Amoy kinds have ruled rather easier, in sympathy with the decline in good common. Common to fair black-leaf kinds show no change, but transactions have been small. Fair to good medium show no material change in prices, though there has been less doing in them. Fine to finest have remained steady, and the few parcels which have changed hands have shown no variation in price. In new make kinds there have been some further sales of overland arrival at about 1s. 4d. per lb., and of recent sailing vessels at 1s. 1d. to 1s. 4½d. for fair to very good quality. Oolongs, Souchongs, and Flowery Pekoes show no change either in the demand or range of prices. Scented Teas—Capers : There have been some sales of very common Canton make at 8d., fair to good 1s. 1d. to 1s. 2d., but the demand has been quiet. Foochow kinds have been inquired for, but there are now but few left in first hands. Orange Pekoes: Canton-make show no improvement, notwithstanding the delay in shipping the new season's. Foochow kinds remain steady at the low rates current for fair to good quality; fine are still wanted. Uncoloured Japans remain unchanged in the absence of fresh supplies. Green Teas: There has been a better assortment on offer, ex Corsair and Assyrian. Moyunes have sold at full prices, though showing some decline on the extreme rates paid for first arrivals. In other kinds there is not much change to notice, but the export demand has been small, and prices consequently rather in favour of buyers.

### SILK.

Business remained in the same dull state as reported in our last, until the date of the public sales, which were held on the 23rd and 24th June, when some few importers and holders showed themselves anxious to meet the market, and 2s. to 3s. fall on the nominal quotations of the day, where sales were forced, was the immediate result. The decline has been general on all classes of silk, but less so on Tsatlees than others, Japans and re reeled Chinas having experienced the greatest fall, through having been more pressed to sale. Even at this altered range of prices buyers are not at all anxious to purchase, the continental demand especially being very unsatisfactory, and our own manufacturers not caring to do more than a hand-to-mouth trade, now that the arrival of the new Asiatic Silk in this market is only distant a few weeks. In Cantons some business was done last week in good ordinary No. 1 Tsatlee reel at 19s., but consumers do not appear willing to continue purchasing at these prices. Bengal Silk is entirely neglected and unenquired for. The deliveries last month were by no means good ; still, considering the condition of the market, as large as could have been expected. China Silk Piece Goods: No new transactions. The market has been very quiet throughout the past month. In the public sales next week there will be but a limited assortment of goods, but owing to the extreme quietness of the trade very little business can be looked for.

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COTTON.—The improvement manifested in the Liverpool market at the date of our last report has continued to gain strength, and the market at the close of last week exhibited a good demand, at an advance of ¼d. per lb. upon the rates then current. A very buoyant feeling has since continued to prevail, and a further advance of about ¼d. per lb. has been effected. The following are the current quotations :—Surat, 9d. to 11¼d. ; Madras, 9¾d. to 10¼d. ; Bengal, Scinde, &c., 8¾d. ; fair Dhollerah, 10¼d. ; fair Oomrawuttee, 10¾d. ; fair Broach, 10⅞d. ; fair Bengal, 8⅛d. ; fair Egyptian, 13¼d. ; fair Pernam., 12¼d. ; middling Boweds, 12⅜d. ; middling Orleans, 12⅝d. The latest business for "arrival" has been at the following rates:—Dharwar, fair due, 10¼d. ; Broach, good fair new merchants, ginned, sailing April, 11¼d. ; March and May, 11¼d. ; Dhollera, fair new merchants, sailing May and June, 10⅛d. ; Oomrawuttee, fair new merchants, sailing April and May, 10¼d. ; Comptah, fair new merchants, late May sailing, 9½d. ; Bengal, fair new merchants, March sailing (late on 29th), 8⅝d. ; ditto fair new, ship named, 8½d. The London market has also exhibited increased activity and improved prices.

COFFEE.—Without any general animation we have had a fair market during the interval. Plantation Ceylon has gone off readily, the coloury kinds mostly realising an advance of 1s. per cwt., grey sorts showing hardly any change. The small quantity of Native sold establishes no quotable alteration. In other kinds nothing of interest has been done, the public sales having been few in number. The latest prices realised at the public sales have been: plantation Ceylon triage, &c., 35s. to 59s. ; grey, 60s. to 71s. 6d. ; coloury, 72s. to 81s. ; peaberry, 80s. to 84s. ; Wynaad triage, 52s. to 59s. 6d. ; small to bold, 60s. to 79s. ; Naidosbatum triage, 58s. to 59s. 6d. ; small to bold, 62s. to 83s. 6d. ; peaberry, 77s. to 78s. ; Ccurtallum triage, 36s. to 56s. ; good ordinary grey to middling coloury, 59s. to 75s. ; peaberry, 77s. to 79s. ; Penang, 49s. ; Singapore, 35s. 6d. to 43s.

COIR GOODS.—The supply of Yarn has been moderate, but as arrivals continue large the demand has been slow, and prices have further declined 20s. to 30s. per ton for common to medium qualities. 170 bales Cochin Yarn chiefly sold, good common to middling, £26 to £28 10s. ; good, £30 to £30 5s. ; superior, £70 ; 4,852 dholls (9 tons) common sold at £24 5s. to £25 5s. ; 66,314 dholls 1,650 ballots (109 tons) Cey-

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lon chiefly sold, very common, £23 10s. to £25 5s.; good common to middling, £25 10s. to £27; good middling, £28 5s. to £29; good, £32 15s. to £34 5s.; very fine, £46. Of 133 bales Cochin Fibre 83 bales sold, middling to good middling, £22 10s. to £24; ordinary, £20 5s. per ton.

CHINA MATTING.—Of 769 rolls in auction only 110 rolls sold, stained, 4s. 4d.; red at 17s. to 19s.; stained, 4s. 4d.; white, 18s. 6d. to 21s. 6d.; sound, 2s. 4d.; white Gowqua extra contract at 31s. 6d.; the remainder bought in, 4s. 4d. red and white at 28s. per roll.

CAMPHOR.—There being but little now afloat as per last advices, the quotation to arrive is nominal, but on the spot market is quiet at lower prices, China being sold at 97s. 6d. to £5 per cwt., and Japan held for £5 7s. 6d. per cwt. At these quotations large sales have been effected.

COCOA NUT OIL.—Considerable business has been done in Ceylon at £41 per tun.

GALLS.—China: 547 boxes have been offered at auction, and met a very ready sale at 47s. to 47s. 6d. for middling, generally dark, and very much broken. Privately a good business has also been done at 47s. to 47s. 6d., and the market at these quotations appears firm; a sale of 328 cases will take place; good clean bold sifted still inquired for; Japan in moderate inquiry; 726 boxes withdrawn, above value.

HIDES AND SKINS.—Messrs. Dyster, Nalder, and Co.'s report for the past month is as follows:—The sales of East India Hides during the past month have been 237,797 hides. The demand has been good, both for consumption and export, and at the last sales prices were fully ¼d. per lb. higher on the better descriptions, whilst the lower qualities, of which the proportion was unusually small, show an advance of ¼d. to ½d. per lb. Batavia, &c.: No sales are reported. Singapore, &c.: The supply of Ox and Cow Hides have been unusually large, and met a fair demand at about late prices. Buffalo Hides have met more inquiry at ¼d. to ½d. per lb. advance on the better qualities. The sales comprise 18,127 Cowhides:—Light, 8½d. to 10d. per lb.; Heavy, 6½d. to 8½d. per lb.; Small, 9d. per lb.; Thirds, 5¾d. to 7d. per lb.; Fourths, 5d. per lb.; Brined Light, 8¾d. to 10d. per lb.; Heavy, 6¾d. to 8½d. per lb. 4,541 Buffalo Hides:—Best Heavy, 5¾d. to 6¼d. per lb.; Light, 5½d. to 6¼d. per lb.; Seconds, 4¾d. to 5¼d. per lb.

INDIA RUBBER.—The market is very dull; all offers at the public sales have been withdrawn, and the business doing privately is very limited.

JAPAN WAX.—We have again to report a dull market and lower prices. Auctions have not been important; only 561 boxes, of which about one-third has sold at 70s. for good saucers, very slightly mixed with soft. Privately exceedingly fine has been offering at 75s., but sales of 100 boxes have only been effected, constituting a decline of 2s. to 3s. per cwt.

MANILA HEMP.—The market is firm, with moderate business upon fully former terms—viz., £49 to £49 10s. per ton for good roping, and £50 to £51 superior; 729 bales sold at auction at £46 15s. to £48 15s. middling to fair.

MUSK.—Rather cheaper; 15 caddies Tonquin at auction sold at 19s. to 19s. 6d. per oz. for ordinary, and 14s. to 14s. 6d. inferior.

PLUMBAGO.—We have to report Ceylon descriptions again cheaper; of 2,647 barrels at auction, half sold at 13s. 6d. to 24s. per cwt. for fair to fine lump, 10s. 9d. chips, and 6s. 3d. to 12s. 6d. dust.

PEPPER.—Messrs. Brookes and Faith report as follows:—Singapore Black has been in very fair demand, at the quotations given in our last, viz., 3⅞d. per lb. for good, and about 4,809 bags have been quitted by auction at this, together with a large quantity by private contract; fine WA in diamond B at the side, per United Service, retired at 4⅛d., but subsequently quitted at 4d.; grey and dusty, 3 13-16d. The above quantity consisted chiefly of arrivals per Lammermuir, Loudoun Castle, and United Service. Penang: The auctions have comprised 5,888 bags, chiefly per Albuera, Alice, James Paton, and Tek Li. Of these, only a small portion sold, viz., the damages, the sound being chiefly bought in at 3¾d. for fair dusty, and 3⅞d. for good bold heavy, West Coast. Since the sales, a considerable quantity has been quitted at 3¾d. to 3⅞d. per lb. as in quality, but ending at 3¾d. prompt, and 3 11-16d. cash for average quality. Stock of black pepper, 2,000 tons, against 2,138 tons last year. Afloat from Singapore and Penang, 1,855 tons against 1,644 tons last year. The crop appears to be larger than was at first looked for, especially from Penang, and it would not surprise us to see this description lower. White: Very large quantities have been brought to auction since our last, viz., 2,498 bags Singapore, and 629 bags Penang. Of these, a large portion consisted of recent arrivals per Loudoun Castle, Lammermuir, and Alice; remainder old specs, and a desire to realise being general, a large portion was quitted at and ex the sales. Singapore: Very good at 5⅞d. to 5½d.; middling, 5¼d. Yesterday good fair was held for 5⅞d., but unsaleable thereat. Penang: Good fair bold at 5½d. to 5¾d.; dingy, &c., 5d. to 5⅝d. Really good is scarce, and such has been placed at 5½d. cash. The Continent appears to be getting bare of stock, and we feel, therefore, that on receipt of orders a slight improvement may possibly occur. Trang is considerably lower; good fair quality, per Parana, being quitted yesterday at 4d. per lb.; very grey at 3⅞d., and 1 C S D at 3⅝d. One shipment having occurred, it is possible that several arrivals may now shortly follow, and with such a further fall would not surprise us. Aleppee badly wanted, and value of good 4½d. to 4⅝d. Shot: A few bags good have been quitted at 5½d. to 5¾d. per lb.

RHUBARB.—Large quantities of China, chiefly common quality, continue to be offered, and the supply being considerably in excess of demand, prices, where sales have been forced, show a decline varying from 3d. to 9d. per pound. Anything good has and will continue to meet a ready sale, fine pinky being extremely scarce; 18 cases of such met the keenest possible competition, and realised 8s. per pound; the following are the prices realised:—Common pale coated, mixed fracture, 1s. 4d. to 1s. 9d.; fair, 1s. 11d. to 2s. good fair, 2s. 9d. to 3s.; good bright coated, part fairly trimmed, and of generally pinky fracture, 3s. 4d. to 3s. 8d.; good held for 6s.; and preferable O and Co. H under for 7s. 6d.; good tips, 1s. to 1s. 2d.; and low, 6d. to 8d.; about 455 cases offered and half placed. Stock 31st May, 1,678 packages against 1,007 last year.

RATTANS.—The market is steady; and of 15,338 bundles Java, 7,962 bundles Singapore, and 1,602 bundles Penang at auction, nearly the whole sold at 2s. 6d. to 4s. 2d. per 100.

RICE.—A slight improvement has taken place in the market. The unsettled state of the weather, assisted by an improved Continental demand, has drawn considerable attention to the article, and prices have rallied—spot parcels to the extent of 3d. to 4d., and floating soft grain cargoes 4d. to 6d., and a very large business transacted. On the spot fine Bengal has been quitted at 13s. to 13s. 6d.; good, 12s. 3d. to 12s. 9d.; middling held for 10s. 6d. to 11s. 6d.; Askhoolie placed at 9s. to 9s. 6d.; Dacca at 7s. 6d. to 8s.; and low white, 7s. 6d. Rangoon of old season has been taken in quantity at 8s. to 8s. 3d.; new at 9s. to 9s. 3d.; and 300 tons, first of the new crop, at 9s. 9d., ex ship; Siam garden, at 8s. 1½d. cash, landed; Siam just arrived, at 6s. 6d., ex ship, in mats and bags, and 7s. 3d. landed; and Madras early in last month at 8s. to 8s. 3d. Afloat, Rangoon has been sold on Continental terms—at 9s. to 9s. 3d. for February and March sailing; 9s. 4½d. to 9s. 6d. for February and April sailing. Necranzie at 9s. 10½d. for February sailing; 9s. 9d. for February-May sailing. Saigon at 8s. 6d. for March sailing (quality guaranteed). In all about 12 cargoes are reported. The market closes quiet.

SPICES.—Cassia Lignea: Steady, with limited business at full prices; 200 packages, from the United States, at auction, retired. Buds: Quiet, upon former terms, with very little doing. Cinnamon: We quote 1st sort 1s. 8d. to 3s. 6d. per lb.; 2nd, 1s. 6d. to 3s. 5d.; 3rd, 1s. 4d. to 3s. 2d.; 4th, 5th and Jungle, 10d. to 2s. 5d.; dearer; 168 bales sold at auction. Chips: Plentiful and cheaper; 1,539 packages mostly sold at 2½d. to 4d. for low to middling. Cloves: Penang steady; 30 cases at auction sold at 10½d. to 11½d. per lb. for good to very good; Zanzibar rather cheaper; of 700 bags offered two-thirds sold at 3½d. to 3¾d. for a few lots. Mace: Steady but quiet; one case Penang at auction sold at 2s. 10d. per lb. for very good reddish. 15 packages Batavia retired. Nutmegs: Very firm; 15 cases Penang and 10 cases Singapore at auction mostly sold at 3s. 8d. per lb. for good bold, and 1s. 5d. to 2s. 2d. middling small to good medium.

SAPANWOOD.—Quiet; of 58 tons Siam at auction a portion only sold at £10 per ton, and of 27 tons Ceylon half sold at £9 12s. 6d. to £10 5s.

STICKLAC.—The market for Siam is steady, and of 84 cases offered at the auctions about two-thirds sold at 59s. 6d. to 60s. per cwt. for very good quality.

SOY.—China is steady; 150 casks of recent arrival at public sale realised 2s. 8d. to 2s. 9d. per gallon.

TERRA JAPONICA.—Cutch: Flat, and again cheaper, moderate business done privately at 26s. for fine. Gambier Cubes cheaper: of 3,402 bags and mats at auction about one-fourth sold at 21s. per cwt. for fair squares, and 18s. to 20s. pressed; Block steady; 737 bales sold at 17s. (with a few lots 17s. 3d.) for good; fair business privately at 16s. 9d. to 17s.

TIN.—The dulness in the market noticed in our last report has continued throughout the interval, and a further decline of about £2 per ton has taken place, the current quotations being, Banca, £135; Straits on the spot, £130; for arrival, £125 to £126 per ton.

# Shipping Intelligence.

## ARRIVALS.

| Date. | Ship. | Captain. | From. | At |
|---|---|---|---|---|
| — | Achilles | — | Java | Queenstown |
| May 20 | Gesina Brons | Groenvold | Hong Kong | Callao |
| — | Celestial Queen | Walt | Saigon | Liverpool |
| Jun. 28 | Laurel | — | Foochow & New York | Off Falmouth |

## DEPARTURES.

| Date. | Ship. | Captain. | For. | From |
|---|---|---|---|---|
| Jun. 26 | Glenaros | Hicks | Cardiff & Hong Kong | London |
| — | Cornelia | Cross | Batavia | Amsterdam |
| — 20 | Margaret | Watts | Colombo | Shields |
| — 12 | Macedonian | — | Shanghai | San Francisco |
| — | Jannetje | Blokziel | Batavia | Amsterdam |
| — 24 | Peter Joynson | Peterson | Yokohama | Shields |
| — | Vertrouwen | Feenstra | Samarang | Amsterdam |
| — | Jedo | Schmidt | Batavia | Rotterdam |
| — 25 | Lannetar | Lundgren | Singapore | Swansea |
| — 29 | Otter | Croscombe | Do., and Sarawak | London |
| — 29 | Island Queen | Dodd | Cardiff & Yokohama | Do. |
| — 24 | Westburn | — | Shanghai | Shields |
| — 28 | Amy Adamson | Hullon | Hong Kong | Cardiff |
| — | Jennie Eastmann | Starkling | Yokohama | Nieuwe Diep |
| — 24 | Jason | Hoffmann | Batavia | Off Scilly |
| — | Maarten van Rossen | Lascur | Samarang | Rotterdam |
| — 26 | Elleray | Faulker | Yokohama | Liverpool |
| — 28 | Panama | — | Hong Kong | Do. |
| — | Ethereal | Brandt | Bangkok | Gironde |
| — 27 | Melrose Abbey | Sawer | Shanghai | Glasgow |
| — 26 | Norham Castle | Marshall | Singapore | Do. |
| — 26 | County of Argyle | Miller | Batavia & Sourabaya | Do. |
| — | Doesburg | Spandermann | Java | Amsterdam |
| — 23 | Lloyds | Robinson | Galle | Penarth Dock |

(*See Commercial Postscript and Correspondents Letters.*)

## LOADING.

At LONDON.—For Hiogo and Yokohama.: Johanna Maria, Corsair. For Nagasaki and Hiogo: Chanticleer. For Yokohama: Rockliff, Napier. For Osaka and Hiogo: Sampan. For Chefoo: Princess of Wales. For Shanghai: Lammermuir, Lauderdale, Dartmouth, Omba, Sarah Nicholson, Sir Wm. Wallace, Loudoun Castle, Hertfordshire. For Hong Kong: Geologist, Peterborough, Merse, Sophie, Fair Leader, Corypheus. For Singapore: Panic, Hesperia, Hopeful. For Singapore, Hong Kong, and Shanghai: United Service (str.). For Penang: Parana. For Batavia

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and Sourabaya: Gladiator. For Colombo: Fort Regent, Palmerston, Palestine, Ocean Beauty. For Colombo, &c.: West Australian.

At LIVERPOOL.—For Hiogo and Osaka: Isolina. For Yokohama: Edwin Bassett, Finzel. For Shanghai: Banian, City of Agra, Celestial Queen. For Hong Kong: Florence Nightingale. For Singapore: Naworth, Polly Lewis, Cora Linn. For Manila: Maria, Juliana, Amigos, Trinidad. For Mauritius, Penang, Singapore, Hong Kong, and Shanghai: Tycho Brahe (str.). For Buenos Ayres and China: Violette.

At GLASGOW.—For Shanghai: Laja. For Manila: Maria de C. For Penang: James Paton. For Ceylon: Glenaray.

### SPOKEN.

JANET FERGUSON, London to Japan, April 30, 24 S., 34 W.
GERARDINA WILHELMINA, Banjoewangie to Amsterdam, April 10, 36 S., 23 E.
DAGERAAD, Amsterdam to Batavia, June 20, off Dover.
NABOB, Shanghai to Boston, April 27, 27 S., 53 E.
SOUTHERN BELLE, Liverpool to Yokohama, 39 days out, 20 S., 37 W.
ANTJE, Rotterdam to Batavia, April 26, 3 N., 23 W.
HERZOG ERNST, Hamburg to Hong Kong, 8 days out, 49 N., 5 W.
MATADOR, Cardiff to Singapore, Feb. 19, 2 N., 23 W.
CORNELIUS GIPPS, Batavia to Rotterdam, April 16, 30 S., 49 E.
JACOBA CORNELIA, Batavia to Rotterdam, April 24, 32 S., 84 E.
VISCOUNT CANNING, Hong Kong to Falmouth, May 2, 34 S., 17 E.
MADURA, Newport to Singapore, April 26, 14 S., 31 W.
LOCHLEVEN CASTLE, Clyde to Singapore, April 26, 36 S., 78 E.
HELENSLEE, Colombo to London, May 12, 50 days out, with loss of sails, &c.

### FREIGHTS AND CHARTERS.

We have no improvement to note in berth freights to the Eastern ports; rates remain without alteration; in coal freights from the Northern outports there is a little more doing, and rates have in some instances advanced.

Current rates of freight for vessels on the berth:—To Yokohama: 40s. weight or meast. To Nagasaki: 40s. weight, 50s. meast. To Hiogo 50s. weight or meast. To Tientsin: 60s. weight or meast. To Chefoo: 60s. weight or meast. To Shanghai: 35s. weight, 30s. meast. To Foochow: 50s. weight, 45s. meast. To Hong Kong: 35s. weight, 27s. 6d. meast. To Amoy: 50s. weight, 45s. meast. To Batavia: 25s. weight, 30s. meast. To Singapore: 30s. weight, 25s. to 30s. meast. To Ceylon: 20s. to 25s. weight, 20s. meast. At New York to China; $12 to $15 per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—For Shanghai: £44. For Hong Kong: £33. For Singapore: £25. For Galle: £24. From Newport, Cardiff, or Swansea per ton.—For Yokohama: £2. For Shanghai: £2 2s. 6d. For Hong Kong: £1 15s. For Singapore: £1 6s. For Galle: £1 6s.

The Admiralty have invited tenders for the conveyance of 105 tons stores to Ceylon, and 7 tons to Hong Kong.

### CASUALTIES.

A telegram dated Galle, June 26, states that the Coral Nymph, Sunderland to Shanghai, was totally wrecked in Gaspar Straits, June 18.

The Dione, Grace, from Colombo to London, put into Algoa Bay May 8, to repair bulwarks, sails, &c., having encountered a heavy N.W. gale about sixty miles W. of Cape Recife.

### MISCELLANEOUS.

At TENERIFFE.—June 17, Diomed (str.), Crompton, from Liverpool and left for Mauritius, Singapore, China, &c.

Off ST. HELENA.—May 15, Lady Agnes, from Colombo, for London; Underly, from Ceylon, for London.

Off CAPE GOOD HOPE.—Choice, Hyacynth, both from Colombo, for London.

At ALGOA BAY.—May 8, Dione, Grace, from Colombo, for London.

At TABLE BAY.—May 12, C. J. Textor (s.s.), sailed for Japan.


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|---|---|---|---|---|
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| Hong Kong | Peterboro.... | A1 13 yr. | W.I.D. | With des. |
| Hong Kong | Corypheus... | A1 13 yr. | W.I.D. | With des. |
| Hong Kong | Sophie..... | A1 14 yr. | W.I.D | With des. |
| Shanghai ... | Sarh. Nichlsn | A1 14 yr. | W.I.D. | July 10 |
| Shanghai ... | Hertfordshre | AA1 | W.I.D. | With des. |
| Hiogo and Yokohama | Corsair ..... | AA1 | W.I.D. | With des. |
| Yokohama (Kanagawa) | Rockcliff ... | A1 13 yr. | W.I.D. | With des. |
| Chefoo ..... | Princess of Wales ..... | A1 10 yr. | W.I.D. | With des. |

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|---|---|---|---|---|
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| Hong Kong | Borealis ..... | A1 | E.I.D. | With des. |
| Yokohama (Kanagawa) | Napier..... | AA1 | E.I.D. | With des. |
| Ditto ..... | New Clipper | A1 17 yr. | E.I.D. | To follow |
| Nagasaki & Hiogo..... | Chanticleer .. | A1 10 yr. | W.I.D. | With des. |

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GELLATLY, HANKEY, SEWELL and CO. will despatch the following high-classed SHIPS from the East India Docks, as under:—

| Port. | Ship. | Class. | Tons. | To Sail. |
|---|---|---|---|---|
| Bombay..... | Anazi ..... | A1 16 yrs. | 468 | July 10 |
| Do. ..... | Salisbury .. | A1 13 yrs. | 1,113 | July 20 |
| Calcutta..... | Clyde ..... | AA1 | 1,151 | July 5 |
| Do. ..... | Roodee ..... | AA1 | 1,036 | July 20 |
| Shanghai ... | Lammrmur.. | AA1 | 1,054 | July 5 |
| Do. ... | Dartmouth .. | A1 14 yrs. | 933 | July 15 |
| Hong Kong | Merse ..... | A1 13 yrs. | 628 | July 5 |

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| Destinatn. | Ships. | Class. | Tns. | Dock. | Date of Sailing. |
|---|---|---|---|---|---|
| Colombo .. | Ocn.Bauty. | A1 16 yr. | 585 | W.I.D. | July 8 |
| Do. ..... | Palmerston | A1 15 yr. | 855 | W.I.D. | July 25 |
| Malaba Coast | Star of Jamaica ... | A1 9 yr. | 306 | L.D.K. | July 20 |

No. 22, Great St. Helen's, E.C.

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In lieu of the "Fort Regent." Will meet with the usual quick despatch.

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To follow the Ocean Beauty. Will be despatched about the 25th July.

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Regular line of Packet Ship. To sail on the 10th July.

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With immediate despatch. Having a considera le portion of her cargo engaged.

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For Freight or Passage apply to NORRIS and JOYNER, 60, Cornhill, E.C.

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The London and China 新聞紙 Telegraph.

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON THE ARRIVAL OF THE FORTNIGHTLY ENGLISH, AND MONTHLY FRENCH MAILS FROM CHINA, JAPAN, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A SUMMARY OF NEWS FOR THE OUTWARD MAILS.

VOL. XI.—No. 319.] LONDON, MONDAY, JULY 12, 1869. [Price 9d., with Sup., 1s. 3d.—Sub. 30s. per ann. postage, included. Sup. 12s. extra.

# Latest Advices.

| Ports. | From London | Arrived out. | HOMEWARD. Received on Saturday. |
|---|---|---|---|
| JAPAN — Yokohama | March 17 | May 9 | May 14 |
| Yedo | — | — | May 12 |
| Osaka and Hiogo | — | — | May 20 |
| Hakodadi | | | |
| Nagasaki | — | — | May 10 |
| CHINA — Peking | — | — | May 8 |
| Tien-tsin | — | — | May 12 |
| Chefoo | — | — | May 13 |
| New-chwang | — | — | May 7 |
| Hankow | — | — | May 16 |
| Kiu-kiang | — | — | May 17 |
| Chin-kiang | | | |
| Shanghai | March 26 | May 12 | May 21 |
| Ningpo | — | — | May 19 |
| Foochow | — | — | May 22 |
| Formosa—Tamsuy | | | |
| Amoy | — | — | May 24 |
| Swatow | | | |
| Hong Kong | April 9 | May 19 | May 27 |
| Canton | — | — | May 26 |
| Macao | — | — | May 26 |
| PHILIPPINES— | | | |
| Manila | March 26 | May 11 | May 21 |
| COCHIN-CHINA— | | | |
| Saigon | — | — | May 14 |
| SIAM — Bangkok | — | — | May 19 |
| BORNEO—Labuan | — | — | May 13 |
| Sarawak | | | |
| JAVA — Batavia | — | — | May 23 |
| Samarang | — | — | May 21 |
| Sourabaya | | | |
| MALACCA STRAITS— | | | |
| Singapore | April 23 | May 26 | June 4 |
| Penang | April 23 | May 24 | June 6 |
| CEYLON—Galle | May 21 | June 13 | June 15 |

### THE MAILS, &c

The next inward mail will be that bringing dates from Yokohama to May 28, Shanghai June 4, and Hong Kong June 10; it is due here on Monday, the 26th inst. By telegraph our latest advices are (*via* Galle) in advance of the French mail leaving Hong Kong on the 7th June; and *via* Kiachta telegrams from Shanghai to June 23 came in to-day. The next outward mail closes on Friday next.

# List of Passengers.

### PASSENGERS INWARD.

By this mail, to Marseilles, per P. and O. steamer *Tanjore*, arrived July 9.—From Shanghai: Mr. A. Cummins, Mr. Josil, Mr. Godon. From Hong Kong: Mr. Hamlin, Mr. Giguel. From Singapore: Mr. Pool, Mr. Conperns, Mr. Maxwell. From Galle: Mr. Cunningham, Mr. Gow, Captain Godman.

To Southampton, per P. and O. steamer *Delhi*, expected to arrive July 16.—From Yokohama: Lieutenant Armstrong. From Hong Kong: Mr. Umacke, Staff Assistant-Surgeon Power, Mrs. Sterry and child. From Singapore: Mrs. McLean, two children, and two servants, Mr. McArthur, Miss Cooke. From Penang: Mr. Purgrias, Mr. Wormsley: From Galle: Mr. and Mrs. Birch and three children, Mr. Beckett, General Hodgson, Captain Napier, Mr. and Mrs. Green, three children, and servant.

### PASSENGERS OUTWARD.

Per French mail steamer *Peluse*, from Marseilles, July 10 (booked from London.)—To Shanghai: Mr. and Mrs. E. Tietzel. To Hong Kong: Mr. T. James, Mr. J. Higgins. To Singapore: Mr. W. Thomson.

Per P. and O. steamer *Mastilia*, from Southampton, July 10.—To Shanghai: Mr. Broughall. To Hong Kong: Mr. F. Cumberland. To Ceylon: Mrs. Halliley, child, and two sons, Mr. H. Skrine, Mr. W. B. Ainger, Mrs. Peddie.

From Gibraltar.—To Singapore: Mr. A. Mosley.

Per P. and O. steamer *Tanjore*, from Marseilles, July 18.—To Ceylon: Mr. F. R. Sabonadibre.

Per P. and O. steamer *Ripon*, from Marseilles, August 1.—To Batavia: Mr. and Mrs. Pietermaat. To Ceylon: Mr. W. J. Carver.

Per P. and O. steamer from Suez, August 8.—To Hong Kong: Mr. and Mrs. Bade, Mr. F. Dreyer.

Per P. and O. steamer from Suez, Sept. 5.—To Hong Kong: Mr. and Mrs. C. C. Smith.

Per P. and O. steamer, from Southampton, Sept. 4.—To Hong Kong: Mrs. Hackin

# Summary of News from the Far East.

## JAPAN.

### YOKOHAMA.

The present mail brings our advices from this port down to the 14th May. The outward French mail, with letters to March 17 and London telegrams to April 6, was received there on the 9th May. The *Japan Times* gives the following summary of the fortnight's new:—

The Mikado arrived in Yedo on the 9th May, and the Daimios are coming in fast. The Great Council of nobles, which has been on the point of assembling to settle the future constitution of the country any time these three years, is really now to meet. The most important subject for its deliberation is, of course, the proposition made by a majority of the leading men in the country to concentrate the whole civil, military and naval power in the hands of his Imperial Majesty, to abrogate the independent rights and privileges of the several Daimios, as princes, and to make of them high officers, governors of provinces, &c., under the supreme Government, and thus to consolidate the power of Japan, and enable it to take its legitimate place among the nations. Of the value of this proposal to the country there can be but one opinion, and so far as our necessarily limited view of Japanese political movement extends, there seems to be little danger of its rejection. That such extension of the Mikado's material power over the country will be followed by the opening of the whole of Japan to Foreign enterprise there can be no manner of doubt, and it is clearly our interest now to support and strengthen the Central Government by every means in our power.

We shall be glad to be able to report the settlement of affairs in the North. The Imperial fleet, including the *Stonewall*, has arrived in safety in Awamori Bay, where about 12,000 troops are understood to be concentrated, and we are in daily expectation of hearing of the commencement of hostilities.* The presence of Foreigners in the camp of the fugitive *kerais* of Tokugawa has materially complicated the question. But for these few French officers the pirates would have long since yielded without a blow; they have encouraged, taught, and assisted them to resist, and such is the *prestige* and real value, too, of Foreign skill in the art of war that, overwhelming as is the Mikado's power compared to that of the handful of rebels opposed to it, it may be long before his authority is re-established, and his forces may have to undergo shameful defeat. It is surprising, and is the subject of universal comment, that the representative of France in Japan, after his formal acknowledgment of the Mikado as supreme ruler of the country, has hitherto refrained from demanding from Enomoto the rendition of the French officers now with him, some of whom are actually deserters from their flag. It is quite worthy of notice that during the fortnight three cases of assault upon Frenchmen have occurred in Yokohama. An attempt has also been made to fire the French Legation. It is difficult to disconnect political feeling from these outrages.

The concourse of Daimios to Yedo has naturally filled the Tokaido with *samourai* from all parts of the country, many inimical to Foreigners, and most ignorant or careless of the new laws enjoining them to treat us with respect. The consequence has been that during the fortnight several passengers have been stopped on their way to or from Yedo, and ordered, in some cases compelled, to alight from their carriages while a noble's train was passing. Among those so challenged have been Captain Chandos Stanhope, of H.M.S. *Ocean*, the senior naval officer, and Russell Robertson,

* Since the above was written, we have received information of an attempt to cut out the *Stonewall* on her way up, of which we give particulars below.

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Esq., H.M. Vice-Consul for Yokohama and Yedo. The matter has been warmly taken up by H.M. Minister, and no doubt proper apologies will be made, and any renewal of the annoyance is not anticipated. To the Mikado we are willing to leave the road clear, as to our own Sovereign or to any Foreign Monarch moving in state along our own highways, but the nobles of Japan must be content with the same or less attention than we pay to our own aristocracy.

We are glad to be able to state that the accident on the Tokaido, due to the carelessness of a Foreigner, which we mentioned last mail, turns out to have been unattended with fatal results. The two children who were left for dead, and for some time were insensible, recovered, and a new massacre of the innocents has not to be added to the long catalogue of such sacrifices. We are ashamed to say that the culprit is a man under the protection of the English flag. Some small pecuniary fine has been levied on him, we hear; he would have been deported by Sir Rutherford Alcock.

The Foreign Ministers have made no sign as yet upon the currency question, the memorials addressed to them being still unanswered. We look for a meeting of the Chamber of Commerce shortly, when these memorials will be produced, and we shall be able to discuss them.

The other important local subject, that of municipal reform, has not been neglected. The committee whose appointment we recorded in our last has completed its work, and its address to the Ministers is ready for presentation immediately after the departure of the outgoing mail.

### NAVAL ENGAGEMENT IN MIACO BAY.

We (*Japan Times*) are in possession of full particulars of a naval engagement, or, rather, a surprise, in Miaco Bay, in which the *Eagle*, the best ship of Enomoto's piratical squadron, distinguished herself by a most gallant attempt to cut out the ironclad *Stonewall*. Our authority is the European captain of one of the Mikado's fleet, whose ship was in the action, and the following account may be relied on as accurate:—

The Mikado's fleet, having reached on the 12th of April Miaco Bay (rather more than half-way to Awamori, where we have heard of their subsequent arrival), lay there till the 6th May, the weather being rather misty. About 5 A.M. on the 6th a strange sail was seen from the deck of the *Bushi Maro* (late *Filipino*), flying American colours. Captain Webster, an English officer in command of the *Filipino*, immediately made her out to be the *Eagle*, and warned his Japanese crew to prepare for action. No preparations were made on board the *Bushi Maro*, nor, indeed, on board any other of the Imperial ships, the *Stonewall's* broadside guns, in particular, being still hampered up with firewood and tubs of *saki* and provisions, as on board all Japanese vessels under Japanese control. After reconnoitring for some time, and seeing that no preparations were making to receive her, the *Eagle* put on a full head of steam and came straight into the harbour, passing close to the *Filipino*, which had hoisted English colours, and drove stem on to the *Stonewall*. There is only one way of accounting for this piece of stupidity—that, in the excitement of the moment, the order "full speed astern" was mistaken for "full spead ahead;" for before she struck the ironclad she was seen to stop her engines once. Of course the result was that the *Eagle's* bow was completely stove in, and we have probably heard the last of her, for she must have been in a sinking condition when she afterwards fled. Very little damage was done to the *Stonewall*, of course, her bulwarks only suffering. A gallant attempt was then made by the *Eagle's* crew to board the ram, under cover of a very heavy fire of musketry, but it was unsuccessful, every man who reached her deck being immediately cut down. Just then a young Satsuma man on board the *Filipino* foolishly fired his rifle and brought down upon the transport the broadside of the *Eagle*.

A fire was kept up on her from three guns, one loaded with heavy conical shot, the other two with grape and canister; the crew being unprepared to reply, ran below, and had she been boarded she might have been taken with the greatest ease. Two of her officers, two paymasters, two boatswains and six men cut the falls of a boat in the davits, dropped into it and made for the shore. For fifteen minutes the captain was the only man left on the deck. One conical shot came in through the side, went through two Japanese cabins, the captain's cabin, the engineer's cabin and the engine room door, finally breaking off two large iron bitts and going out through the other side. Another passed through the side, the cook-house, killed three men and wounded four, then passed through the European officers' mess-room, smashing their crockery and preserved provisions, and finally through the other side. A third struck about four inches above the water line, making a hole which had to be plugged and covered with lead and copper before the ship could move. The whole of her starboard side was pitted with the grape and canister, and the rigging, masts and sails badly cut up. The captain's steward got a rifle bullet through his leg, being the only man wounded. By this time another of the Imperial ships, the *Keangsee*, had prepared for action, and opened fire on the *Eagle*, upon which she turned round and steamed out of the harbour. She must have suffered considerably, besides the probably fatal damage to her bow, for what men were on board the *Stonewall* (part of her crew were on shore) kept up a sharp fire of rifles upon her decks at about pistol-shot distance. Of seven Foreigners noticed on her bridge when she came into action three were seen to fall, and, as we have said, none of the boarders that attempted to take the *Stonewall* escaped.

Two gunboats were hovering about outside during the fight, bur did not enter the bay, and took no part in the affair. As soon as steam could be got up on board the Mikado's fleet and the men shipped, the ships got under way in pursuit, the *Filipino* being sent down with forty wounded men, her own and the *Stonewall's*, to Yedo, where she arrived on the 9th inst. We have since heard of the arrival of the Imperial fleet in Awamori Bay, but nothing had been seen of the *Eagle* or her companions. There is reason to believe that Enomoto was made acquainted with the unprepared state of the Imperial fleet while it was lying in Miaco Bay.

## YEDO.

### THE JAPANESE PARLIAMENT.

The Japanese House of Representatives was formally opened on the 18th of April. It consists of 276 members, each representing a Clan or Daimiate, and elected by its councillors. The Japanese Parliament in its present crude form does not profess to represent the opinions of the nation, but only of the *Kerais*: the Kuges and Princes now assembling in Yedo at the summons of their Sovereign will compose an informal Upper House, consisting of the high nobility, meeting in the presence of the Emperor. As yet the people at large are unrepresented; their measure of political life is confined to the privilege of thrusting complaints or suggestions into boxes erected in various places for their receipt. Even this, however, is an improvement on the past, and the Japanese expect soon to see commerce represented in the National Council.

The opening of the House of Representatives was attended with some ceremony. More than two hundred of the members were present, and a number of the highest dignitaries in Yedo, dressed in their robes of state, also attended as spectators. Prince Akidzuki Ukio no Sake occupied his Presidential seat, and read out an Imperial Message commanding the House to commence its labours in the country's cause.

The rules of procedure of the House have not yet been definitely settled; a scheme, however, has been drawn up and privately circulated, rather, perhaps, with the view of eliciting opinions and of courting discussion than with the idea that it is to become permanent law. The Japanese have in some respects adopted the American system, particularly in the proportionate majority, and the important provision that members of the Government shall not sit in the House.

The Imperial message to the House was as follows:—

"Being on the point of visiting our Eastern capital, we have convened the nobles of our Court and the various princes in order to consult them upon the means of establishing the foundations of peaceful government. The laws and institutions are the basis of government. The petitions of the people at large cannot be lightly decided. It has been reported to us that brief rules and regulations have been fixed upon for the Parliament, and it seems good to us that the House should be opened at once. We exhort you to respect the laws of the House, to lay aside all private and selfish considerations, to conduct your debates with minuteness and firmness; above all things, to take the laws of our ancestors as a basis. Adapt yourselves to the feelings of men and to the spirit of the times. Distinguish clearly between those matters which are of immediate importance and those which may be delayed, between things which are less urgent and those which are pressing; in your several capacities argue with careful attention. When the results of your debates are communicated to us it shall be our duty to confirm them."

## CHINA.

—o—

### SHANGHAI.

(FROM OUR OWN CORRESPONDENT.)

SHANGHAI, May 20, 1869.

The Pacific mail, three days overdue, arrived on the 8th inst., bringing Washington dates to the 4th April. All the European news had been anticipated, but by the *Niger* (Diamond line) we received on the 9th London telegrams to the 14th April, which had been brought on from Calcutta to Hong Kong. On the 12th the English mail of the 26th March reached us, with telegrams to the 17th ult., and on the 15th the Chamber of Commerce received, *via* Kiachta, a London telegram to the 27th ult.

On the 16th inst. Mr. Bonman, the newly appointed agent of the P.M.S.S. Company arrived; Messrs. Russell and Co. will therefore be relieved of this agency for the future.

The *Huntley Castle*, the first tea-ship of the season, was despatched on the 9th inst. for Hankow, in tow of the S.S.N. Company's steamer *Moyune*, by Messrs. Adamson, Bell, and Co. Several vessels have since gone up the river.

The firewells recently constructed by the Municipal Council have proved failures, but fortunately very little money has been expended upon them. Calculated to provide as much water as would keep a local fire-engine, known as "The Deluge," pumping for twenty-four hours, actual experiment has proved that that identical engine pumps them dry in seventy-five minutes.

On the 17th inst. the balance of the China Fire Insurance Company's claim of £2,849 on the Commercial Bank Corporation, on

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which ten per cent. has already been paid, was sold for Tls. 2,100. A similar claim on the estate of Mackellar and Co., on which three per cent. has been paid, was purchased for *one tael*.

Notifications have been issued announcing that for the future the import duty on clocks and watches alike will be five per cent. *ad valorem*. By the tariff the import duty on clocks has hitherto been five per cent., and on watches one tael per pair. The two are now made uniform.

Boat-races were held on the river a few days ago, between (1) two eight-oar gigs, (2) two fourteen-oar man-of-war launches, and (3) two four-oar gigs. We have, however, become wonderfully callous to amusements, and very few of the residents cared to witness the events, which were, I believe, very keenly contested. Cricket matches are now the order of the day. One between the "first eleven" and the "second twenty-two" of the club, completed on the 8th inst., resulted in a victory for the former, who made up the score (126) with nine wickets to go down.

The Philharmonic Society gave their last concert for the season on the evening of the 17th inst.

The Supreme Court has recently been occupied with a case in which the the Municipal Council were the plantiffs, and Messrs. Gibb, Livingstone, and Company defendants. Judgment was delivered on the 8th inst. I sent you a copy by the French Mail, which left this on the 14th inst., and I would beg attention to the protest made in it, against the utterly unjustifiable and unstatesmanlike remarks of the Duke of Somerset, in regard to this settlement. These remarks were also made the subject of bitter comment at the meeting of the Chamber of Commerce, held on the 8th inst. The proceedings of that meeting I sent you (by French Mail), and you have no doubt already noticed the salient points of discussion.

The Consular report of Chinkiang trade for the year 1868 has just been published here. It is worth noticing that there was an increase of 70 per cent. on imports over 1867, and of 450 per cent. if opium be left out of consideration. The surrounding districts are rapidly recovering from rebel devastation, and are now both populated and cultivated. Of Grey Shirtings, during 1868, 174,780 pieces were imported as against 14,384 in 1866. This promises something like an "opening up of the country."

It is stated that the market for the new tea crop has been opened in some of the country districts at low prices. Musters are expected in Hankow about this date, the tea being contracted for at rates varying from Tls. 22 to Tls. 26 laid down at Hankow.

On the 2nd inst. the new Church of St. John the Evangelist at Hankow was opened. Morning prayers were read by the Rev. A. C. Hohing, of the American Episcopal Church, the communion service by the Rev. E. W. Syle, of Shanghai, and the sermon was preached by the Rev. Canon M. Clatchie, from the text Heb. x. 25. The entire community at Hankow has contributed liberally to the fund necessary for the erection and decoration of the church, and it is said that the result is extremely satisfactory.

Letters from the North announce the bursting of the banks of the Peiho, so that water communication with the North-Western Provinces has been stopped. In my last letter I told you of a rumoured misunderstanding at Peking between the French Secretary of Legation and a brother of the Prince of Kung, mentioning at the same time that although ample time had elapsed no confirmation of the story had been received. I now send you a circular letter, addressed by M. Dabry, Acting Consul-General for France, to the local papers :—

Shanghai, le 14 Mai, 1869.

Monsieur l'Editeur,—Je vous prie d'insérer dans un des premiers numéros de votre estimable journal la rectification suivante :

Le Consul Général de France est autorisé a déclarer qu'il n'existe aucune affaire entre la Légation de l'Empereur et le Tsong-ly-Yamen de nature à troubler leurs bonnes relations. Tous les bruits qui ont couru à Shanghai et que les journaux ont rapportés n'ont pas de fondement.

Agréez, Monsieur l'Editeur, l'assurance de ma considération très distinguée. P. DABRY.

On the 8th inst. letters, under date of the 25th April, were received from the Yangtsze exploring expedition. The gunboat had been left at I-chang, as it was not deemed advisable to attempt to stem the rapids in her. Messrs. Swinhoe, Michie and Francis, Lieutenant Stokes, of the *Opossum*, and two surveying officers went on in a native junk as far as Kuei-fu, a station one hundred miles from I-chang. Kuei-fu is the Quai-chow of Captain Blakiston. The people proved extremely civil and obliging. At Kuei-fu the commissioners were fortunate enough to meet one of the sexennial tribute-bearing embassies from the Lama of Thibet. A member of the embassy stated that he knew Mr. T. T. Cooper, and had exchanged a mule for his gun at Ta-tsien-lu. On the 18th intelligence reached us that the surveying party had arrived at Hankow from I-chang, where they had last been heard of. They have prepared plans of the rapids and maps of I-chang and Shasi. The river was found to be navigable beyond Yoh-chow only for vessels of seven feet draught, and the rapids are believed to be altogether impracticable for foreign craft. The commissioners had not returned from Chung-King, but the *Opossum* was awaiting them at I-chang.

A slight affray between a party from the Russian gunboat *Sable* and a Corean village is reported. One of the naval officers had gone ashore on the Corean coast for a little shooting, and was fired upon by a body of soldiers, who issued from a fort near where he had landed. The gunboat immediately opened fire on the fort, and landed a party, by whom the officer was brought off.

Mr. W. M. Cooper has been appointed acting Consul at Taiwan vice Mr. Gibson, and has been relieved at Chinkeang by Mr. G, Jamieson. Mr. Gibson is removed to Canton, vice Mr. Mayers on temporary leave of absence.

The Shanghai Gas Company seems at last to bear some promise of success. At its annual general meeting, held on the 18th instant, it was resolved to devote the profits of 1868 (equal to Tls. 13,000, or about 11 per cent. on the paid up capital) towards paying off the debentures, which will thus be reduced from Tls. 40,000 to 27,000.

The Shanghai Club is in difficulties again, and rumour says will probably be shut up for a time, and re-opened on another system. The shareholders are now calling on the members to increase their subscriptions by another dollar a month, and if this measure is agreed to they may tide over their present danger.

## FORMOSA.

From Formosa we (*China Mail*) learn that there is local trouble at Gauchai, a place about 100 miles north of Takow. The inhabitants shut their gates against the new General-in-chief, on his going up with a force of Honam braves, to attempt the capture of some people who had been doing a little quiet piracy. Report says he was thoroughly defeated on trying to storm, but that on the arrival of the Anping governor with more men a settlement was come to and the place was nominally taken, some men being executed. [Qy., the pirates.] This place is always giving trouble, and is a very hotbed of piracy. It is a pity that the general was not more successful; but the native merchants appear to look upon the expedition as a failure.

Mr. Gibson, H.M. Consul, is still at Takow, and will, we believe, not move until relieved. We trust he will not go until Leong Taoutai is removed, according to the promise of the special commissioner. The latter is still at the Yamen, however, and since the death of the old Fu, has actually resumed his duty, although Foreigners do not, of course, recognise him. The new Fu, general and other officials, appear, from all we can learn, to be good men, and anxious to get on well with Foreigners.

## HONG KONG.

Advices from this port extend to the 27th May. The English mail of April 9 arrived out on the 19th May, with London telegrams to May 1. The French mail of April 18 was hourly expected. The following summary of news is chiefly from the *China Mail* :—

H.M. gunboat *Bouncer* has been doing some good service in discovering pirates.

The libel case, at the instance of the Macao Procurador, against Mr. A. de Souza, printer and publisher of the Portuguese newspaper *Echo do Povo*, came on for hearing at the Criminal Sessions on 18th inst. Defendant's counsel applied for time to plead, saying that in the meantime the proceedings instituted against plaintiff by his own Government in Macao would have been decided. Justification on the ground of the truth of the libel it was intimated would be the plea put forward. Another application was made to quash the information, upon several grounds; but the argument on this point was postponed to another day. The trial was adjourned to the June Sessions.

At Macao, Mr. Gregorio Jose Ribeiro, who has filled the office of Colonial Secretary for the last nine years, has retired, and Mr. Joao Climacho de Carvalho is appointed in his place. Senhor Fernandes, the Superintendent of Chinese Emigration from Macao, has resigned his office; the Acting Attorney General has, at his own request, been suspended, Mr. Francisco Silveira being appointed in his place. These changes do not, it is said, exhaust the list.

Although the recent difficulty at Peking turns out to have been trifling in its nature, we cannot say that either the public or the papers were wrong in attributing to it much possible importance. The true version appears to be that a coolie belonging to the French Legation was struck by Prince Kung's brother for jostling his horse. An apology was claimed; the Tsung-li-yamen replied that the Charge d'Affaires was moving without any escort to mark his rank, and it really was not known that the coolie belonged to his train. Had they known it, he would not have been struck. So far there is nothing to complain of. The argument used by the Chinese is unanswerable. But we cannot help suspecting that more must have transpired than this simple narrative would lead us to believe. We know upon positive authority that the Foreign ministers generally supported the demand for an apology, and this they would scarcely have done had the evidence of intentional insult been so exceedingly slight. . . . . .

While we may, therefore, dismiss from our minds any further speculation as to probable results from this cause, it will not be unprofitable to take note, not merely of the readiness with which such rumours are received by Foreigners generally, but the eagerness with which warlike predictions are uttered so soon as the faintest suspicion that a difficulty has arisen is conceived. We could scarcely have a better exemplification of the state of feeling generally than that just afforded us by the circulation of reports regarding an insignificant squabble scarcely even worthy of the name of a diplomatic "difficulty." It is perfectly evident that

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all Foreigners in China are anticipating, and we may almost add hoping for, the commission on the part of the Chinese of some overt act of hostility which will blow Mr. Burlinghame's misrepresentations and Lord Clarendon's suicidal policy to the winds, and coerce either the British or some other government into taking immediate measures of a warlike nature. We commend to the consideration of our home authorities the feeling thus evinced, and would furthermore remind them that though our interests undoubtedly—at present—preponderate, other nations have interests at stake also. France and Russia may be termed the war-policy Powers; Prussia, the United States and others being those by whom coercion would probably not be attempted. But a spark may give rise to the eruption which but waits to burst out on the part of either of the former, and if France commences a war with China we must either join or abdicate our position.

From Swatow we hear that a portion of the British Consulate fell in with a crash on the 20th instant, and some fear is entertained lest the whole house follow. Much dissatisfaction prevails at the withdrawal of protection, and it is supposed that Chow Chao Fu, lately opened by H.M.'s energetic representative at that port, will have to be again closed.

The *Gazette* gives the following account as the duly-certified average amount of bank-notes in circulation in Hong Kong during the month ending 30th April, 1869:—

| Banks. | Average amount. | Specie in reserve. |
|---|---|---|
| Oriental ... .. | ... dols. 336,826 | dols. 112,276 |
| Chartered Mercantile ... | 526,430 | 200,000 |
| Chartered ... ... | 287,380 | 100,000 |
| Hong Kong and Shanghai | 1,163,480 | 500,000 |
| Total ... | dols. 2,314,116 | dols. 912,276 |

It is notified that the Lubeck, Hamburg, and Oldenburg Consulates at Hong Kong have been suppressed by their respective Governments.

The prisoners charged with the murder of Mr. Holworthy are still awaiting their trial. Additional evidence against them, it is said, is being collected and put in form from various sources.

### KIDNAPPING IN TONQUIN.

We have been placed in possession of some startling information regarding the kidnapping which goes on in the Tonquin Gulf. Our authority is derived from the statements of European eye-witnesses, who speak the language of the locality, and have seen enough to satisfy them that the evils described to them by natives are not exaggerated. As will presently be seen, Hong Kong has, if the reports be true, a vivid interest in making full inquiry into the facts, which are said to be as follow:—

1. That within the last two years the number of Annamites kidnapped by the crews of piratical Lorchas from the South of China amounts to twenty thousand persons.

2. That within one of the missionary districts in the Tonquin territory six hundred women have disappeared during the past year.

3. That our informants came to Backhoi in company with a lorcha freighted with kidnapped Annamite girls, who were sold by the pirates at that and other Chinese ports. The captain of the pirate junk offered some of these girls to the master of the passenger junk, but they were refused.

4. That according to the missionaries labouring amongst the Annamites, hundreds of Annamite girls are sold to Chinese coolie-crimps, and exported by them to the United States and other parts of America. It is also alleged that many of the women carried by the Pacific Mail steamers are thus stolen from Annam. Others in great numbers are sent to various points on the China coast for the purpose of prostitution—Macao, and even Hong Kong, receiving some.

5. That the Chinese subordinate officials are aware of the practice, but are heavily bribed to connive at it.

Such are the statements, put in the simplest possible form. They demand an immediate investigation. If, as asserted, vessels leaving Hong Kong carry women thus kidnapped, a British port is being used as a depot for a traffic as nefarious as anything which has yet been dragged to light regarding the "emigration system." If, again, the Pacific mail steamers or any other vessels carry passengers thus kidnapped and sold, they are in effect carrying slave cargoes, and the U.S. Consular authorities should make immediate inquiry. No half measures will be sufficient; a practice so disgraceful (in which, of course, hitherto our own officials and the Mail Company can only have been unwitting agents) must be stamped out. Of course we have no right under treaty to interfere with any kidnapping operations conducted by Chinese upon Annamites. But we are much mistaken in the spirit of our executive—and we may fairly add of the American officials and agents also—if they do not hold the claims of humanity and the actual evil inflicted upon our reputation in Chinese eyes as somewhat superior to the rendering of an inoperative document. We shall see.

Considerable discussion has been caused (says the *Overland Trade Report*) by the intelligence, which has come from an authentic source, that the Chinese Government have applied for permission to appoint a Consul to Hong Kong. The manner in which this proposal was made leads to the impression that the object of the measure is to collect taxes from the natives on the trade of the port, as a proposition was to that effect, which was of course refused, was made to the British Minister before the one for the appointment of a Consul. Of course, if the Chinese Consul merely confines himself to taking steps to secure that the proper duties be paid at the places of import on goods exported in junks from Hong Kong, there can be no objection taken, but it is feared he may make use of his position to attempt to levy taxes in the place, or to do what would be equivalent to it, which would be contrary no less to sound principle than to the interests of the colony.

## BORNEO.

(FROM A CORRESPONDENT.)

LABUAN, May 13.

There is only one matter of public interest here, and which, I think, worth your notice, which is the solution of the labour question by the Governor. The great difficulty heretofore has been the want of labour, the population on the island being too small to furnish the number of hands required to work the coal mines, and, of course, workmen had to be brought here at considerable expense and trouble. But, besides the number of regular hands required for working the mines, you can understand how that, occasionally, we have to employ twenty, thirty, or even fifty men for a few days to get a piece of work out of hand; but, as there was no population to fall back upon, a large number of idle hands had to be kept about the place in case of emergency. This difficulty has happily been got over by the Governor, who now allows the manager of the mines to have the use of any number of convicts he may require, and thus places him in a position to work the mines with fewer hands than he could otherwise do, and it is owing to this, I believe, more than to anything else that the mines are now being worked with good prospects of success.

## STRAITS SETTLEMENTS.

### SINGAPORE.

(FROM A CORRESPONDENT.)

SINGAPORE, June 3.

The steamer *West Indian* has left for Hong Kong, consigned to Messrs. Jardine, Matheson, and Co, and is understood to be chartered to load at Foochow for London. According to the published accounts from China there are three of Holt's line of steamers engaged to load at Foochow and Hankow, and also the *Erl King*, which has been for some time running on the coast.

It is rumoured here that the *Glengyle*, now running between Calcutta and Hong Kong, has been sold by her owners, Messrs. Jardine, Matheson, and Co., to the Union Steam Company for the Yangtze traffic. This company very much requires such a steamer.

The new boat for Messrs. Jardine's Calcutta line, the *Glenartney*, is expected here from home, under the command of Captain Bolton, in July. It is stated that two boats are now building on the Clyde, and will shortly follow the *Glenartney* for the China coast trade. Captain Hamlin, who lately sold the steamer *Negapatam* in China to Mr. E. A. Reynolds for 25,000 dols., is a passenger by the present mail for England.

The refusal by Messrs. Maclaine, Fraser, and Co., as agents for the insurance offices, to pay the claims of a China firm accruing at the late fire—which was communicated a few mails since—has been arranged and the claims paid under legal advice, owing to the unreliable nature of Chinese evidence to prove arson. The effort of Mr. Duulop, the partner of Messrs. Maclaine, Fraser, and Co., is nevertheless very praiseworthy, as the tendency of natives in these places to impose on insurance offices is very strong.

### GOVERNOR ORD'S VISIT TO JAVA.

The *Penang Gazette* says: "The Governor will proceed to Batavia early in June to meet the Governor-General of Netherlands India. We understand that the Foreign-office, for which Sir Harry Ord ably and satisfactorily conducted a negotiation with the Dutch Government some years ago at the Hague, has entrusted him with the duty of discussing with the Government of Netherlands India the objections that have been taken to the acquisitions of territory which that Government has long been making on the east coast of Sumatra. Sir H. Ord's efforts will doubtless be principally directed to obtaining an effective guarantee that our trade with the Pepper ports will not, at any future time, suffer from heavy duties or monopolies. If he succeeds in this, there can be no question that it will be for our interest, as it clearly will be for that of the Malay and Batta natives, that all the countries on the east coast should exchange their present semi-piratical slave-dealing and sharp trading rulers for a strong European Government."

The *Straits Observer* has the following on the same subject:—"His Excellency has taken advantage of the opportunity to have the *Peiho* painted, gilded, and decorated, at an expense, we are told, of not less than 3,000 dols., after which she will be docked, and have her bottom cleaned. From the fact that his Excellency goes in the *Peiho*, and not in the *Rinaldo*, we are seriously inclined to doubt the accuracy of the *Gazette's* information. But should it prove true, the public will hardly rest content at being burdened with the expense of the

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trip. The same remark will apply equally well in the event of it being merely a holiday excursion. As the *Rinaldo*, we believe was willing to convey his Excellency, had he been inclined to avail himself of her, the despatch of the *Peiho*, we think, demands some official explanation. It is generally understood here that the *Rinaldo*, was asked, not to convey his Excellency, but to convey the *Peiho*, and that because he could not go in right regal style, with a man-of-war to escort him, he determined to go in his own yacht,—that is, the Colonial steamer perverted to that use. We shall have more to say on the subject of this Java excursion by-and-bye, and are only awaiting the end of the laughable farce that is being played to acquaint the public with the full extent of the folly."

## CEYLON.

(FROM OUR SPECIAL CORRESPONDENT.)

GALLE, June 15.

The S.W. monsoon, which is late this year, is now on us. The *Emeu*, which arrived on the 12th June, was nine days from Singapore, including the stoppage at Penang of six hours, and experienced a strong S. and S.W. wind. The *Deccan*, from Suez, with the London mail of 21st May, arrived on the 13th, and brought the Governor, Sir Hercules Robinson, and family, and also the new commander of the forces, General Renny, to relieve General Hodgson, who goes home by this mail. Sir Hercules stops in Galle for a day or two, and then proceeds to Colombo.

The *Surat* arrived yesterday from Calcutta for Suez, and leaves to-day with about one hundred passengers, including those from Australia, China, Java, Singapore, &c. The *Geelong*, from Australian ports, also arrived to-day, and the *Behar* from Bombay. We have five P. and O. Company's steamers in this miserable harbour. To coal and transship cargo for these vessels is almost a miracle, and reflects the highest credit on the P. and O. agent, Captain Bayley. Telegrams from Calcutta announce a cyclone, but no particular damage to houses or shipping.

It is believed that Sir Hercules Robinson is now fully prepared to go into the question of a breakwater, and decide on the best plan for making the harbour secure. The erection of wharves should certainly be included in the scheme. There will be a special tax levied on shipping and goods to meet the interest on outlay. Something must be done, for the present state of things is intolerable. The Home Government have at length decided to build the lighthouse on the Great Basses rock, the neglect of which you have so often called attention to.

The Oriental Hotel here (Galle) is a great boon to the large gatherings of passengers which meet at Galle, but, like most things of the present day which are in any way successful, it is not large enough. The two upper stories are devoted to married folks, and the lower one to bachelors. The dining saloon is a fine room, accommodating one hundred. The manager, Mr. Barker, conducts the establishment with great ability considering the masses suddenly thrown on his resources. In the old times the hotels were completely taken charge of by the passengers, but in Mr. Barker they find a competent and obliging man.

# Commercial Report.

## STRAITS, CHINA AND JAPAN IMPORTS.

YOKOHAMA.—There was a decidedly better tone in the market, though the business done had not been large. We are able to report a light advance in our staples of cotton goods, and holders were firm. Woollens and Fancy Goods had not shared in the improvement; Metals were much as last quoted. The current quotations were as follow:—Cotton Yarn: Nos. 16-24, per picul, $47.50 to 48.25; 28-32, $48.50 to 49.50; 38-42, $49.50 to 51. Cotton Piece Goods: Grey Shirtings, 7 lbs., per piece, $2.45 to 2.50; 8¼ to 8½ lbs., $2.77½ to 2.82½; White Shirtings, $2.80 to 3.60; T-Cloths, $1.80 to 2.25; Camlets, S, per piece, $13.50 to 14.50; SS, $12 to 13; Long Ells, $8 to 9.50; Blankets, per lb., $0.40 to 0.45. Metals, &c.: Iron, nail rod, per picul, $3.30 to 3.60; hoop, $3.10 to 3.40; bars, $3.30 to 3.60; pig, $1.05 to 1.15; wire, $6.50 to 7; Lead, $7.50 to 7; tin, $17 to 18; tin plates, $6.75 to 7.

TIENTSIN.—The market was quiet, there being only a demand for local consumption.

SHANGHAI.—Cottons: The principal business during the fortnight had been in Drills and T-Cloths, of which a fair quantity had been sold both of Goods to arrive and on the spot. Prices of these articles show no important alteration, but other descriptions were rather lower, the market generally being very quiet. Woollens: At the ruling low prices, Long Ells had attracted some attention for speculation. In Spanish Stripes and Medium Cloth no improvement had taken place. Crape Lastings and Lustres were in request, as also Plain and Figured Orleans, of which moderate sales had been made. Metals: Nail Rod Iron had been rather more inquired after, and holders having given way slightly on their demands, sales to the extent of 5,000 to 6,000 bdls. had been made at Tls. 2.8.8. to 2.4.5 per picul. An invoice of Round Iron had also been placed at Tls. 2.5.2 per picul, being an advance of 2 candareens per picul. Lead: 250 piculs had been received from Hong Kong and about 3,200 piculs per *Lennox Castle*. Buyers were extremely cautious. Sales of L B had been made at Tls. 6.2.0 to 6.2.5 and 6.30; there were sellers at Tls. 6.1.5 Sales to arrive by March ships had been made at Tls. 5.75. Coal: The prices of most descriptions of Coal had been reduced to low figures, owing to abundant supplies still on the market. One cargo of Australian was sold at Tls. 6.5.0 per ton, and a cargo of Cardiff at Tls. 8.2.5 from ship. Transactions in other kinds had been chiefly in small parcels. The arrivals had been: From Great Britain, tons 1,308; Australia, tons 2,147; Japan, tons 128; Formosa, tons 320;—in all, tons 3,903, of which tons 1,655 were to order. The following were the current quotations:—Grey Shirtings, 7lbs., per piece, Tls. 2.0.0 to 2.0.4; 8.4 to 8.6 lbs., Tls. 2.2.2 to 2.2.6; 9 to 9.12 lbs., Tls. 2.7.0 to 3.1.5. White Shirtings, Tls. 2.2 0 to 3.2.5. T-Cloths, 6 lbs., Tls. 1.4.5 to 1.8.0; 7 lbs., Tls. 1.6.5 to 2.0.0; 8 to 8.4 lbs., Tls. 2.1.5 to 2.5.0. American Drills, 40 yards, Tls. 4.2.0 to 4.3.5. American Jeans, 30 yards, Tls. 3.6.5 to 3.7.0. American Sheetings, 40 yards, Tls. 3.8.0 to 3.9.5. English Drills, 40 yards, Tls. 3.9.5 to 4.1.0. Dutch Drills, 40 yards, Tls. 3.8.0 to 3.9.5. Camlets, English, SS Tls. 12 to 12.6. Spanish Stripes, per yard, Tls. 0.5.5. to 0.8.0. Medium Broad and Habit Cloths, Tls. 0.9.0 to 1.6.0. Long Ells, per piece, Tls. 6.4.5 to 6.5.5.

HANKOW.—The market had been inactive, owing to discouraging advices from the interior and scarcity of money, which was to a considerable extent locked up in the Tea districts. Gray Shirtings had been sold to a limited extent. Closing quotations were:—Tls. 2.0.2. to 2.0.4. for 7 lbs.; Tls. 2.2.1 to 2.2.5. for 8¼ lbs.; and Tls. 3.0.8. to 3.2.2. for 9½ lbs. White Shirtings had declined, quotations being 56 to 60 reed, Tls. 2.2.0. to 2.3.5.; 64 to 66 reed, Tls. 2.4.5. to 2.6.0. T-Cloths were unsaleable; 7 lbs. were quoted at Tls. 1.7.0. to 1.9.5. Drills.—Fair inquiry for good English, at Tls. 3.9.5. to 4.0.0. Fancy Goods had been dull. Woollens and Worsteds: Camlets—No change in prices, demand less active. Lastings were not in request. Scarlet Long Ells slightly lower, but assorted colours firm. Spanish Stripes showed but little improvement. Medium and Broad Cloths were not inquired for; Figured Orleans were not wanted, and prices were weak.

FOOCHOW.—The following transactions had constituted the business of the fortnight:—1,000 pieces 8¼ lbs. Gray Shirtings, at $3.05 per piece; 700 pieces 7 lbs. T-Cloths, at $2.50 per piece; and 16 piculs White Wax, at $200 to 202 per picul.

HONG KONG.—The following is from Messrs. Olyphant and Co.'s Circular, dated 26th May:—Cotton Yarn: Transactions have been smaller than for some time past, and a quieter feeling has prevailed throughout the interval. Dealers who bought fairly, previous to the despatch of last mail, of Nos. 16 to 24, have been unable to quit their purchases, and with considerable unsold stock upon their hands, and the uneasiness occasioned them by the increase in quantities upon offer by late arrivals, they have stopped buying, and a concession will have to be made by importers before business is resumed. The market for these Nos. is weak, and the quotation is lower. Nos. 28 to 32 maintain their value, but no sales have been made and no demand exists. Nos. 38 to 42 have been in fair request, and holders have succeeded in putting the rates rather higher; at the close the inquiry continues good at the advance. Piece Goods: A fair amount of business was done during the first of the fortnight at previous rates, but the arrival lately of several home ships with considerable quantities of manufactured goods, has had a depressing effect, and a decline in quotations is the consequence. Grey Shirtings of all weights are down 2½ to 5 cents. in value; 7lb. meet with sale at the decline, as the demand has existed most for this weight, and stocks are light. 8.4lb. are altogether neglected, and Chinese dealers, in fear of an overplus of stocks, are willing to sell upon the market at the decline. T-Cloths have been acted upon by a like pressure, and good qualities are 5 cents per piece lower. 6lb. of common make have undergone no change, and a fair inquiry continues at last rates. 7lb. at the decline show a slight margin to dealers, and some demand is still noticeable. White Shirtings are lower; the request for 54 to 60 reed continues, but 64 to 66 and 68 to 72 are not wanted. Favourite chops of good fine move off fairly, and we note sales of 2,490 pieces at $4.80 to 6.90 per piece. English, American, and Dutch Drills are all inquired for, and advices from Northern markets tend to increase the firmness of rates at this. Sales of Dutch amount to 10,860 pieces at $5.00 "to arrive." American are in most enquiry, but there are no stocks on offer. Sheetings are without attention. Spotted Shirtings show no change. Turkey Reds, though fairly dealt in, are cheaper. Woollens: A better feeling is gradually showing itself in the market, though no marked change has yet occurred. No sales of Long Ells have been made and prices are as last advised; Assorted can find buyers, but Scarlets are out of favour. Small sales of Spanish Stripes are reported, but without change in rates. Blankets have advanced and a further rise is expected; we note sales of 1,240 pairs at $5.90 "to arrive." Lastings are dearer, and the market is very firm. Camlets show a better feeling. Metals: Operations have been more extended, and Nail Rod and Hoop Iron have advanced 5 cents; Bar is lower, while Wire is unchanged. Steel has further declined. Lead has been in more demand and rates are rather better. Tin is very firm at $32.50 to 33.50 for Malacca. Quicksilver is dearer. Coal: Arrivals have been 1,300 tons Cardiff and 596 tons English; sales comprise 750 tons Welsh at $10.75, 311 tons English at $10.00, and 350 tons Australian at $6.50 per ton. Ginseng: The enquiry has been light, though sales have been larger than for the preceding fortnight; settlements amount to 23 casks good and superior Crude Root at $148 to 161 per picul. Clarified remains scarce and dear, and no sales have been effected. Importers are very firm. The following were the current quotations:—Cotton Yarn, Nos. 16 to 24, per bale, $125 to 135; 28 to 32, $140 to 147.50; 38 to 42, $145 to 150; Grey Shirtings, 7 lbs., per piece, $2.55 to 2.65; 8.4 lbs., $2.77 to 2.85; 9.12 to 10 lbs., $3.90 to 4.10; White Shirtings, $2.50 to 5.10; T-Cloths, $2 to 2.95; Spotted Shirtings, White, $2.75; Dyed, $3.40 to 8.50; Turkey Red Shirtings, 8 lbs., per piece, $2.85; American Drills, 40 yards, 15 lbs., per piece, $5.25 to 5.50; Spanish Stripes, scarlet, per yard, $0.77 to 0.81½; assorted, $0.75 to 0.77; Medium, Ladies', and Habit Cloths, $1.15 to 2; Long Ells, per piece, $7.75 to 8.50; Camlets, SS Scarlet, $17.50 to 18; SS Assorted, $16 to 16.75; Blankets, per lb., $0.45 to 0.60; Iron Nail Rod, per picul, $2.90 to 3.10; Round, Square, and Flat Bar, $2.50 to 2.80; Hoop, $2.95 to 3; Wire, $6.50 to 7.40; Lead, $7.20 to 7.45; Tin, $32.50 to 33; Tin Plates, per box, $6.25 to 6.40; Steel, per tub, $4.25 to 4.50; Quicksilver, per picul, $64 to 64.50; Window Glass, per box, $3.60 to 3.70; Coals, English, per ton, $9.50 to 10; Welsh, $10.75.

SINGAPORE.—Messrs. Boustead and Co., in their circular dated June 8, report as follows:—Since the date of our last advices there has been a continued fair demand for many descriptions of goods, and considerable

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sales have been made, but at rather lower rates, owing to the large supplies that have come to hand, and the desire of holders to place arrivals at present prices. 39-inch Grey Shirtings: 8¼ lbs. have been in limited inquiry, and sales have been made at $2.85 to 2.80, at which latter price they were last sold. 7 lbs. continue in demand, and large sales have been made at $2.42½ and 2.45; 6 lbs. have also been in request, and holders have met the demand at $2.10 to 2.12½. 45-inch are in less inquiry; limited sales have been made of 7 lbs. at $2.45, and 9 lbs. at $3.10, but these rates cannot now be obtained. 36-inch White Shirtings: The demand for fine descriptions has greatly subsided during the past fortnight, and rates are weaker. Common qualities continue in good inquiry, and several sales are reported. 64 reed are in moderate request, and a good many sales have been made at $3.10 to 3.20. 45-inch are rather more inquired for, and sales have been made at $3.65 to 3.70. Gray Yarn: Low numbers are much wanted, and stocks have been cleared; sales have been made of medium quality at $118, and of a very superior description, "to arrive," at $125; 30s are in small demand, and a few bales have been placed at $119.21. 40s continue in very limited request at $128 to $129 per bale. 36-inch White Spots: These goods have been sold to some extent at $2.82½ to 2.85. 45 White Cambrics: Low qualities are wanted, and several sales of 24s have been made at $19 per corge. Fine descriptions are in large stock and very limited demand; a few sales of 15s and 16s are reported at $33 to 34½. 33 Imitation Irish Linens: These goods continue to be inquired for, but at lower rates; a sale has been made on the spot at $2.20. 30-inch White Maddapollams are wanted, and are worth last quotations. 32-inch Grey T. Cloths: Low weights have been inquired for, and several sales of 4¼ lbs. are reported at $1.47½ to 1.50. 5 lbs. are in less demand and have decreased in value, sales having been made at as low as $1.57½. 6 lbs. are much wanted, and several newly arrived lots have been disposed of at $1.80 to 1.85. 7 lbs. are in large stock and very dull of sale; limited transactions have taken place at $2.10 to 2.20, according to quality. 32-inch Grey Maddapollams are inquired for; sales have been made at 2¾ lbs. at $22, and 3 lbs. at $21½ to 22½. 29-inch Grey Drills: 40 yards English have been placed at $98½ for 14 lbs. Dutch 9½ lbs. have been sold to a small extent at $66 to 66½; an arrival of 40 yards has not yet been placed. 32-inch Turkey Red Cambrics: All descriptions have been in fair inquiry, but holders are very firm, and the transactions have been few, at about last rates. Coloured Yarn: Imperial Red is worth last rates. Green has been sold at $86. Turkey Red continues in fair demand; 10 lbs. are worth $435, and 12 lbs. have been sold at $139 to 140. Woollens remain without change. Camlets are saleable to a limited extent, at last quotations. Scarlet Long Ells continue very dull of sale. Scarlet Bombazetts have been sold at $3.12½ and $3.27½. All Wool Lastings: Assorted are wanted, and worth 42½ to 45 cents per yard; Black are in very limited demand at the present moment. Brocade Lustres are unaltered. Metals: Copper Sheathing is in some request at $27 to 27½ per picul. Yellow Metal has been sold at $23 to 23½. Govan Iron is in demand, and has been placed at $2.65 for Bar, and $2.60 for Nail Rod. Pig Lead is in fair request, a sale of small slabs at $6⅜ per picul. Brass Wire of coarse numbers has been sold at $26¾, and Nos. 10 to 20 at $25½ to 25¾ per picul. Miscellaneous: Gunpowder continues quiet, at $8½ to 9. Paints and Linseed Oil are in heavy stock, and only saleable at lower quotations. A sale of Coal Tar at $3½. Swedish Tar is wanted at $6¼; none here. Pitch almost unsaleable. Canvas and Cordage continue in good demand. Flints have been sold at 45 to 57½ cents per picul. Coals are again lower, sales having been made of Cardiff at $7 to 6¾, West Hartley at £6¼, and Brymbo at $5½ per ton.

## STRAITS, CHINA AND JAPAN EXPORTS.

### TEA.

YOKOHAMA.—The only new feature to note in the Tea Market has been the arrival of a few hand musters of the new season's Teas, and the crop bids fair to be fully an average one. The business of the fortnight had resulted in the settlement of some 250 piculs only of the old stock, and the season may now be said to be virtually closed, the export to date being two and a-half million pounds over that at the same time last year. Prices were unchanged, and must be considered quite nominal. The Ariel took 236,395 lbs. for London. The export for the current season had been —to New York, 8,637,605 lbs.; to San Francisco, 1,327,031 lbs.; to England, 489,387 lbs.; to China, 1,800 lbs.; total, 10,455,823 lbs.

SHANGHAI.—Black: No transactions had been reported, and the stock remaining was insignificant, say 192 chests. A few musters of the new season's Tea had been received from Hankow, but no decided opinion of the crop could be formed from them. Green: There had been no business transacted during the fortnight. No authentic information had been received from the Green Tea districts with regard to the new crop, but if the reports of natives may be relied on as correct, the new Pingsueys will cost, laid down in Shanghai, from 10 to 15 per cent. less than last season's. Stock, 4,475 half-chests.

HANKOW.—Reports had been received from all the producing districts, giving quotations of the cost of the new leaf, and prices ruling in the country seem, on the whole, to be reasonable. Chest musters were expected to arrive on the 20th May. Quotations were nominal.

KIUKIANG.—Black Teas: But little definite information had been received from the Tea districts concerning the new crop. In the Ningchow district it appears that small purchases of the finest leaf had been made at the equivalent of Tls. 26 to 27 per picul in Kiukiang, but buying had not commenced generally. In Kien Teh purchases had been made, laying down the teas at Tls. 23 to 24 here. From Hohow and Loong Kong no reliable advices had been received. Quotations were nominal.

FOOCHOW.—There had not been any transactions in old tea, the few parcels remaining on offer being common, and of undesirable quality. On the 18th May about 800 half-chests new season's Congou, and 200 half-chests Oolong came to hand, but since then, owing to very heavy freshets in the river, further arrivals had been prevented. A few musters of Packling Congous had been placed on the market, but these appeared to be rather inferior in quality. There was no reliable information as regards prices paid in the country, but the teamen reported that generally higher rates had ruled.

AMOY.—Some small musters of new crop had been received, but not of sufficient importance to deserve attention. The leaf was reported by teamen to be good, and prices under those of last year had been paid in the interior.

CANTON.—Nothing whatever had been done by foreign buyers, and, judging from the indifference thus far shown by them in hastening purchases, it was generally believed that the opening would be unusually late. The entire first crop of district Congou, comprising some 10,000 to 11,000 boxes, is said to have been received and packed ready for shipment. The preparation of scented teas had been much retarded by a short supply of the scenting flowers, and considerable quantities of leaf had been lying in native tea houses awaiting receipt of this article, but this difficulty will, it is thought, be overcome by the abundant supply of the flower subsequently brought forward owing to fine weather. Quantities of Gunpowder, to the extent of about 20,000 boxes had been received, but could not be packed until musters were shown, owing to the different shades of colouring upon the leaf. The picking of the second crop is said to have commenced in some of the districts, and buying had been conducted at reduced figures.

### SILK.

YOKOHAMA.—Business in Silk had again been trifling, not exceeding 150 bales. The same condition of things prevailed—viz., meagre supplies, inferior stocks, and little disposition on the part of holders to make concessions. Of the new crop it is too early to speak, but the weather had been very favourable for vegetation.

SHANGHAI.—Messrs. C. J. Skeggs and Co. report as follows:—The French mail which left here on the 14th May, and the American mail of the 19th May, took 81 and 11 bales respectively, which might be considered as closing the season, no settlements of importance being reported for this steamer. It is possible, however, that a few bales may be shipped on native account at the last moment. News from the country continues to be most satisfactory, and although natives complain of the high cost of mulberry leaves, we take that to be a good sign as to the healthy condition of the worms, and that they will yield a large produce accordingly. Of course misfortune may still overtake the first crop, but the result will be fairly known within the next week. It is expected that the price of Taysaam Silks will rule unusually high at the beginning of the season, as native manufacturers are quite bare of stock, and will be able to outbid foreigners until they have supplied themselves. In other descriptions, the market will be entirely in the hands of Foreigners, but past experience leaves little hope that the trade will advantage itself by the exercise of patience in opening the campaign.

### STRAITS PRODUCE.

SINGAPORE.—Messrs. Boustead and Co.'s Circular contains the following report:—Malacca Tin: There has been less general inquiry for this article since our last, but about 1,400 picals have been taken at $29¾ to $29½. Gambier: Owing to a considerable decline in rates of freight there has been a demand for this article at higher prices; purchases to a large extent have been made at $3.02½ to $3.05, but dealers now demand $3,07½. Black Pepper: A few contracts for six weeks' delivery have been made since our last at $6.80, and for 2,500 piculs, Sumatra, on the market $6.35 is asked. White Pepper has been rather weaker since arrival of last mail with lower quotations from England; purchases have been made at $10.92½ to $10.65. Pearl Sago: Large contracts have been made since our last, at $13.0, and 1,300 piculs have just been contracted for at $3.15. Sago Flour: Small purchases of Singapore and Sarawak at $2.45; a recent arrival of about 9,000 piculs, Borneo, brought $2.50 to $2.53½. Tapioca is in more inquiry; purchases of Flake and Pearl at $4.75 for the former, and $4.60 for the latter. Buffalo Hides are in less inquiry, late purchases at $10¾ to 10⅞. Gutta Percha: A purchase of 160 piculs Banjermassen, Nos. 1 to 3, mixed, at $59. Arrivals have been trifling, and for No. 1 quality $80 is demanded. Indiarubber: Small arrivals have brought $89. Buffalo Horns: Some small arrivals have been taken at $9½. Gum Damar continues in demand; a small parcel here for which $18 is asked. Rattans of all kinds are extremely scarce, and prices have advanced considerably; purchases of Banjermassen at $6. A sale of 3,000 piculs Cotí at $4. Camphor: Market cleared at 20½ for English market; no late arrivals. Cassia Lignea: A sale of 300 boxes at $22½. Cubebs: None here and wanted, nominally $9. Coffee: No Bontyne or other good quality on the market; 1,000 piculs picked Bally on the market for which $10½ is asked. Nutmegs: An arrival of 150 piculs has been taken at $49. Mace: An arrival of 13 piculs brought $55.

## EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

| At | Bank Bills. | Credits. | Documentary. |
|---|---|---|---|
| Yokohama, 6 m. s. ... | 4s. 7½d. | 4s. 7¾d. | 4s. 8d. |
| Hiogo & Osaka ,, ... | — | — | — |
| Shanghai ,, ... | 6s. 1½d. | 6s. 2d. | 6s. 2¼d. |
| Canton ,, ,, | 4s. 8d. | 4s. 8¼d. | 4s. 8¼d. |
| Hong Kong ,, ,, | | | |
| Macao ,, ,, | | | |
| Singapore ,, ,, ... | 4s. 7d. | 4s. 7¾d. | 4s. 8¼d. |
| Manila ,, ,, ... | 4s. 7d. | 4s. 7¾d. | 4s. 7¼d. |

MISCELLANEOUS.

| — | At Shanghai. | At Hong Kong. |
|---|---|---|
| Bills on India ... ... ... | 306 to 307 | 283 |
| ,, Hong Kong ... ... | 24 to 24¼ dis. | — |
| Bar silver ... ... ... | 111.5.0 | 5 prem. |
| Mexican dollars ... ... ... | 75.9.0 | par. |

Bons, at Yokohama, 337 to 344 per 100 dols.

SHARES.

Hong Kong and Shanghai Bank, New, 16½ to 17; Old, 37 to 38 per cent. prem.
Hong Kong Gas Company, 40 dols. per share.
Hong Kong and Whampoa Dock, New, 7 to 10; Old, 7 to 10 per cent. discount.
Union Dock Company, 25 per cent. discount.
China Traders' Insurance, 560 to 600 dols. premium.
Hotel shares, 75 per cent. discount.
Hong Kong and Macao Steamboat Company, 8 to 9 per cent. premium.

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# Shipping Intelligence.

## ARRIVALS.

At SHANGHAI.—From London, May 15. Lennox Castle. Reported by telegram: From London, Challenge, Fusiyama, Weymouth, Dilkhoosh; from Liverpool, Milbrek; from Cardiff, Lieutenant, Star of China.

At HONG KONG and CANTON.—From London, May 16, Drouning Louise; 17, Albert Victor; 20, Mary Nicholson; 24, Douglas Castle, Kaisow; from Liverpool, 18, Nestor (str.); 15, Windhover; from Newcastle, 13, Pons Œlii; from Cardiff, 20, Carin; from Callao, 12, Fray Bentos.

At SINGAPORE.—From London, May 24, Hanover; 31, Istapa; from Liverpool, 29, Twilight; from Cardiff, 30, Verina; 31, Mayotte, and Nossi Be, Aggie M.; from Newcastle, 30, Petrina; 31, Peri, Hertha. Reported by telegram: from London, Jungfrau; from Clyde, Blenheim.

At YOKOHAMA.—From London, Hopewell.

## DEPARTURES.

From HONG KONG and CANTON.—For London, May 28, Chillingham; for Portland, 31, Onward; for New York, 23, A. E. Vidal.

From MANILA.—For London, May 14, Southern Cross; for Falmouth, 12, China; for Cork, 7, Cavalier; for Cadiz, 9, Hong Kong; for Boston, 12, Hazard; for New York, 12, Rattler.

## FREIGHTS AND CHARTERS.

At YOKOHAMA.—To London, £4 per ton of 50 cubic feet; to New York, per sailing vessel, £2 15s. to £3, nominal; per str., $45 per ton of 40 feet.

At NAGASAKI.—To London, £3 10s. per ton; to New York, £3 10s.

At SHANGHAI.—The vessels on the berth for London are asking £5 for new season's teas, but no engagements are as yet reported. The rates demanded for the steamers which are to load from Hankow, are as follows, £8 per ton of 40 cubic feet if the voyage is performed in a less time than 85 days, £7 10s. if over 85 and under 90 days, and £6 10s. if over 90 days.

At SHANGHAI (reported by telegram), June 23.—To London, rates £3, with downward tendency.

At FOOCHOW.—Rate not fixed.

At HONG KONG and CANTON.—To London, nominal; to New York, £3 5s. per ton.

At MANILA.—To London, the Voladora has filled up with fine freight at £4 10s. per ton of 50 feet.

At SINGAPORE.—In consequence of abundant tonnage a decline of 10s. per ton has taken place on rates for home, which may now be quoted at £1 15s. to £2 per ton.

## VESSELS PASSED STRAITS OF SUNDA.

| Date. | Ship. | From | To. |
|---|---|---|---|
| May 10 | Undine | ... Shanghai | ... London |
| „ 11 | Contest | ... Bangkok | ... Falmouth |
| „ 14 | Jupiter | ... Amsterdam | ... Batavia |
| „ — | Jonathan Godfrey | ... Yokohama | ... New York |
| „ — | Scawfell | ... Cardiff | ... Hong Kong |
| „ — | Scharnhorst | ... Bremen | ... Orders |
| „ — | Eleanor | ... Cardiff | ... Hong Kong |
| „ — | Star of China | ... Cardiff | ... Shanghai |
| „ 15 | Sir Jamsetjee Family | ... Manila | ... London |
| „ — | Violet | ... Cardiff | ... Singapore |
| „ 16 | Amoor | ... Saigon | ... Bremen |
| „ — | Harriot Erding | ... Manila | ... New York |
| „ — | Mina | ... Nederland | ... Batavia |
| „ — | Denis | ... Marseilles | ... Saigon |
| „ — | Eleanor | ... London | ... Tientsin |
| „ — | Matador | ... Cardiff | ... Singapore |
| „ — | Columbus | ... Glasgow | ... Hong Kong |
| „ — | Martin Luther | ... London | ... China |
| „ — | Empress | ... London | ... Japan |
| „ — | Hanover | ... London | ... Singapore |
| „ 15 | Agnes | ... Manila | ... Boston |
| „ — | Electra | ... Batavia | ... Amsterdam |
| „ 16 | Carl and Auguste | ... Falmouth | ... Bangkok |
| „ 17 | Hertha | ... New York | ... Singapore |
| „ — | Melbrek | ... Liverpool | ... Shanghai |
| „ — | Deerhound | ... Plymouth | ... Hong Kong |
| „ — | Hermann Doctor | ... Cardiff | ... Hong Kong |
| „ — | Twee Gebroeders | ... Cardiff | ... Shanghai |
| „ 18 | Peruvian | ... New York | ... Yokohama |
| „ — | Empress | ... London | ... Yokohama |
| „ — | Aggier M. | ... Cardiff | ... Singapore |
| „ 19 | Fusi Yama | ... London | ... Shanghai |
| „ — | Lieutenant | ... Cardiff | ... Shanghai |
| „ — | Joseph Sprott | ... London | ... Shanghai |
| „ — | Majotte and Moosi Be | ... Cardiff | .. Singapore |
| „ — | Mindin | ... Glasgow | ... Batavia |
| „ 20 | Cissy | ... Manila | ... Falmouth |
| „ — | Maria Fidela | ... Cadiz | ... Manila |
| „ — | Queen of the Seas | ... Cardiff | ... Yokohama |
| „ 21 | Star of India | ... Cardiff | ... Shanghai |
| „ — | Encarnacion | ... Cadiz | ... Manila |
| „ — | Maggie Leslie | ... Falmouth | ... Shanghai |
| „ 24 | Lord Raglan | ... Singapore | ... Boston |
| „ — | Nicol | ... Batavia | ... Amsterdam |
| „ — | Nieuwland | ... Rotterdam | ... Batavia |
| „ — | Sanderson | ... Bangkok | ... Falmouth |
| „ — | Foxglove | ... Singapore | ... Liverpool |
| „ 25 | Benefactor | ... Hong Kong | ... New York |

## SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—July 6, at Clyde, from Java, Modesty; 7, at Deal, from Colombo, Underley; 6, at Falmouth, from Rangoon, Jessie Jamieson; 7, from Bangkok, Eureka; 6, off Falmouth, from Saigon, for Bremen, Jessie; 7, at Liverpool, from Bassein, Berlin; — at Queenstown, from Rangoon, Bonniton; June 24, at New York, from Singapore, St. Paul; 25, at Boston, from Batavia, Otto; July 7, at Liverpool, from Java, Achilles; 8, in the Downs, from Colombo, Jane Leach; at London, from Sarawak, Kœrnbiter; at Deal, from Colombo, George Kendall; 7, at Liverpool, from Rangoon, Genii; — at Havana, from Macao, Chine and Havane; 8, at London, from Colombo, Edith Maria; 9, at Deal, from Rangoon, Revenue; at Liverpool, from Manila, Loyolo; — at Deal, from Batavia, for Amsterdam, Amsterstroom; 7, from Rangoon, for Bremen, Hudson; 9, from Colombo, Helenslee; 8, at Falmouth, from Akyab, for Antwerp, T. B. Ord; 9, from Saigon, for Bremen, J. W. Schwensen; 8, at Queenstown, from Rangoon, Asina; 10, at London, from Colombo, Russell, Enterpe; 7, off Dungeness, from Java, for Amsterdam, Bulwark, Antelope, Areta, Sir George Pollock; 8, from Padang, for Amsterdam, Henriette; 9, at Plymouth; from Sourabaya, Cecilia; 9, at Liverpool, from Rangoon, Tythonus; off Dungeness, from Java, for Rotterdam, Jacob Roggeveen, Neerlands Vlag; 9, at Falmouth, from Rangoon, Tinnevelly; 7, at Texel, from Banjowangie, Telanak; June 28, at New York, from Padang, Royal Berkshire; July 10, at London, from Penang, Helensbank; at Liverpool, from Manila, Feliz.

DEPARTURES.—July 7, from Liverpool for Shanghai, City of Agra; for Singapore, Corra Linn; 6, from Shields for Batavia, Signe; from Rotterdam for Batavia, Voorlichter; from Flushing for Batavia, Stad Middelburg; 9, from London for Yokohama, Rockliff; for Canton, Pepita; 7, from Cardiff for Singapore, Drache; 8, from Sunderland for Galle, Shields; —, from Rotterdam for Batavia, Alblasserdam; 9, from Cardiff for Hong Kong, Ludwig; 9, from Glasgow for Ceylon, Glenaray.

LAID ON.—At London, for Hong Kong, Cleta; for Shanghai, Laurel; for Hong Kong and Foochow, Corypheus; for Hong Kong, Isles of the South; for Shanghai and Yokohama, Oberon (st.); at Liverpool, for Singapore, Huddersfield, Glenlyon.

SPOKEN.—Jeverland (N. Ger. barq.), Newcastle to Bangkok, June 7, 7 N., 23 W.; Ocean Gem (barq.), for Japan, June 8, 8 N., 24 W.; Hindostan, Bordeaux to Batavia, May 21, 3 S., 30 W.; John Peacock, Cardiff to Shanghai, June 20, 25 N., 22 W.; Loyola (Span. barq.), from Manila, 142 days out, June 13, 41 N., 23 W.; Nieuwe Waterweg (Dutch), Amsterdam to Batavia, May 15, 29 S., 30 W.; Doune Castle, Clyde to Singapore, May 26, 11 S., 39 W.; Sarah Scott, Bangkok to London, April 8, 11 S., 104 E.; Estrella, Manila to Liverpool, April 8, 11 S., 104 E.; Scottswood, Ceylon to Havre, May 5, 33 S., 34 E.; Essids Tegner, from Saigon, May 26, 33 S., 15 E.; Nabob, Padang to Boston, May 9, 35 S., 29 E.; Eunomia, Colombo to Havre, April 20, 27 S., 59 E.; Henry Grenfell, Foochow to London, April 28, 26 S., 68 E; Robert Drape, Rotterdam to Batavia, June 28, 47 N., 8 W.; N W R L (commercial code), (Dutch barque), Batavia to Amsterdam, June 10; (Henrietta (Dutch barque), Java to Amsterdam, June 24, 45 N., 24 W.; Antelope (ship), Java to Amsterdam, July 2, 49 N., 14 W.; Fanny Kershaw, Liverpool to Batavia, 22 S. (?), 35 W.; Glenclune, Cardiff to Japan, April 13, 36 S.

CASUALTIES.—Advices from Capetown, dated June 4, state that the Sydpolen, Silversparre, from Singapore to New York, which put into Table Bay May 27, for repair, was discharging. A telegram from Galle, dated 4th July, states as follows:—"The Miss Preston, Sunderland to Singapore, has been lost in the Straits of Sunda; crew saved."

MISCELLANEOUS.—At Ascension, May 24, Jacoba Cornelia (Dutch barque), from Batavia, and sailed 26 for Rotterdam; off Ascension, May 20, Waterloo (Dutch ship), from Sourabaya, for Amsterdam; 24, Cornelius Gips (Dutch barque), from Batavia, for Rotterdam; 30, Helenslee (English ship), from Colombo, for London; at St. Helena, June 7, Carrick Castle, Peters, from Singapore, and sailed for London; at Table Bay, May 27, Sydpolen, Silversparre, from Singapore, for New York, for repairs; at Simon's Bay, May 20, Hollinside, Bains, sailed for Ceylon; at Algoa Bay, May 21, Chryseis, Cowie, from Bangkok, and sailed 24 for Falmouth; 30, Queen of the West, King, from Colombo, put in for supplies.

## BIRTHS, MARRIAGES, AND DEATHS.

### BIRTHS.

BRUCE—On the 4th June, at Plaines Wilhems, Mauritius, the wife of Charles Bruce, Esq., of a son.

BRAGA—On the 28th April, at Hiogo, the wife of Mr. F. Braga, of a daughter.

FINDLAY—On the 7th May, at Swatow, the wife of Captain Alexander Findlay, of the British barque *Heather Bell*, of a son.

SHEPPARD—On the 17th May, at Shanghai, the wife of Captain Sheppard, of the ship *Princess of Wales*, of a son.

### MARRIAGES.

FESEFELD—PUNCHARD.—On the 15th May, at St. John's Cathedral, Hong Kong, by the Rev. Canon Beach, Gustav Heinrich Friedrick Fesefeld, to Rosa Rebecca, youngest daughter of Captain W. Punchard, London.

HILL—DENNISON.—On the 23rd June, at Westbury-on-Trym, Bristol, by the Rev. A. Hill, vicar of St. George's, Leicester, brother of the bridegroom, assisted by the Rev. J. H. Bright, the Rev. Isaac Hill, widower, vicar of Helperthorpe-cum-Luttons-Ambo, Yorkshire, to Grace, youngest daughter of the late William Dennison, Esq., K.N.L., of Sindang Laut, Cheribon, Java.

LOPES—NORONHA.—On the 15th May, at the Roman Catholic Cathedral, Hong Kong, by the Rev. Domingo, Mr. Bazilio Lopes to Miss Esmenia Glafira Maria, third daughter of the late José Noronha.

### DEATHS.

LONEY—On the 22nd April, at Ilo Ilo, of gastric fever, Nicholas Loney, Esq., H.M. Vice-Consul.

MARQUES—On the 12th May, at Macao, Maria das Dores, daughter of Mr. and Mrs Lourenco Marques.

WEST—On the 11th May, at Shanghai, suddenly, on board the steamer *Kiu Sha* & Thomas West, chief engineer, aged 20.

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# The London & China Telegraph.

*LONDON, MONDAY, JULY* 12.

## AN OVERLAND ROUTE THROUGH BRITISH NORTH AMERICA.

WHEN the old sea route to India and China *via* the Cape of Good Hope was superseded as a means of conveying mails, passengers, treasure, and the more costly descriptions of merchandise, by the "Overland Route" of the P. and O. Company, it was doubtless thought that the problem of direct and facile intercourse with the Far East was solved for all time. The subsequent development of our monthly service into a fortnightly one, and the creation of a competing line by the French Government, merely multiplied the opportunities for using the same route; but of late years the rapid growth of both European and American trade with India and China has stimulated various important projects for still further accelerating the rapidity of transit. The most important of these, as far as European nations are concerned, are the Suez Canal, now to all appearance nearly approaching completion, and the endeavour to reach the Western and Central Provinces of China, by means of a trade-route or railway from Rangoon to the Western frontier of China, both of which undertakings will be materially aided by one or more direct railway routes through Europe (either over or through the Alps) to Brindisi, and ultimately, no doubt, by a tunnel beneath the Channel, or a bridge across it. The revulsion of public opinion with regard to schemes of this sort, that were but a short time since scoffed at as wild and visionary in the extreme, is something extraordinary. The project of M. DE LESSEPS was but very lately openly derided by the press, not only of this country, but of almost every other, except France; some of the sceptics regarding it as purely Quixotic and impossible—a mere chimera, originating in the brains of a few enthusiasts—while others denounced it as a transparent subterfuge whereby French supremacy was to be slowly, but surely, established in Egypt at the expense of our own hardly-earned ascendency there. Now however, it seems to be admitted on all hands that the complete success of this great work is only a question of time and money, the engineering difficulties that remain being trivial in comparison with those already surmounted. Certainly, the opening of the Canal has already been once put off, after a period had been definitely fixed, and there are some awkward rumours of a further postponement until February next, owing to the difficulty of filling the Bitter Lakes, a process that is said to be proceeding far less expeditiously than was at first expected; but, as we have said, this will in all probability be only a matter of mere time and outlay. Another marked instance of the increased favour with which this class of enterprise is at present regarded may be found in the plan for tunnelling under the Channel, a scheme that has now the decided sanction of the French EMPEROR, and to which the consideration even of the English Government—never too ready to promote anything having a venturesome appearance—has been promised. Again, the promoter of the direct route from Rangoon to Kiang-hung, after being for years stigmatised as an impracticable enthusiast, and being met with the most determined resistance by the Indian authorities, has succeeded in convincing the public, if not the Government, of the merits of his proposal, and has so far obtained the support of the most influential Chambers of Commerce in the kingdom that energetic memorials are being rapidly sent in supporting his claims. The great undertakings for the extension of telegraphic communication that have lately sprung into existence cannot fail to exercise a strong influence in the same direction, and we may hope that before long it will cease to be a standing reproach to a great commercial nation like Great Britain that all efforts to promote the increase of trade and intercourse with foreign countries and distant possessions are fated to be smothered with official circumlocution or strangled with red tape.

On the other side of the globe, the growth of trade between the United States, Japan, and China, has brought forth, firstly, a splendid line of steamers across the Pacific, and secondly, a chain of railway communications between the two oceans, to which the whole civilised world offers no parallel; and already there is some talk of a "Pacific Telegraph," a work of such magnitude as would throw the existing Atlantic cables into the shade altogether. Of course, it is at present "only talk," but then all great things must be talked of a good deal before they are accomplished. And now that our own vast possessions on the American continent are so rapidly rising in importance, the question has come to be asked:—Why should not they also be made available for an inter-oceanic railway? Last year we had occasion to review a pamphlet by Mr. ALFRED WADDINGTON, in which this proposition was boldly set forth. At that time it was in many quarters received with doubt, and in others thrown aside with contempt; but, on the whole, Mr. WADDINGTON tells us, in a supplementary pamphlet lately issued, his proposal has attracted even more attention than he himself expected, so we may conclude that it is at least worthy of some consideration. It is a peculiarity with our American cousins that, when once convinced of the utility of any proposed work, they set themselves down to do it with a resolute determination to overcome all obstacles, and they generally succeed. With ourselves it is different; we are apt, in the first place, to magnify the difficulties that do exist, and if they are not enough to frighten us, we forthwith invent a host of others. And Mr. WADDINGTON strenuously avers, and with a good show of reason, that many of the objections urged against his scheme, in Parliament and elsewhere, belong to the latter category. In the first place, it was asserted that no practicable route existed through the mountains of British Columbia; but it is now pretty clear that one has been found. Then the surrender of the North-Western Territory by the Hudson's Bay Company does away with another obstacle, formerly considered all but insurmountable. A general confederation of British North America will undoubtedly follow, and this must of course include British Columbia, with its great extent of Pacific coast. A large tract of difficult and uninhabited country will still separate the East from the Western portion of the North American Empire, and to consolidate it, and reap the full advantages of confederation, this must be crossed by a railroad; but, after all, this is quite as practicable as some portions of the Union Pacific. The Columbians indeed demand such a line, as a condition of their adhesion to the Confederacy; and, if it be not granted, there will be danger to the cohesion of our possessions. The line of the North Pacific Railway runs for some 1,500 miles very near to them, and a report of the Senate Committee on Pacific Railways, dated February 19th, 1869, affirms that it will drain the agricultural products of the rich Saskatchewan and Red River districts and the gold country on the Fraser and other rivers west of the mountains. "The opening by us first of a North Pacific Railroad seals the destiny of the British possessions west of the 91st meridian. They will become so Americanised in interests and feeling that they will be in effect severed from the new Dominion, and the question of their annexation will be but a question of time." This is perhaps an exaggeration, but it has a basis of truth, and to counteract such an injurious tendency a British line of railway is the only expedient. Such a line would undoubtedly be of incalculable value to the colonists themselves, and of great importance as an alternating means of communication between England and Japan and China, though we cannot endorse Mr. WADDINGTON'S assertion that it would make Canada the emporium of the trade of Europe with those countries. Its length would be less by nearly 500 miles than that of the railways now open across the United States; the distance from Montreal to the Pacific being 2,822 miles, against 3,305 between New York and San Francisco. As regards cost, the estimated outlay (thirty-two millions) looks rather alarming, but applications have been made to Parlia-

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ment this session alone for authority to raise capital to more than half this extent for new railways in the United Kingdom. Perhaps we shall not be far wrong in placing this scheme in the same class as that to which the Suez Canal belongs; very startling at first sight, becoming more feasible the more closely it is looked into, and in the end resolving itself into a question only of time and money.

## THE DUKE OF SOMERSET ON SHANGHAI.

WE are glad to see that Mr. A. J. JOHNSTONE, the Secretary of the Municipal Council of Shanghai, has undertaken the vindication of that settlement against the most unfounded charge brought against it by the Duke of SOMERSET. With regard to the manifest untruth of the DUKE'S statement it is needless for us to offer any remarks; the strong expression of public opinion in Shanghai, through the local press, the Chamber of Commerce, and by the Judge of the Supreme Court, are sufficient. But a few words on the DUKE'S source of information, although late, may not be altogether out of season. "Naval and civil officers who are "acquainted with all the chief ports in Europe, America, and "Asia"—gentlemen, evidently of a very wide range of experience — have informed his GRACE that "there is no such sink of iniquity as Shanghai." Now, leaving Shanghai morals out of the question, as having been already sufficiently vindicated, we can confidently assert, from personal experience of almost as wide a range as even that of the Duke of SOMERSET'S friends, that there is no port in the world where naval officers have received more unbounded hospitality than the English residents in Shanghai have been accustomed to show them. In the better days of the China trade Shanghai was a very paradise for shore-going naval officers; many of the principal firms kept "open house" for them, and altogether "Shanghai hospitality" became proverbial. Now, some of the houses that in those good old times were the most renowned for their generous profusion have succumbed to a series of disastrous years, and the remaining ones, owing to a generally depressed state of trade, are probably compelled to be somewhat more economical in the management of their establishments; a change which has perhaps been considered in the light of a personal injury by some officers who thought the chief duty of the merchants was to provide them with unlimited tiffins, brandy and soda, and cheroots. But it has never been customary for residents in Shanghai to treat their naval visitors otherwise than kindly and courteously, so long as by their demeanour they showed themselves worthy of such treatment; and it is evident from the Duke of SOMERSET'S statement either that certain officers have ungratefully slandered the Shanghai residents by calling their settlement "a sink of iniquity," or, that the DUKE has slandered the officers by imputing to them an aspersion originating in his own imagination.

## BATAVIA TRAMWAY COMPANY.

The following is an abstract of a report recently issued by the directors of this undertaking, which was briefly noticed in our Java correspondence of a recent issue.

I. *Establishment of the Company.*

On the 24th of October, 1866, Messrs. Dummler and Co. applied for a concession of a tramway from the city of Batavia to its suburbs, running through the most populated parts, in all ten miles. This concession was granted by Government on the 6th December, 1867.

The capital of 450,000f., in shares of 1,000f., having been fully subscribed for, Messrs. Dummler and Co. transferred the concession to a Limited Liability Company, under the style of the Batavia Tramway Company. In the meeting of shareholders held on the 16th December, 1867, a plan of the lines, part of which were to consist of double rails, was submitted and approved of. The calculations were based upon "single rails," but no fears were entertained in regard to the means necessary for laying a second rail, as the company enjoyed great popularity.

The board of directors appointed in this meeting consisted of Mr. M. P. Pels, Mr. F. I. van Hewert, and Mr. L. McLean. By a decree of 30th March, 1868, Government gave its approbation of the intention of the company carrying *goods* by the tramway, at a minimum freight of five cents per picul per kilometre. Moreover, the company applied for the preference in establishing any additional lines in Batavia and its suburbs.

II. *Preliminary Works.*

The plans for stations and buildings were ready in February last, and orders for materials transmitted to Europe, under the supervision of Messrs. van Binsbergen and Bellingwont, engineers, Rotterdam.

III. *Grounds.*

A few pieces of ground were either granted by Government to the company on lease, or purchased. The value of one is estimated by Government at f.23,963.30, but the company have petitioned to fix a value of 12,000f., the former amount being too high. One tract of ground was purchased at f.2,500.

IV. *Buildings.*

In the city of Batavia three buildings were erected—the one a station, the other a working shop, with machineries and utensils required for fitting and repairs to the rolling stock; the third, a stable for 164 horses. At Mr. Cornelis and Tanatang stations were built, and at the former a stable for six horses. The cost of all the buildings amounts to f.150,000, and, besides, f.6,000 for an iron shed for carriages at Messrs. Cornelis.

V. *Rolling Stock.*

Rails, posts, and everything required for laying them and keeping the road in order were contracted for with Messrs. Ch. de Berque and Co., of London, for f.231,553, and only in December last a portion arrived, so that the laying of the rails could not be commenced before January, 1869. The machinery for the workshop was furnished by Messrs. Ch. de Berque and Co., with the exception of the steam-engine purchased from Messrs. P. van Kissengen and Dudole van Heel, of Amsterdam. The total cost of machinery was f.31,900. Much use has been made of the workshop for laying the rails, and several works have been undertaken also for outside parties, so that this branch promises to be an additional source of profit to the company.

The carriages have been ordered from Messrs. Ch. Bonnefond and Co., of Ivry (near Paris), at the cost of f.101,746, for eighteen first-class carriages, twenty-five second-class carriages, twenty axletrees and wheels, and several accessories.

Three American carriages were ordered from Messrs. John Stephenson and Co., of Boston, at a cost laid down here of f.13,178. In elegance of construction the French carriages surpass the American. The remainder of the rolling stock has at last arrived from Europe by the *Bastiaas Pot*, after a voyage of six months. Three hundred harnesses were contracted for and finished by a Samarang saddler at f.23.10 per harness. The store furniture, desks, &c., have been procured at a small cost, not exceeding 1,400f.

VI. *Horses.*

An attempt to procure the horses through a sale by public tender having failed, the company appointed a person to buy the required quantity in the interior, and up to the moment 179 were furnished, at an average price of f.138.20 each, whilst nine horses were bought here at 120f. each. These horses appear very healthy and strong.

It cannot be said that the illness among the horses has taken any serious proportions; in fact, only four horses died during the last four months since their arrival. Necessary precautions have been taken for *good* food.

In the commencement four horses were used for each carriage, in order not to subject them at once to unusual work. Afterwards, however, three only were found quite sufficient, and it is contemplated to stick to this number. Every care is taken not to overwork the horses; and the drivers are strictly surveyed with respect to the manner of treating them.

The fears hitherto entertained in regard to the inability of Java horses to perform the work have been contradicted by experience.

VII. *Labour on the Road.*

The rails were laid as soon as they arrived, but from sundry causes much delay has been occasioned. At present, however, there is no reason whatever to complain, coolies being plentiful. The company has had to contend against a difference of opinion between the Director of Public Works and the First Government Engineer about the manner of laying the second rail.

When the single rail was laid permission was asked from Government to open the line, but not granted, on the ground of unsafety for the public. Again, the company petitioned to permit it, as the public was anxious to avail of the tramway, and the company became deprived of the income it would otherwise have enjoyed. After several controversies on both parts, the Governor-General was pleased to grant the permission for opening the line from Batavia to the "Harmony," in a decree dated only two days after the company's petition, and it is but due to justice to say that the company is much indebted to his Excellency for the prompt and candid manner in which he has complied with their request.

VIII. *Staff.*

The company's staff consists of one administrator, one controller, three inspectors, seven inferior European employés, and thirty native coachmen or drivers, besides some native clerks. The expenses for salaries have been fixed with a due regard to economy, and this charge is a comparatively light one.

IX. *Financial Management.*

The original capital of the company of 450,000f. was paid in full on the 15th September, 1868. At a meeting on the 8th July, 1868, the board of directors were authorised to issue 350 new shares of 1,000f. each, to enlarge the capital, or to raise this amount by mortgage. Owing to want of confidence on the part of the public, the shares were not subscribed for, and the directors were compelled to raise the required funds by mortgaging the company's property to three banking establishments at Batavia, for an amount of 300,000f., under rather favourable conditions as regards interest, &c. Thus the company have made use of an amount of 762,300f.

Considering the immense increase of passengers by tramway in the United States, the directors have no hesitation in declaring their confidence in the future of this company, and the results thus far obtained bid fair to bring this tramway on the same level with those in America, the success of which has by far surpassed the general expectation.

It is the full consciousness of the success of the undertaking which has prevented the directors from placing the 350 new shares at anything under par. Indeed, the public has become so sanguine as to the financial results, that the directors now propose allotting the new shares to the old shareholders *pro rata* of 9 to 7, since they are convinced that nothing should be sold under par. An application has been made of late by several financiers for the 350 shares at 100 per cent., but the directors are of opinion that the old shareholders should

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have the preference to take them at this figure, and feel assured that within a short time the quotation will be much above par.

At this moment the results attained by the company exceed by far what has been calculated in Messrs. Dummler and Co.'s prospectus, and taking them as a basis for the *whole line* when completed, it is quite safe to estimate the receipts at 900f. to 1,000f. daily, whereas the expenses and charges, everything included, will not be over 450f. to 500f. The table of passengers shows the important increase that has taken place during the short period of only twenty days.

During the first five days of the opening of the line 1,219 passengers were carried; in the second period, 1,842; in the third, 2,709; in the fourth of 3,174; showing an increase during the last five days upon the same period in the commencement, of upwards of 160 per cent.!

From the fact that the number of natives going by the tramway is daily increasing, and above all, that native *women* are making use of it, we may safely infer that the undertaking is a popular one, inasmuch as it finds ready support and favour at the hands of those who constitute the "million," upon which the company chiefly depends.

With a view to this enormous increase, and the difficulty of a complete control of the daily receipts, the directors have in contemplation to introduce the American system of a uniform tariff, instead of the one now in practice, of 12½ cents per etappe of one and a quarter English mile for first-class passengers, and 5 cents for second class, or 20 per cent. less for agreements for a fixed period in the form of tickets.

The line (single) from the "Harmonie" to Tanatang is now on the point of being completed, and the company is only waiting the Government sanction for opening it. All materials having arrived now, the line will be completed in about two months.

The above report has been adopted unanimously.

## THE ATLANTIC AND PACIFIC RAILROAD.

(To the Editor of *The Times*.)

SIR,—As several articles have appeared on the Atlantic and Pacific Railroad calculated to give erroneous impressions, I beg to call your attention to a few facts within my own experience. The following extract from the *Economist* will give the gist of the argument:—

"The whole distance is given as 3,305 miles, and the time of the continuous journey six days seventeen and a-half hours, which is probably a longer strain than the human constitution can stand."

Having made the journey myself across the continent from New York to this city, I can assure those who purpose making it, that there is no strain at all in it. The journey is a delightful one, even for ladies, and the weakest invalid would be strengthened by it. There is a constant succession of novelties. Starting from New York by the route I travelled (the Pennsylvania Central), the traveller is taken through Trenton and its vicinity, in New Jersey, made historic by the revolutionary war—through Philadelphia, the great commercial mart, and Harrisburg, the capital of Pennsylvania, over the beautiful Alleghany Mountains, and through the busy iron and coal regions of Pennsylvania. A glimpse is given of Pittsburg, the Manchester of America, in soot, smoke, dirt, and immense shops sacred to Vulcan. The railroad, now changed to the Pittsburg, Fort Wayne, and Chicago line, takes the stranger through one of the most delightful and beautiful countries, in the State of Ohio, ever beheld by human eyes. Winding rivers, verdure-carpeted hills covered with fat cattle, treeclad mountains, snug farmhouses, and air having a clearness and balminess never felt in England—all make a picture such as England's pastoral poets would delight to render in immortal verse. Chicago, 910 miles from New York, is reached after forty-three hours' travel. Chicago is the representative inland city of America in the marvellous rapidity of its growth, in its daring enterprise, in its varied railroad connections, and in all that goes to make up a live Yankee go-ahead city; a prairie land but lately now reclaimed to civilisation and cultivation. The distance from Chicago to the Missouri river and Omaha, the initial point of the Pacific Railroad, is 490 miles, and the cars of the Chicago and North-Western Railroad make the trip in twenty-two hours, conveying passengers through the great rich and deep pastures of Illinois and Iowa—the granaries of the world, as Americans delight to call them. These lands, when first their virgin freshness was broken by the plough, yielded fifty to sixty bushels of wheat to the acre.

The Omaha and the Union Pacific Railroad are reached after a passage across the muddy and tortuous Missouri river, and now the great plains are reached, called the great American Desert—the home of the wild buffalo, and of the wilder but rapidly disappearing Indian. There is a great sameness about the journey now, but the dryness and exhilarating qualities of the air, the beauty and variety of the cloud effects, compensate the traveller for this sameness. The air of the plains has a marvellous effect upon the animal spirits, which it raises to a high pitch. The stations along the line, with their sunken and loop-holed round houses for protection against former Indian attacks, are most interesting and novel, as, indeed, is everything which is seen. The Westerner is seen here in all the glory of abundant elbow-room, and, at the summit of physical enjoyment, here, if anywhere, he feels as though he could carry out his traditional boast of "whipping all creation" with ease and despatch.

At Laramie, 562 miles from Omaha, the Rocky Mountains proper are reached. The railroad company selected a line through that route which offered easy grades, and the tourist will be rather disappointed at not seeing such mountains as the Alps in Colorado. Such mountains he can behold, however, further south, but not near the railroad line; and yet the scene from Sherman, the point of greatest altitude on the entire road—8,242 feet above the level of the sea—is one which can never be forgotten; distance seems to be annihilated by the transparency and purity of the air; the entire chain of mountains, with their every ravine and projection, are cut so clearly and distinctly that objects which are twenty miles distant seem to be but five or six. Then there are great expanses of valleys stretching away between the main ranges, giving the idea of boundless distance and o a boundless land. The "watershed" of the Continent, at Bridge's Pass, is reached in two days and a half from Omaha, and now all water runs Pacificwards. The journey through Weber and Echo Canons, or Passes, is one of the most weird and frightful possible. The line winds along the side of deep chasms, over roaring torrents, under overhanging mountains, round towering cliffs, past wonders of nature in her wildest moods, with beauties of mountain scenery unsurpassed probably anywhere. Then comes the great valley of Utah, with its wonders of Mormon tillage and irrigation. The wilderness does indeed blossom as the rose, and only man is vile here. The Great Salt Lake shines like a huge mirror in a setting of lofty mountains. The evidences of industry abound on all sides. At Promontory Mountain we reach the junction of the two lines which constitute the through Pacific railroad from Omaha to San Francisco. The cars of the Central Pacific road are now taken; this company controls the Western or Pacific, and by far the most valuable, half of the trans-continental line. And now, through Utah and Nevada, we have alternate stretches of circular plains and mountains of rounded forms; we pass the river Humboldt, known as the river of death to early emigrants to California; and, finally, the Sierra Nevada Mountains are reached. They are truly grand and precipitous. Magnificent crests, eternal snow, beautiful lakes, silvery waterfalls—all, in fact, mountains can exhibit that is lofty, beautiful, imposing. Now, when the trip is drawing to a close, its greatest beauties, and by far its greatest difficulties, are seen on the road. The summit of the Sierra is crossed at an altitude of 7,042 feet, and this altitude is attained in a distance of 112 miles locomotive climbing, and the highest engineering science was, therefore, necessary at this place. The journey to the ocean is now rapidly downward—so rapid, indeed, where there is a descent of 116 feet to the mile, that steam is altogether shut off and the breaks partially applied. In 6¾ days from New York the traveller westward is landed at San Francisco; and in a short time, when close connections and some improvements are made, the journey may be made in less than six days. The distance is only 3,181 miles, not 3,305, as stated by the *Economist*.

And now about the "longer strain than the human constitution can stand," which the *Economist* declares the journey to be. There is not a spot in the whole trip in which there is not something new to be seen—something startling, something beautiful. Something grand, and to be seen nowhere else, is constantly attracting our attention, keeping the mind engaged and making the time pass pleasantly. The sleeping car arrangements are now in perfect order, and I can testify that the soundest sleep can be enjoyed in them. Everything connected with the beds is of the most luxurious nature. In addition to the sleeping cars, eating or hotel cars are now provided. A description of one of these cars appeared in the *Evening Bulletin* a few days ago, which I subjoin:—

"The car is about 60 ft. long by 10ft. wide, supported on eight-wheeled-tracks, giving sixteen wheels to each car. This arrangement and an elaborate combination of steel springs give such steadiness that no serious jolting unsettles a dish. The exterior of the car attracts attention chiefly by its appearance of solidity. Constructed of the best materials, at a cost of nearly $20,000, and braced and secured in every conceivable manner, it seems almost absolutely free from the casualties of an ordinary riding car. In the only case where a Pullmann car has been known to leave the track in company with its train, it rolled down a forty-feet embankment, sustaining no other injury than the breakage of glass on one side and a few scratches and bruises. No passenger sitting in it suffered anything worse than a bruise. As the car did not break, and was neither twisted nor strained out of line, it was ready for immediate service when restored to its place on the rails. The uses of the dining cars are indicated by its exterior decorations, in carvings and paintings, representing fruits, fish, game, and other edibles. The interior is elegantly finished in black walnut, mounted with silver wherever metal is essential. Seats for dining forty-eight persons at once are arranged at twelve separate tables, on each of which is abundant space for the service of four persons. These tables are portable, and may be removed and stowed away out of sight at a moment's notice. At either end of the car are water tanks, closets for wine, canned fruits or condiments, ice-boxes for cooling wine, and the usual toilet arrangements—so that the traveller may remove the dust from hands or face before sitting down to his meal. Midway between the two ends of the car, and occupying its entire width, with the exception of a narrow passage, is located a compact kitchen, especially designed for the Pullman car, and fitted up with every possible contrivance and facility for preparing food quickly and well. Its success was amply demonstrated in the trip across the continent, for nothing could be better than the meals placed before the party three times daily. Immediately beneath the kitchen floor, and communicating by trap-doors, are dust-proof ice boxes and provision cellars. Here are packed the fresh meats, the butter, eggs, and other edibles requiring cool quarters for preservation. Spacious water tanks are connected with the kitchen by a force-pump; and the cook and his assistant have everything at hand, almost without turning round. Entering the car to dine, you take your seat. At your side you find a bell. One stroke upon it, and a waiter, neatly clad in white jacket bearing the monogram of the Pullman Company, appears and presents you a bill of fare. Your order is fulfilled, and your savoury steak of beef or antelope, your mountain trout or broiled chicken, are placed before you smoking hot. Wine, tea, coffee, or fresh milk are also at command; and for sauce, what can be more appetising than the air of the Rocky Mountains and the elevated interior plains of the American continent, except, possibly, the reflection that you may enjoy your meal in elegant leisure while the train bears you swiftly forward towards your journey's end? A traveller may obtain a 'good square meal' of plain food for the dollar or a dollar and a quarter which is charged at the station restaurants, while those who desire only a light lunch can command it at trifling cost."

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By the reduced rates which have just taken effect the journey from New York to San Francisco can now be made for $126 in gold, or £25 4s. English. £5 will cover all incidental expenses for meals, bed, &c., on the trip. A first-class passage by sea, *via* Panama, costs about $175 in gold. Such a trip as I have briefly described is a great help to a liberal education; it expands the mind and ideas and all connected with the mental faculty, and gives the foreigner a thorough insight into the great country of the United States. I have made the voyage betweed this city and New York, *via* Panama, some six times, and I can assure you that there is more suffering, more *ennui*, more of a strain in one day's steamer experience in the tropics, where one feels as though issuing from the bath, perspiration exuding from every pore, than from the entire railroad journey across the American continent. New conveyances and comforts are being added by the two railroad companies (the Union Pacific and the Central Pacific) every day, and each road is being constantly improved in the great race to get the road finished. Many details of construction are slighted, but everything is now being placed in first-class order, and at no distant day it may be anticipated that the great through line will be one of the most thoroughly constructed roads in the world. As it is, it makes one of the greatest engineering facts of the 19th century.—I am, Sir, most truly yours,

THOMAS MAGEE.

San Francisco, California, June 15.

# PARLIAMENT.

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## HOUSE OF COMMONS.

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### CONSULAR BUILDINGS IN CHINA, JAPAN, &c.

(July 8th.) In Committee of Supply on the vote of £37,585, to complete the sum of £62,585, for the Embassy-houses at Constantinople, China, and Japan,

Mr. AYRTON said that the balance which the Committee was asked to vote was less by £10,000 than the original estimate.

Mr. MONK was not aware whether that reduction referred to the Embassy-house at Constantinople. Presuming that it did, he wished to ask the Secretary to the Treasury to explain—for he knew that, as an independent member, he objected to the sums which were expended on some of our Foreign Embassies—how it was that the sum of £10,000 which had been voted for the purpose of building a country house for our Ambassador at Therapia had been exceeded by £3,000. He desired also to call attention to the large sums which year after year the House was asked to vote for the Embassy-house at Pera, in building which a sum of £80,000 was not many years ago spent. He desired further to say that there appeared to be two sets of plans for the house at Therapia, the one those of some local architect, which were superseded by the plans of Colonel Gordon, whose plans, he understood, had since been modified by those of some other official at Constantinople. He hoped his hon. friend the Secretary for the Treasury would inform the Committee which of those plans had been finally fixed upon.

Mr. AYRTON said he entirely sympathised with the dissatisfaction which his hon. friend seemed to feel at the expenditure which was incurred in connection with the establishments which we kept up at Constantinople. It had, however, been the policy of this country for some years to keep up great establishments in that city. His hon. friend was right in stating that he had constantly protested against so large an expenditure, but was obliged to take matters as he found them, and to accept the expenditure which was deemed to be necessary for the purpose of making our Ambassador comfortable. (A laugh.) He did not know what demands might be made from Constantinople another year; all he could say was, that he would do his best to resist them.

Sir H. BULWER observed that previous to the change of the clerk of the works the Ambassador had no control whatever over the expenditure. The clerk of the works made a job of the whole business. It was found very advantageous to do away with the clerk of the works altogether. As to the House at Therapia, he should like to have some idea of the work done and what there was still to construct. He did not think the expense would be confined within the £10,000.

Colonel SYKES was altogether at a loss to understand how there had been a diminution under this vote of £10,000. There was a great fallacy in the statement of his hon. friend as to that reduction. He strongly objected to the sum of £174,000 proposed to be taken for the purchase of land in China and Japan. He was very glad to hear from the right hon. gentleman below him (Sir H. Bulwer), who had occupied so distinguished a position in Constantinople, that the clerk of the works had not been restored, and that subsequent to his dismissal a considerable saving had been effected.

Mr. STANSFELD begged to inform his hon. and gallant friend that the Treasury had sent out an extremely able and economical public servant to make inquiry with reference to the erection of the proposed consular establishments in China and Japan, and on the report he made the estimate had already been reduced. That officer was expected daily to arrive in England; it would be his duty to communicate with him on the subject, and he could assure his hon. and gallant friend the vote would not remain at its present amount unless he were satisfied it should.

Lord BURY had always understood it was the duty of the Secretary to the Treasury to consider what sum was necessary before proposing a vote; he was therefore rather surprised to hear it stated that the proposed sum was as final as expenditure usually was, and no hope was held out that it would not be ultimately exceeded. Unless some member of the Government gave a more satisfactory explanation he should move to reduce this vote.

Sir H. BULWER explained.

Mr. AYRTON said he had stated that this money was required to complete plans and estimates made before the present Government came into office. At the same time he must say he did not admire the policy of keeping up an expensive establishment at Constantinople.

Sir H. VERNEY had never heard a less satisfactory explanation of a vote, for if any one could explain those votes it was always the Secretary to the Treasury. He hoped some assurance would be given that no more money would be asked for.

Mr. MONK thought the Committee had a right to know whether £4,000 would be enough to complete the buildings. Last year he had taken the sense of the Committee on this subject, but he had been beaten by two to one.

Mr. AYRTON said there was a superintendent at £300 a-year, who was responsible for the expenditure. The sum now to be voted was to complete the house and to furnish it. Of course, demands were always made for keeping up these establishments, but it would be the duty of the Government to resist any further expenditure for these buildings.

Mr. Alderman LUSK would like to know something about the expenditure in China and Japan. Last year the Government asked for £37,000 for Japan, and now £10,000 more was asked for buildings, but no one knew what they were for.

Mr. STANSFELD said with reference to the charge for ordinary repairs, and for the salary of superintendent, the Treasury was not satisfied, and they had remonstrated on the subject. He would undertake to say that these charges would not reappear in the Estimates next year without having received full consideration. With respect to the new buildings at Teheran, that was an arrangement made by the late Government, and, as far as he could judge, it was a reasonable one. A proposal came home as to the old buildings, which were in an extremely bad and ruinous condition, and would cost £15,000 to repair. But the noble lord thought that a better site could be chosen, upon which a new residence could be built, while the old property might be sold. It was important to have a good supply of water, and that would be obtained at the new site, and he had reason to believe that the estimate of £20,000 would not be exceeded.

The vote was agreed to.

# Foreign Intelligence.

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## HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, July 6.

The latest news received from the West Coast of Africa shows the state of affairs there to be in a very bad condition. H.M.S. *de Amstel* had arrived at Commendag, and a boat, with a crew of two officers (Messrs. J. Vriemoet Drabbe and F. Zegers Veeckens), one sous-officer (Mr. J. C. van Es), and eight sailors, was ordered to land to reconnoitre the coast, the population of which was formerly under the government of England, but since the drawing of the new demarcation line under that of Holland. As soon as the crew of the boat had landed the men were surprised by the negroes and made prisoners. The commander of the *Amstel* resolved, after a conference with the Governor of the Coast of Guinea and the English Governor of the Cape Coast, not to make use of his military force, trusting that the natives would not murder the "white men" if the negroes were left alone. It was said, however, that one of the sailors was dead. Nothing further is known with any certainty with regard to the occurrence. According to an official statement in the *Staats Courant* there is still hope that the crew will be saved.

The Second Chamber has carried the Bill for reorganising the military academy at Breda by thirty-eight against fourteen votes. The members then separated, so that the session may be regarded as closed. Mr. Van Reenen, the President of the Second Chamber, has declined the Presidency of the new Chamber, which will meet in September next.

It is stated that Mr. C. Busken Huet, editor of the *Java Bode*, will shortly assume the editorship of the ultra-Conservative *Dagblad*; Mr. Lion having retired owing to bad health. This rumour, spread by the Hague correspondent of the *Arnhem Iche Courant*, is contradicted most positively by the *Dagblad*.

The strike among the printers will lead to no serious results, the masters having consented to a general increase of wages.

### PRODUCE MARKETS.

COFFEE.—The market remains unaltered. There is a good demand for consumption, and holders decline to operate without an advance. The transactions include about 2,200 b. Java, ex several ships. The total stock of coffee in Holland was on the 1st inst. 718,300, against 641,100 b. in 1868.

RAW SUGAR.—The Trading Company has announced that 47,800 mats will be sold by auction on the 22nd inst. The market remains very firm, and there is a firm demand at somewhat advanced prices. About 7,500 mats changed hands at f.1¼ to f.¾ under May value. The stock was on the 1st inst. 67,585 mats (Trading Company), and 33,169 mats (private).

RICE.—There is a lively demand. The following parcels have been sold:—4,419 b. Java, ex Nyverheid, at f.7¼; 1,420 b. do., ex Petronella, at f.7¾ to f.8; 6,235 b. do., ex Petronella, at f.7¼; and 2,832 b. do., at f.7¼ to f.8¼; 2,050 b. do., ex Rotterdam, at f.8.

SPICES.—Very dull. The unsold stock was on July 1, Nutmegs, 974 casks; mace, 375 casks; cloves, 390 casks; and the Trading Company's stock on warrants, nutmegs, 3,822 casks; mace, 316 casks; cloves, 2,735 casks; cinnamon, 143 b.; pepper, 813 b.

JAVA TOBACCO.—Dull. The transactions are unimportant. The stock is 22,448 bales.

DRUGS.—The market is inanimate, there being no demand.

RATTANS.—Firm in price, with good demand. The following parcels have been sold:—250 piculs, ex Spanker; 250 piculs, ex Liverpool,

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55 piculs, ex Bellatrix; 300 piculs, ex Laurens Koster; 110 piculs, ex Madura; 400 piculs, ex Petronella; 100 piculs, ex Doelwyk.

JAVA INDIGO.—Very dull.

KAPOK.—180 b. E. I. half cleaned sold at 14½c.; 49 b. E. I. cleaned, at 31½c.; 125 b. half cleaned, at 15c.

TIN.—Prices having declined to 78½f., there has been a good demand. Several hundreds of slabs sold at 78½f. to 79½f., and small quantities may now be had at the last quotation. Billiton is quoted 77f. In the beginning of the week 600 slabs were sold at 76½f. The unsold stock of Banca was, on the 1st July, 37,167 slabs, and of Billiton 1,064 slabs.

HIDES.—The sales have been 1,766 p. Sourabaya Rinder, ex Cheribon; 3,554 p. do., ex Laurens Koster; and 1,511 p. do., ex Burmah.

SHIPPING.

DEPARTURES.—July 1, from Texel for Sourabaya, Pauline Constance Eleonore; for Samarang, Sliedrecht; July 2, from Brouwershaven, for Samarang, Landbouw; from Texel for Samarang, Sliedrecht; July 3, from Brouwershaven for Batavia, Voorlichter; from Hellevoet for Batavia, St. Jan; from Flushing for Java, Stad Middelburg.

PASSENGERS INWARD.—From Java, per Kandanghauer: Mr. F. R. Huysers and family, Mr. W. Sauvlet, Mr. W. Schwertsel and family, Miss J. Mastenbroek, Miss A. Voermans.

PASSENGERS OUTWARD.—For Java, per Voorlichtor: Messrs. J. B. A. de Josselin de Jong, K. J. v. d. Veen, M. A. van der Wyck, G. van Herwaarden, G. Ek, J. F. M. de Lange, E. J. Hons, H. C. Achenbach, R. W. J. van Pabst van Bingerden, H. van Stockum, T. R. Corman, J. A. Lawaay, P. D. G. Suilbrord Piccardt, W. K. M. Hazen, M. J. Vitringa, and 134 soldiers. Per Alblasserdam: Mr. F. C. Eizerman and family.

# Monetary and Commercial.

In the Court of Queen's Bench, on Tuesday, it was decided to postpone the trial of the directors of Overend, Gurney, and Co. (Limited), till December next, on the ground that there does not remain sufficient time to carry the case through at the present sittings. It is understood that the Attorney-General has been retained for the prosecution; and meanwhile a committee has been formed and trustees appointed with a view to the necessary funds being raised for the purpose of conducting the trial in a manner befitting the importance of the case. In the interest of the commercial public, however, it would be far better could the matter be brought to an issue with the least possible delay. The postponement for a period of five months may be regarded as fraught with injury to commercial enterprise, the revival of which is impeded in proportion as the miserable financial wrecks of the past are still pressed upon the attention of the public. The liquidators of Overend, Gurney, and Co. (Limited) have issued a circular, in which they ask the creditors to accept the balance of their debts, due on the 15th of September next, and to allow the payment of interest to be deferred to the 30th of June next. They pursue this course in preference to making a further call. Accompanying this circular is a note from Mr. Charles Oppenheim, the creditors' representative, recommending the adoption of the proposed arrangement.

The suspension has been announced of Messrs. George Smith and Sons, of Preston, cotton spinners and manufacturers. As the house had been established in Lancashire nearly half a century, and enjoyed fair credit, the liabilities are supposed to be large. They employed about 200 operatives, while the firms of Messrs. R. and W. Jackson and Mr. Bourne, which have also stopped, employed about 300 each, making a total of 800 thrown out of employment. The cotton trade in Preston and the vicinity—indeed, throughout Lancashire—is in a most wretched condition, and there are rumours of other misfortunes impending. In fact the depression is so great that meetings are being held in various parts of Lancashire for the purpose of asking Government to take active measures for the removal of duties imposed on cotton yarns and manufactured goods imported into India, the encouragement of the growth of cotton in India, and the appointment of commercial men as members of the Indian Council. The *Manchester Courier* reports meetings held at Burnley and Rochdale. At the latter meeting it was said that since the commencement of the American war the average growth of India was a million bales per year, and that before the war America produced four millions of bales yearly, and since the war only two and a half millions.

A petition for the winding-up of the Northern Assam Tea Company (Limited) is to be heard before the Master of the Rolls on the 17th inst.

There is a moderate demand for bar silver for the Continent, at 5s. 0½d. per ounce, but no inquiry for the East. Mexican dollars are rather firmer, at 4s. 11⅞d., but there are none here.

The directors of the London Joint-Stock Bank have resolved to declare at the half-yearly general meeting, to be held on the 15th inst., the usual dividend at the rate of 12½ per cent. per annum, carrying forward £5,700.

## ARTICLES OF IMPORT.

*(For Quotations see Table of Prices Current.)*

TEA.

The following is from Messrs. W. J. and H. Thompson's Circular dated 7th instant:—There has been little alteration to notice in the tone of the market during the past week. Large public sales are at present in progress, the catalogues mostly consisting of common quality, and, so far, late prices have been maintained. Foochow Congous: Dust and siftings are little inquired for, but quotations remain the same; good common is still 1s. 0¾d., and but little offering at this; fair 1s. 1d. to 1s. 2d. per lb.; medium and fine continue to sell only in very small quantities at about late prices. Black-leaf Congous: Very common at 1s. 0½d.; good common remains firm at 1s. 0¾d., with but little inquiry. Dust, "with all faults," at public auction, sold at 6d. to 6½d.; sound, at 7d. to 7½d. At 1s. 1d. to 1s. 1½d. fair quality can be obtained, but the demand is extremely limited. Medium and fine continue to sell in moderate quantities at 1s. 4d. to 1s. 9d. per lb. Tayshan Congous: Several parcels have been sold at the auctions at 1s. 1½d. to 1s. 1¾d. for fair, and new season's overland at 1s. 5d. to 1s. 6d. for good. Souchongs: Common to fair has been sold at 1s. 1½d. to 1s. 3d. per lb. Scented Orange Pekoes: Common has been sold at 9½d. to 9¾d. Scented Capers: Several parcels of spurious mixed have been sold at 7d. to 7½d., to 11½d. for common; the former shows ½d. per lb. decline; the medium qualities have been more saleable at the slight improvement noticed in our last. Green Teas: In these descriptions there is no change. The public sales now in progress consisted of 29,653 packages, and so far 17,819 packages have passed. Former prices have generally been maintained. Letters by the French mail were delivered on the 5th instant, bringing dates from Hong Kong to the 20th, and from Foochow to the 13th, and from Shanghai to the 14th May. The latest telegrams are dated Foochow 8th, and Shanghai 15th June. There have not been any arrivals. The United Kingdom stock was on the 30th ultimo estimated at about 86,000,000 lbs. in 1869, against 77,000,000 lbs. in 1868.

SILK.

The dulness noticed in our last report still continues. Some sales of Chop Tsatlees have been made during the past week at a considerable decline from previous quotations, though without influencing the market, buyers still waiting information in regard to the supply of Asiatic silk, and the market will doubtless be guided to a considerable extent by the advices to be received during the next fortnight. In Japans the only transactions have been a few sales of the inferior descriptions of Mybash, which have found buyers at a reduction of about 2s. per lb. from last prices. All other classes are entirely neglected. In Cantons but little has been done, holders not being willing to concede the reduction expected by buyers. Bengals are heavy of sale, even at the reduced rates now asked. The imports warehoused in June were:—China, 636 bales; Canton, 160 bales; Bengal, 345 bales; Chinese Thrown, 76 bales; Japan, 265; and from 1st to 5th July inclusive the deliveries were:—Bengal, 49 bales; China, &c., 496 bales; Japan, 128 bales.

COTTON.—The Liverpool market remained firm until the 6th inst., when a much quieter feeling prevailed, the sales being to small amount, at a reduction of ⅛d. per lb. The market has since been quiet at unchanged rates. The current quotations are:—Surat, 8½d. to 11⅜d.; Madras, 8⅝d. to 10½d.; fair Dhollerah, 10½d.; fair Oomrawuttee, 10⅜d.; fair Broach, 10½d.; fair Bengal, 8⅝d.; fair Egyptian, 13½d.; fair Pernam., 12⅝d.; middling Boweds, 12½d.; middling Orleans, 12⅜d. The London market has also become inactive, at corresponding reduction in prices to that effected at Liverpool.

COFFEE.—There are export orders of fair extent in the market for Plantation Ceylon, and business is doing at steady prices. Public sales of both Plantation and Native have gone off steadily at previous rates.

CAMPHOR.—About 170 cases China have been sold at 97s. 6d. per cwt.

CUTCH.—In auction, of 700 boxes Pegue offered 100 boxes fine sold at 26s., one lot 26s. 6d., the remainder rather inferior being bought in at 25s. to 25s. 6d.

COCOA-NUT OIL.—There have been small transactions since our last report in Ceylon at £43 10s. per ton.

GAMBIER.—The market is firm at the current quotations; 20 tons of fresh import have been sold at 17s. per cwt.

JAPAN WAX.—An important supply of 1,326 boxes offered on the 6th inst. met few biddings, and only 250 boxes sold at a further decline,—good middling saucer 65s.; middling greasy, 59s. to 60s.; dirty, 52s.; one lot good slab at 71s., the remainder bought in at 75s. to 78s.

PLUMBAGO.—At auctions 182 barrels Ceylon realised 6s. 6d. to 9s. for low and medium dust, and 12s. for soft lump and dust.

RICE.—Since our last report 2,500 bags (200 tons) new Rangoon, ex Blanche, have sold at 9s. short prompt. For arrival at London a cargo of 600 tons new Rangoon, and 450 tons the half of another, March-April sailing, have been sold at 9s. ex ship, or 9s. 6d. landed, usual conditions. A cargo of 1,000 tons Siam, off the coast, has been sold for London at 7s. 6d. landed, or 7s. ex ship.

SUGAR.—There is but little animation in the market, but current prices are steadily maintained. The public sales have included 360 baskets, low soft to good ordinary Penang (duty 8s.), which realised 27s. to 28s. 6d. Of Manila 938 bags unclayed have been bought in at 28s. 6d. per cwt.

TIN.—The current rates for Straits are unaltered, but no business has transpired since our last report.

BREAKFAST.—EPPS'S COCOA.—GRATEFUL AND COMFORTING.—The very agreeable character of this preparation has rendered it a general favourite. The *Civil Service Gazette* remarks:—"The singular success which Mr. Epps attained by his homœopathic preparation of Cocoa has never been surpassed by any experimentalist. By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected Cocoa, Mr. Epps has provided our breakfast tables with a delicately-flavoured beverage which may save us many heavy doctors' bills." Made simply with boiling water or milk. Sold by the trade only in ¼lb., ½lb., and 1lb. tin-lined packets, labelled—JAMES EPPS & Co., Homœopathic Chemists, London.—ADVT.

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# LONDON PRICES CURRENT.

**Articles in the following list subject to duty are quoted with the duties paid as annexed, unless marked "in bond." Those articles against which no rate of duty is placed are admitted free.**

**NOTE.—Besides the duties of Customs payable on certain articles as mentioned below, an addition of ½ per cent. in the said rates is also payable on entry for consumption, except Tobacco, on which the extra duty is five per cent. and ½ per cent.**

| | | |
|---|---|---|
| ARROWROOT. | | |
| (*Duty free.*) | *s. d.* | *s. d.* |
| East India ... ... | — | — |
| CANES, Bamboo—each | 0 0½ | 0 2½ |
| Malacca ... ... | 0 1½ | 0 9 |
| Partridge ... ... | 0 1 | 0 4½ |
| Tonkin ... ... | 0 0⅝ | 0 1½ |
| Rattans, com., per 100 | 1 6 | 3 6 |
| Good and fine ,, | 4 0 | 7 6 |
| CHEMICALS. | | |
| Alum ... ...per ton | 145 0 | 150 0 |
| Antimony, ore ... | 280 0 | 300 0 |
| crude ...per cwt. | 26 0 | — |
| regulus, bowl ... | 50 0 | — |
| star ... ... ... | 50 0 | — |
| Brimstone, roll ... | 11 0 | 11 6 |
| Calomel ...per lb. | 2 5 | — |
| Corros. Sublim. .. | 1 11 | — |
| Iodine, dry per oz. | 0 9¾ | 0 10 |
| Ivory Blk. dry, p. cwt. | — | — |
| Lime, Acet. wh. ... | 12 6 | 23 0 |
| Magnes. Carb. ... | — | — |
| Prussian Blue, per lb. | — | — |
| Quinine Sulph., per oz. | — | — |
| British, in bottle ... | 5 9 | — |
| French ... ... | 5 1 | 5 2 |
| Vermillion, Eng., pr. lb. | 2 6 | 3 0 |
| China ... | 2 7 | — |
| COALS, best per ton | 17 6 | — |
| other sorts ... ... | 14 3 | 16 9 |
| COCHINEAL per lb. | | |
| Honduras, black ... | 3 0 | 4 0 |
| silver ... | 2 7 | 3 3 |
| pasty ... | 1 6 | 2 6 |
| Teneriffe, black ... | 3 0 | 4 3 |
| silver ... | 2 9 | 3 1 |
| COFFEE, in bond per ct. | | |
| (*Duty 3d. per lb.*) | | |
| Ceylon | | |
| Native, fine bold ... | 56 0 | 62 0 |
| gd. and fine ord. | 51 0 | 55 0 |
| small and ordinary... | 45 0 | 50 0 |
| Plantation, fine ... | 90 0 | 95 0 |
| fine middling ... | 84 0 | 88 0 |
| good middling ... | 79 0 | 83 0 |
| middling ... ... | 72 0 | 78 6 |
| fin. ord. to low mid. | 62 0 | 71 6 |
| mixed and triage ... | 30 0 | 59 0 |
| Other British E. I. | | |
| fine and superior ... | 90 0 | 99 0 |
| good and fine ... | 82 0 | 88 0 |
| mid to good mid.... | 69 0 | 81 0 |
| fine ord. to low mid. | 62 0 | 68 0 |
| good ord. Native .. | 55 0 | 59 0 |
| ordinary ... ... | 51 0 | 54 0 |
| Batavia, yellow ... | 70 0 | 84 0 |
| pale and mixed ... | 54 0 | 69 0 |
| Manila... ... ... | 48 0 | 68 0 |
| Singapore ... ... | 44 0 | 72 0 |
| Sumatra ... ... | — | — |
| COTTON ...per lb. | | |
| Surat ... ... ... | 0 8¼ | 0 11½ |
| Sawginned Dharw ... | 0 9¼ | 0 11 |
| Madras, Tinnevelly ... | 0 9¼ | 0 10¼ |
| North, and Westrn. | 0 8¼ | 0 10¼ |
| Cocanada ... ... | 0 9¼ | 0 10 |
| Bengal and Rangoon | 0 8¼ | 0 9½ |
| Scinde ... ... ... | 0 8⅝ | 0 9½ |
| China ... ... ... | — | — |
| Egyptian ... ... | 0 9½ | 1 4½ |
| Smyrna ... ... | 0 9¼ | 0 11½ |
| Sea Island ... ... | 1 10 | 4 2 |
| Upland... ... ... | 0 10¼ | 1 0½ |
| Mobile... ... ... | 0 10¼ | 1 0½ |
| New Orleans ... ... | 0 10¼ | 1 0¾ |
| CUTCH. | | |
| See Terra Japonica ... | | |
| DRUGS. | | |
| Aloes, Hepatic, per ct. | 80 0 | 180 0 |
| Socotrine ... .. | 120 0 | 300 0 |
| Aniseed, Chi. Star ... | 110 0 | — |
| Beans, Tonquin, per lb. | 1 0 | 1 6 |
| Camphor, per cwt. ... | — | — |
| Japan ... ... | 107 6 | — |
| China ... ... | 97 6 | 100 0 |
| Cardamoms, per lb. ... | | |
| Malabar, good ... | 7 9 | 8 4 |
| inferior ... ... | 5 6 | 7 0 |
| Ceylon ... ... | 2 6 | 3 3 |
| Corosos Nuts, per cwt | 16 0 | 19 0 |
| Cassia Fistula ... | 20 0 | 35 0 |
| China Root ... ... | 27 0 | 35 0 |
| Cubebs... ... ... | 36 0 | 40 0 |
| Dragon's Blood, reed | 100 0 | 160 0 |
| lump ... ... | — | — |
| Galangal Root ... | 15 0 | 20 0 |
| Gentian Root... ... | 19 0 | 20 0 |
| Ginger, prsd. (*Duty 1d. per lb.*), per lb.... | 0 6 | 0 9 |
| Ipecacuanha ... ... | 5 6 | 5 9 |
| Isinglass, Brazil ... | 2 6 | 4 5 |
| Tongue sort ... | 3 1 | 5 1 |
| East India ... ... | 2 3 | 4 4 |
| Myrabolanes, per cwt. | 9 0 | 16 0 |
| OILS. | | |
| Aniseed ...per lb. | 8 6 | 9 0 |
| Cassia ... ... | 4 10 | 5 0 |
| Cinnamon ...per oz. | 1 0 | 4 6 |
| Citronel ... ... | 0 2⅝ | 0 2½ |
| fine ... ... ... | 0 3 | 0 3½ |
| Clove ... ...per lb | 2 8 | — |
| Lemon... ... ... | 4 6 | 7 0 |
| Lemongrass ...per oz. | 0 4 | 0 4½ |
| Mace, expressed ... | 0 1 | 0 2½ |
| Nutmeg ... ... | 0 4 | 0 8 |
| Orange ... per lb | 5 0 | 8 0 |
| Orris Root ... per ct. | 38 0 | 44 0 |

| | | |
|---|---|---|
| DRUGS | *s. d.* | *s. d.* |
| Rhubarb ... per lb. | | |
| China, good and fine | 4 6 | 8 0 |
| gd mid. to ord.... | 0 8 | 4 0 |
| Dutch trimd. ... | — | — |
| Saffron, Spanish ... | 26 0 | 34 0 |
| Squills... ... ... | 0 1 | 0 2½ |
| Tamarinds ...per ct. | | |
| East India ... ... | 12 6 | 26 0 |
| Vanilla, large...per lb. | 21 0 | 25 0 |
| DYE STUFFS. | | |
| Galls, Buss. bl. per ct. | 72 0 | 90 0 |
| in sorts ... ... | 65 0 | 70 0 |
| white ... ... | 48 0 | 50 0 |
| China ... ... | 47 6 | — |
| Japan ... ... ... | 46 0 | 47 0 |
| Madder Root... ... | — | — |
| Bombay ... ... | 40 0 | 50 0 |
| Orchella, Angola ... | 60 0 | 65 0 |
| Bombay ... ... | — | — |
| Turmeric per cwt. | — | — |
| Bengal ... ... | 21 0 | 22 0 |
| Madras ... ... | 12 0 | 24 0 |
| Malabar ... ... | 13 0 | 16 0 |
| Java... ... ... | 19 0 | 20 0 |
| China ... ... | 30 0 | 35 0 |
| GAMBIER. | | |
| See Terra Japonica | | |
| GUMS ... per cwt | £ *s.* | £ *s.* |
| Arabic... ... ... | — | — |
| E. I. fine pale ... | 4 0 | 4 4 |
| sorts, mid. to fine | 3 10 | 3 18 |
| garblings ... | 2 5 | 3 2 |
| Assafœtida, com. to gd. | 3 15 | 5 10 |
| Benjamin, Siam, 1st | | |
| and 2nd ... ... | 14 0 | 25 0 |
| Sumatra, 1st and 2nd | 7 0 | 11 0 |
| do. third ... | 2 10 | 6 0 |
| Copal, Angola red ... | 5 0 | 5 7½ |
| Manila ... ... | 1 12 | 2 10 |
| Dammar, Batavia, pale | 4 15 | 5 5 |
| Singapore ... ... | 4 0 | 4 10 |
| Gamboge, pkd. pipe... | 12 0 | 15 0 |
| Guaiacum ...per lb. | 0*s* 8*d* | 1*s* 4*d* |
| Kino ... per cwt. | 60 0 | 120 0 |
| GUTTA PERCHA. | | |
| genuine ...per lb. | 1 6 | 3 6 |
| HEMP. ... per ton | £. *s.* | £. *s.* |
| Sisal ... ... ... | 44 0 | 49 0 |
| Bombay & Kurrachee | — | — |
| Manila... ... ... | 47 0 | 52 0 |
| do., good & fine white | 68 0 | 80 0 |
| China grass ... ... | — | — |
| COIR ... per ton | | |
| Rope... ... ... | 26 0 | 33 0 |
| Yarn, good & fine... | 29 0 | 70 0 |
| ord. to fair ... | 22 0 | 28 0 |
| Bombay, cm. to fn. | — | — |
| Junk ... ... | — | — |
| Fibre ... ... | 14 0 | 30 0 |
| HIDES. | | |
| Sourabaya & Batavia | | |
| Ox and cow hides, | | |
| dry, best, 61b. to | *s d* | *s d* |
| 10lb. ... ... | 0 8 | 0 9½ |
| Seconds ... ... | 0 7 | 0 7½ |
| Thirds ... ... | 0 4 | 0 6 |
| Buffalo hides, yel- | | |
| low, best, 171b. | | |
| to 22lb. ... | 0 6 | 0 7 |
| Seconds ... ... | 0 5 | 0 5⅞ |
| Thirds ... ... | 0 3 | 0 4½ |
| Dark, best, 201b. to | | |
| 28lb. ... ... | 0 5 | 0 6½ |
| Seconds ... ... | 0 3 | 0 4⅝ |
| Singapore, | | |
| Ox and cow hides, | | |
| dry, best, 61b. to | | |
| 10lb ... ... | 0 8 | 0 10 |
| Seconds & Thirds | 0 5 | 0 9 |
| Buffalo hides, best, | | |
| 171b. to 201b. ... | 0 5 | 0 6½ |
| Seconds ... ... | 0 4½ | 0 5¼ |
| Manila, | | |
| Buffalo hides, best, | | |
| 181b. to 271b. ... | 0 4 | 0 5 |
| Seconds ... ... | 0 3 | 0 3⅝ |
| HORNS, BUFFALO, | | |
| Calcutta, Madras and | | |
| Bombay, 11b. to 21b., | | |
| per cwt. | 25 0 | 41 0 |
| Singapore, 2½lb. to 4lb. | 35 0 | 47 0 |
| INDIA RUBBER, pr lb. | | |
| East India ... ... | | |
| Assam and Pegu ... | 0 10 | 1 2 |
| Penang, &c. ... ... | 1 3 | 1 6 |
| LAC. | | |
| STICKLAC per cwt. | 47 6 | 60 0 |
| METALS. | | |
| IRON ... ...per ton | £ *s.* | £ *s.* |
| Welsh Rails in Wales | 6 10 | 6 15 |
| Welsh Bars in Wales | 6 0 | 6 5 |
| Welsh Bars in London | 6 15 | 7 5 |
| Staffordshire Bst. Bars | | |
| in London ... ... | 7 5 | 7 10 |
| Staffordshire B. Nail | | |
| Rods... ... ... | 7 7½ | 7 12½ |
| Staffordshire B. Hoops | 8 0 | 8 5 |
| Staffordshire B. Sheets | 9 0 | 9 10 |
| Scotch Pig No. 1 in | | |
| the Clyde ... ... | 2 11 | 3 1 |
| Swedes Bars in Lon- | | |
| don ... ... ... | 10 0 | 10 10 |
| Swedes Steel in kegs, | | |
| ½ in. and ⅝ in. ... | 15 0 | 15 5 |
| COPPER ... ... ... | *s. d.* | *s. d.* |
| Ore ... per unit | 13 9 | — |
| | £ *s.* | £ *s.* |
| Chili Slabs per ton | 68 0 | 69 0 |

| | | |
|---|---|---|
| METALS. | £. *s.* | £. *s.* |
| Spanish Cake... ... | 68 10 | — |
| Australian Burra ... | 77 10 | — |
| Australian Wallaroo... | 78 0 | — |
| English tough quality | 74 0 | 75 0 |
| English best selected | 76 0 | 77 0 |
| English Sheets,— | | |
| Sheathing, &c. ... | 78 0 | 80 0 |
| English Bottoms ... | | |
| rolled ... ... | 81 0 | — |
| English Bottoms ... | | |
| hammered ... ... | 86 0 | — |
| | *s. d.* | *s. d* |
| Yellow Metal Sheets, | | |
| 4 by 4 ft. ...per lb. | 0 6⅝ | 0 6¾ |
| Yellow Metal Sheath- | | |
| ings and Rods ... | 0 6¾ | — |
| LEAD. ... ...per ton | £. *s.* | £ *s.* |
| Pig, W.B. ... ... | 20 10 | — |
| Pig, L.B. ... ... | 19 12½ | — |
| Pig, other brands ... | 19 0 | 19 17½ |
| Spanish soft, ex ship | 18 10 | — |
| Sheet ... ... .. | 19 15 | — |
| Shot (kegs extra) ... | 22 0 | — |
| White (kegs extra) ... | 27 0 | 30 0 |
| Red (kegs extra) ... | 20 10 | 21 0 |
| SPELTER.... ... ... | | |
| Silesian ... ... | 20 10 | — |
| English (smelted | | |
| from ores)... ... | 20 10 | — |
| ZINC. | | |
| English Sheet .. | 25 10 | — |
| MOLASSES (*duty 3s. 6d.*) | | |
| East India ... ... | — | — |
| OILS | £ *s* | £ *s.* |
| Cocoa-nut, Coch. p.tn. | 44 10 | 45 0 |
| Ceylon ... ... | 43 0 | 43 10 |
| Sydney ... ... | 38 0 | 42 10 |
| Rapeseed—Eng. pale | 41 10 | — |
| ,, brown | 39 10 | — |
| PLUMBAGO. | *s. d.* | *s. d.* |
| Ceylon, Lump ... | 12 0 | 25 0 |
| Dust ... ... | 6 6 | 11 3 |
| German ... ... | 4 0 | 5 0 |
| PROVISIONS, per cwt. | | |
| Butter— | £ *s* | £ *s* |
| Cork, 4th to 1st ... | 4 12 | 5 8 |
| Beef, India, per tierce | 7 5 | 8 0 |
| mess, and Ind. mess | 3 10 | 6 0 |
| Pork— | | |
| Pickled middles ... | 3 10 | 3 14 |
| Irish, mess. p. brl. | 5 10 | 5 15 |
| Foreign ... ... | 4 15 | 5 17½ |
| Hams, Irish ... ... | 4 4 | 5 12 |
| American ... | 3 16 | 4 2 |
| Lard, Irish bladder ... | 3 16 | 4 6 |
| keg and firkin ... | 3 10 | 3 18 |
| RICE ... per cwt. | *s. d.* | *s. d.* |
| Bengal, white ... | 7 9 | 13 6 |
| Ballam and Moonghy | 8 9 | 9 6 |
| brkn and ord. white | — | — |
| red cargo ... ... | 7 3 | 8 0 |
| Madras ... ... | 7 9 | 9 3 |
| Arracan ... ... | 7 6 | 10 0 |
| Moulmein ... ... | 9 0 | 10 6 |
| Rangoon and Bassein | 7 6 | 10 3 |
| Saigon... ... ... | 7 6 | 8 3 |
| Java ... ... ... | 10 0 | 15 0 |
| Siam ... ... .. | 7 3 | 8 0 |
| Patna-cleaned ... | 15 0 | 22 0 |
| Ballam do. ... | 10 0 | 12 0 |
| Rangoon do. ... | 10 0 | 20 0 |
| Java do. ... | 20 0 | 35 0 |
| Do. London cleaned... | 14 0 | 36 0 |
| SAGO (*duty free*) ... | | |
| Pearl, small ... ... | 18 6 | 20 6 |
| large and medium | 18 6 | 21 0 |
| SALT (at the works in | | |
| Cheshire, exclusive of | | |
| 3*s.* lighterage) per ton | | |
| common ... ... | 7 0 | — |
| butter ... ... | 8 6 | — |
| stoved, common ... | 10 0 | — |
| handed ... ... | 12 0 | — |
| Rock, large lumps ... | 6 6 | — |
| Irish lumps ... ... | 4 0 | — |
| SALTPETRE. per cwt. | | |
| Bengal, 6 p.c or und | 20 0 | 20 6 |
| over 6 per cent. ... | 19 6 | 20 0 |
| Calcutta, 5 to 2 pr. ct. | — | — |
| 12 to 6 per cent. ... | — | — |
| Scinde, refined ... | — | — |
| Madras ... ... | 18 0 | 19 0 |
| Bombay & Kurrachee | — | — |
| British refined ... | 25 6 | 26 6 |
| SEED. | | |
| Rape per qr. 416lbs. | | |
| Calcutta ... ... | 60 6 | — |
| Madras ... ... | 62 0 | — |
| Bombay—Guzerat . | 65 0 | 66 0 |
| Feroze and Scinde.. | 61 6 | 62 6 |
| Japan ... ... | — | — |
| Teel per 384 lbs. | | |
| Sesame or Gngly ... | 58 0 | 63 0 |
| SHELLS per cwt. | | |
| Mother o'Pearl ... | — | — |
| China and Manila . | 120 0 | 200 0 |
| Singapore ... ... | — | — |
| Bombay ... ... | 45 0 | 130 0 |
| Panama ... ... | 20 0 | 40 0 |
| Tortoise per lb. | — | — |
| Manila ... ... | 14 0 | 22 0 |
| Other East India ... | 8 0 | 20 0 |
| West India... ... | 10 0 | 18 0 |
| SOY per gall. | | |
| China ... ... ... | 2 9 | 2 10 |

| | | |
|---|---|---|
| SOY. | *s. d.* | *s. d.* |
| Japan ... ... ... | — | — |
| SPICES | | |
| Cassia Lignea per cwt. | 128 0 | 136 0 |
| Vera... ... ... | 50 0 | 87 6 |
| Buds ... ... | 140 0 | 162 6 |
| Cinnamon per lb. | | |
| Ceylon, 1st quality. | 2 0 | 3 7 |
| 2nd ,, | 1 9 | 3 5 |
| 3rd ,, | 1 4 | 3 2 |
| 4th ,, | 0 10 | 2 5 |
| Cloves, Penang ... | 0 10 | 1 0 |
| Amboyna ... ... | 0 5 | 0 5½ |
| Zanzibar ... ... | 0 3½ | 0 3½ |
| Ginger per cwt. | | |
| Cochin ... ... | 38 0 | 120 0 |
| Mace, 1st qual. per lb. | 2 9 | 3 6 |
| 2nd and inf. ... | 1 10 | 2 3 |
| Nutmegs. | | |
| 78 to 60 lb. ... | 2 3 | 4 2 |
| 80 to 90 lb. ... | 1 10 | 2 2 |
| 95 to 132 lb. ... | 1 5 | 1 9 |
| Pepper, black per lb. | — | — |
| Penang ... ... | 0 3½ | 0 3¾ |
| Singapore ... ... | 0 3⅝ | 0 4 |
| white ... ... | 0 5 | 0 6½ |
| SUGAR per cwt. | | |
| *Duties:—* | | |
| *Ref. and Candy, 12s.* | | |
| *Raw, 1st cl. 11s. 3d.* | | |
| ,, *2nd cl. 10s. 6d.* | | |
| ,, *3rd cl. 9s. 7d.* | | |
| ,, *4th cl. 8s.* | | |
| Penang, yell. and gray | 34 6 | 39 0 |
| brown ... | 28 0 | 34 0 |
| Manila, clayed ... | 29 0 | 31 0 |
| superior ... | — | — |
| unclayed ... | 26 6 | 29 0 |
| Java, gray and white | 38 0 | 42 0 |
| brown and yel. | 28 0 | 37 0 |
| China and Siam, white | 34 6 | 39 0 |
| brown and yellow... | 27 0 | 33 6 |
| TALLOW per cwt. | | |
| East India .. ... | — | — |
| TAPIOCA (*Duty free*) | | |
| per lb. | | |
| Penang and Singapre. | 0 2 | 0 3½ |
| Pearl ... per cwt. | 24 0 | 27 6 |
| TAPIOCA FLOUR lb. | 0 2 | 0 2½ |
| TEA (*Duty, 6d. per lb.*) | | |
| Congou. | | |
| brown leaf, ord. ... | 0 10 | 0 11 |
| good ord. to bst md. | 0 11½ | 1 0 |
| good export kinds . | 1 1 | 1 1½ |
| Kaisow, 1st & 2nd ... | 1 4 | 2 0 |
| bk. leaf, com. to gd. | 1 0½ | 1 2½ |
| medium to finest ... | — | — |
| Oopack and Moning . | 1 4 | 2 0 |
| Tayshan new make... | 1 1 | 1 7 |
| Ning Yong and Oolg. | 0 10 | 2 2 |
| Souchong. | — | — |
| fair to good ... | 1 1 | 1 8 |
| fine to finest ... | 1 10 | 2 6 |
| Flowery Pekoe. | — | — |
| fair to good ... | 0 10 | 1 6 |
| fine to finest ... | 1 10 | 3 6 |
| Caper, scented ... | 0 7 | 2 0 |
| Orange Pekoe, plain . | 1 2 | 1 6 |
| scented ... ... | 0 11½ | 1 10 |
| Twankay. | — | — |
| common to good ... | 0 11 | 1 0½ |
| fine to Hyson kind . | 1 1 | 1 1½ |
| Hyson Skin. | — | — |
| common to fair ... | 0 9 | — |
| good to fine ... | 0 11 | — |
| Hyson, common ... | 0 11 | 1 1 |
| fair to fine ... ... | 1 3 | 2 5 |
| finest ... ... | 2 6 | 3 8 |
| Yg. Hyson, Can. kind | 0 7 | 1 4 |
| country kinds ... | 1 0 | 2 10 |
| Imperial ... ... | 0 9 | 2 6 |
| Gunpowder ... ... | 0 9 | 3 6 |
| Japan, uncoloured ... | 1 0 | 1 8 |
| Assam ... ... ... | 0 10 | 3 4 |
| TERRA JAPONICA. | | |
| Gambier per cwt. | 17 0 | 17 3 |
| free Cubes ... ... | 19 6 | 23 0 |
| Cutch ... ... ... | 25 6 | 26 6 |
| TOBACCO. | | |
| (*Duty 3s. per lb., and 5 per cent. and ½ per cent., equal to about 3s. 1½d per lb.*) pr. lb. | | |
| East India leaf ... | 0 2 | 0 5 |
| Japan ... ... ... | — | — |
| Java ... ... ... | 0 4 | 1 0 |
| Manila cheroots ... | 6 0 | 7 6 |
| WAX per cwt. | | |
| BEES'. | £. *s.* | £. *s.* |
| English ... ... | 9 10 | 10 0 |
| German ... ... | — | — |
| American ... ... | 8 15 | 9 5 |
| Bombay & Madras | 8 10 | 9 0 |
| Bengal ... ... | 9 5 | 9 15 |
| E. I. white ... ... | 10 0 | 12 0 |
| VEGETABLE.—Japan | 3 7½ | 3 15 |
| Do. mixed ... ... | 2 15 | 3 5 |
| WOOD ...per ton | | |
| Red Sanders .. ... | 7 5 | 7 7 |
| Sapan, Bimas, &c. ... | 8 0 | 11 0 |
| Do., Siam ... .. | 9 0 | 12 0 |
| Cedar, Cuba ... per ft. | 0 5½ | 0 6½ |
| Ebony... ...per ton | | |
| Ceylon ... ... | 5 10 | 13 0 |
| Satinwood ... per ft. | 1*s* 0*d* | 1*s* 2*d* |
| WOOL ... .. per lb. | | |
| East India, white .. | 0 9½ | 1 2½ |
| yellow and gray ... | 0 3 | 1 1 |

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# Shipping Intelligence.

## ARRIVALS.

| Date. | Ship. | Captain. | From. | At |
|---|---|---|---|---|
| Jun.17 | Windward | Barrett | Hong Kong | San Francisco |
| July 2 | Isles of the South | Davidson | Bangkok | Falmouth |
| — 5 | Helen Burns | — | Rangoon | Liverpool |
| Jun.21 | John Wooster | Knowles | Amoy | New York |
| July 5 | Sadowa | Wurzmann | Bangkok | Off Falmouth |
| — 5 | Black Prince | Sadler | Rangoon, for Hambg. | Do. |
| Jun.20 | Hendrika | Bus | Sourabaya | Boston |
| July 6 | Berkshire | — | Rangoon | Off Falmouth |
| — 5 | F. C. Clarke | Fish | Do. | Falmouth |
| — 5 | Ceres | Dodds | Akyab | Do. |
| — 5 | Woodville | Lawrence | Maulmain | Do. |
| — 5 | Achilles | — | Java | Liverpool |
| — 5 | Indus | — | Rangoon | Do. |
| — 5 | Shackamaxon | — | Do. | Do. |
| — 6 | Elizabeth Fleming | — | Do. | Do |
| — 1 | Patrician | — | China & West Indies | Falmouth |
| — 5 | Johanna Engels | — | Rangoon | Do. |
| — 5 | Lady Agnes | — | Colombo | Off Salcombe |
| — 5 | Jessie | — | Saigon | Falmouth |

## DEPARTURES.

| Date. | Ship. | Captain. | For. | From |
|---|---|---|---|---|
| July 1 | Johanna Maria | Shutt | Hiogo & Yokohama | London |
| — 1 | Sampan | Rassmussen | Osaka and Hiogo | Do. |
| — 1 | Omba | Thomson | Shanghai | Do. |
| — 1 | Psyche | Hains | Cardiff and Japan | Do. |
| Jun.28 | Hansa | Drewes | Hong Kong | Cardiff |
| — 29 | Freia | — | Batavia | Shields |
| — | Jacoba Helena | — | Do. | Rotterdam |
| May22 | St. Pierre | Ravilly | Ceylon | Buenos Ayres |
| July 3 | Panic | Mackenzie | Singapore | London |
| — 3 | Fort Regent | Olsen | Cardiff & Hong Kong | Do |
| — 2 | Maria de C. | Aquirie | Manila | Glasgow |
| — 3 | Aldebaran | Lumsden | Shanghai | Sunderland |
| — | Pauline Constance | — | Batavia | Rotterdam |
| — | Eensgezindheid | De Waal | Do. | Amsterdam |
| Jun.21 | Shirley | Ferguson | Hong Kong | San Francisco |

*(See Commercial Postscript and Correspondents Letters.)*

## LOADING.

At LONDON.—For Hiogo and Yokohama: Corsair. For Nagasaki and Hiogo: Chanticleer. For Yokohama: Rockliff, Napier, Mountain Ash. For Chefoo: Princess of Wales. For Shanghai: Lammermuir, Lauderdale, Dartmouth, Sarah Nicholson, Sir Wm. Wallace, Loudoun Castle, Hertfordshire. For Hong Kong: Geologist, Peterborough, Merse, Sophie, Fair Leader, Corypheus, Borealis. For Singapore: Hesperia, Hopeful. For Singapore, Hong Kong, and Shanghai: United Service (str.). For Penang: Parana. For Batavia and Sourabaya: Gladiator. For Colombo: Palmerston, Palestine, Ocean Beauty. For Colombo, &c.: West Australian.

At LIVERPOOL.—For Hiogo and Osaka: Isolina. For Yokohama: Edwin Bassett, Finzel. For Shanghai: Banian, Celestial Queen. For Hong Kong: Florence Nightingale. For Singapore: Naworth, Polly Lewis. For Manila: Maria, Juliana, Amigos, Trinidad. For Mauritius, Penang, Singapore, Hong Kong, and Shanghai: Tycho Brahe (str.).

At GLASGOW.—For Shanghai: Laja. For Singapore: Kate Carnie. For Penang: James Paton. For Batavia and Sourabaya: County of Elgin. For Ceylon: Glenaray.

## SPOKEN.

ANNA NELSON, Liverpool to Shanghai, May 4, 22 S., 33 W.
RAVENSBOURNE, London to Japan, April 25, 16 S., 28 W.
OLIVER CROMWELL, Swansea to Singapore, June 11, 8 S., 33 W.
CHETAH, London to Hong Kong, May 19, 6 N., 22 W.
KILLARNEY, Shields to Hong Kong, 28 days out, May 30, 7 N., 23 W.
KIEF (Dutch), Java to Amsterdam, April 30, 33 S., 14 E.
ORIENT (N.G. barq.), Bremen to Hong Hong. Feb. 25, 8 N., 24 W.
KOSMOPOLIET II., Rotterdam to Batavia, 4 N., 28 W.
PRECIOSA, Cardiff to Hong Kong, April 16, 37 S., 6 W.
SNOWDEN, Cardiff to Bangkok, March 28, 1 N., 21 W.
SHOOTING STAR, London to Colombo, March 29, 9 S., 24 W.
GULNARE, Sunderland to Singapore, April 14, 30 S., 21 E.
FUSIYAMA, London to Shanghai, May 19, 6 S., 106 E.
STAFFA, London (?) to Singapore, May 19, 6 S., 106 E.

## FREIGHTS AND CHARTERS.

Berth freights to the Eastern ports are a little firmer, with more inquiry for tonnage; in coal freights from the Northern outports there is not much doing, but rates are maintained.

Current rates of freight for vessels on the berth:—To Yokohama: 40s. weight or meast. To Nagasaki: 40s. weight, 50s. meast. To Hiogo: 50s. weight or meast. To Tientsin: 60s. weight or meast. To Chefoo: 60s. weight or meast. To Shanghai: 35s. weight, 30s. meast. To Foochow: 50s. weight, 45s. meast. To Hong Kong: 35s. weight, 27s. 6d. meast. To Amoy: 50s. weight, 45s. meast. To Batavia: 25s. weight, 30s. meast. To Singapore: 30s. weight, 25s. to 30s. meast. To Ceylon: 20s. to 25s. weight, 20s. meast. At New York to China; $12 to $15 per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—For Shanghai: £44. For Hong Kong: £35. For Singapore: £25. For Galle: £25. From Newport, Cardiff, or Swansea per ton.—For Yokohama: £2. For Shanghai: £2 2s. 6d. For Hong Kong: £1 15s. For Singapore: £1 6s. For Galle: £1 6s.

The Admiralty have invited tenders for the conveyance of 105 tons stores to Ceylon, and 7 tons to Hong Kong.

## MISCELLANEOUS.

At ST. VINCENT, C.V.—May 25, Moneka (s.s.), Barkley, sailed for Japan.

At MAURITIUS.—May 31, Sidonie, Bourge, from Singapore; 17, Walrus (s.s.), Watson, from New York, and left 22 for China; Nautilus (s.s.), Hodges, from New York, and left 22 for China; 24, Jasimin, Ortige, from Singapore; 30, Alma, Boniton, from Singapore.


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NOTICE.—THE BUSINESS heretofor^h carried on under the style of "Shortrede and Co," was this day purchased by the undersigned, [n whose name and by whom it will henceforth be conducted, and to whom all outstanding accounts owing to the said business are to be paid.

Hong Kong, Aug. 15, 1867. CHAS. A. SAINT.

NOTICE TO ADVERTISERS.

THE DAILY CHINA MAIL.—Six pages; published every evening (except Sunday). Subscription, 24 dols. per annum. Circulates in Hong Kong and along the China and Japan coasts. Terms of advertising:—Ten lines and under, 1 dol.; each additional line, 10 cents; one-half of these charges for repetitions. In Chinese, 2 cents per character for any number of days during the current week.

THE OVERLAND CHINA MAIL.—Compiled from the *Daily China Mail*, is published twice a month on the morning of the English mail's departure, and is a record of each fortnight's current history of events in China and Japan, contributed in original reports and collated from the journals published at the various ports in those countries. It contains, besides, a Shipping List for Shanghai, Hong Kong, Canton, and Macao, and a complete Commercial Summary.

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splendid new composite full-rigged steam clipper ship OBERON, A1 16 years at Lloyd's, 1,200 tons register, 300-horse power; JOHN KEAY (late of the "Ariel"), Commander; East India Docks. This fine ship, built expressly for the China trade, combining all the latest improvements of the fastest clippers, with the addition of the best description of marine engines, offers a most favourable opportunity to shippers of fine goods. The passage to Shanghai is expected not to exceed 75 days.

For Freight only, apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

This ship will proceed to Japan immediately on the discharge of the cargo at Shanghai.

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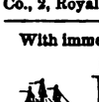
## FOR HONG KONG, the splendid composite clipper, CLETA, A1 16 years, 519 tons register; C. H. MIDDLETON, Commander; East India Docks. This ship sails very fast, and presents a favourable opportunity to shippers of fine goods.

For Freight or Passage, apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

With immediate despatch. Having a considerable portion of her cargo engaged.



## FOR SHANGHAI, direct, the

favourite and powerful clipper ship SIR WILLIAM WALLACE, A1, coppered and copper-fastened, 967 tons register; A. H. TAYLOR, Commander; loading in the East India Docks. This magnificent vessel, built under special survey in 1866 by Messrs John Duthie, Sons and Co., of Aberdeen, for the China trade, has proved herself thoroughly adapted for it by smart passages and sound delivery of cargo.

For Freight or Passage apply to NORRIS and JOYNER, 60, Cornhill, E.C.

With immediate despatch.

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clipper MOUNTAIN ASH, A1 10 years, 437 tons register; JACOB CARE, Commander. Loading in the East India Docks. This splendid vessel is noted for her rapid passages in the China and Japan trade, and sound delivery of cargo.

For Freight or Passage apply to Messrs. RUCKER, OFFOR, and Co., 115, Leadenhall-street, E.C.; or to NORRIS and JOYNER, 60, Cornhill, E.C.

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The London and China 新聞紙 Telegraph.

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON THE ARRIVAL OF THE FORTNIGHTLY ENGLISH, AND MONTHLY FRENCH MAILS FROM CHINA, JAPAN, &c:

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A SUMMARY OF NEWS FOR THE OUTWARD MAILS.

VOL. XI.—No. 320.] LONDON, TUESDAY, JULY 27, 1869. [Price 9d., with Sup., 1s. 3d.—Sub. 30s. per ann. postage, included. Sup. 12s. extra.

## Latest Advices.

| Ports. | From London. | Arrived out. | Homeward. Received this day. |
|---|---|---|---|
| JAPAN — Yokohama | April 9 | May 27 | May 28 |
| Yedo | — | — | May 26 |
| Osaka and Hiogo | | | |
| Hakodadi | | | |
| Nagasaki | — | — | May 27 |
| CHINA — Peking | — | — | May 20 |
| Tien-tain | — | — | May 26 |
| Chefoo | — | — | May 27 |
| New-chwang | — | — | |
| Hankow | — | — | May 29 |
| Kiu-kiang | — | — | May 30 |
| Chin-kiang | | | |
| Shanghai | April 9 | May 25 | June 4 |
| ? Ningpo | — | — | June 1 |
| Foochow | — | — | June 2 |
| Formosa | | | |
| Amoy | — | — | June 3 |
| Swatow | | | |
| Hong Kong | April 23 | June 2 | June 9 |
| Canton | — | — | June 8 |
| Macao | — | — | June 8 |
| PHILIPPINES— | | | |
| Manila | April 15 | May 30 | June 8 |
| COCHIN-CHINA— | | | |
| Saigon | — | — | June 3 |
| SIAM — Bangkok | — | — | May 29 |
| BORNEO—Labuan | — | — | |
| Sarawak | — | — | June 1 |
| JAVA — Batavia | | | June 12 |
| Samarang | | | |
| Sourabaya | | | |
| MALACCA STRAITS— | | | |
| Singapore | May 13 | June 10 | June 18 |
| Penang | May 7 | June 14 | June 20 |

### THE MAILS, &c.

Twice this year we have had to report the arrival of the P. and O. Company's Mail in advance of its due date, and now we have to note an exception in the opposite direction, to the almost unvarying punctuality of the service; the present inward Mail being one day late. The next inward Mail will be the French, with dates from Yokohama to the 8th, Shanghai 11th, Hong Kong 17th, and Singapore 26th of June; it will be due here on Monday next; it was, however, two days late in reaching Suez, so may not be here until the following day or Wednesday. Our latest telegrams, *viâ* Galle, are in advance of the Mail leaving June 24.

## List of Passengers.

### PASSENGERS INWARD.

By this mail, to Marseilles, per P. and O. steamer Ripon, arrived July 25.—From Hong Kong: Mr. R. D. Crawford. From Singapore: Capt. Winchester. From Batavia: Mr. T. Dowrie. From Galle: Mr. Mitchell.

To Southampton, per P. and O. steamer Syria, expected to arrive July 31.—From Yokohama: Assistant-Surgeon Lambert. From Shanghai: Mr. and Mrs. Dow, two children, and servant. From Hong Kong: Mr. W. G. Wratten, Mr. E. Byrne, Mr. Hay, Capt. Andrews, and three second-class passengers. From Singapore: Mr. W. Walker, Mr. T. Anderson, Captain S. Loss. From Penang: Assistant-Surgeon Eames. From Galle: Mr. J. McDonald, Mr. Nicolls, Master Mackenzie, Lieutenant-Colonel Bourne and servant, Mr. Robert Pughe, and four second-class passengers.

By last Bombay mail, to Marseilles, per P. and O. steamer Poonah, arrived July 15.—From Penang: Mr. Caux.

### PASSENGERS OUTWARD.

Per *Tycho Brahe* (s.s.), sailed from Liverpool July 15.—For Penang: Mr. E. H. Man, Miss Man. For Singapore: Mr. J. Story. For Hong Kong: Mr. R. Grant, R.N., Lieut. A. C. May, R.N. For Shanghai: Mr. R. Blackwell.

Per P. and O. steamer *Ripon*, from Marseilles, August 1.—To Batavia: Mr. and Mrs. Pietermaat. To Penang: Mr. Brown. To Ceylon: Mr. W. J. Carver.

Per P. and O. steamer from Suez, August 8.—To Hong Kong: Mr. and Mrs. Bade, Mr. F. Dreyer.

Per P. and O. steamer *Syria*, from Southampton, August 21.—To Ceylon: Mr. W. Raikes.

Per P. and O. steamer *Bangalore*, from Marseilles, August 29.—To Shanghai: Mr. J. J. Tucker, Mr. Douglas Jones. To Singapore: Mr E. J. Tolson.

Per P. and O. steamer from Suez, Sept. 5.—To Hong Kong: Mr. and Mrs. C. C. Smith.

Per P. and O. steamer, from Southampton, Sept. 4.—To Hong Kong: Mrs. Hackin.

Per P. and O. steamer from Marseilles, Sept. 12.—To Shanghai: Mr. Russell.

Per P. and O. steamer from Southampton, Sept. 18.—To Hong Kong: Mr. J. Y. V. Shaw. To Ceylon: Mr. M. Finch.

Per P. and O. steamer from Southampton, Oct. 20.—To Hong Kong: Mrs. E. Arthur. To Ceylon: Mr. E. Buchanan.

Per P. and O. steamer from Marseilles, Oct. 28.—To Ceylon: Mr. and Mrs. M. H. Thomas, Miss Creswell, Mr. J. W. Gossett, Mr. Stanley Daniell, Miss Sconce.

## Summary of News from the Far East.

### JAPAN.

#### YOKOHAMA.

Advices from this port extend to the 28th May. The outward mail of March 27th was received there on the 19th May, and that of April 9th on the 27th May. The latest London telegrams were to May 1st. The *Japan Times* gives the following summary of the fortnight's news:—

The work of centralising and strengthening the Mikado's Government in Japan goes on rapidly and steadily, as will be seen from an analysis of the lists of Daimios who have lately returned their lands and independent rights to the Crown, which we publish below. More than half of the whole revenues of the country, as at present accruing, are thus placed at the disposal of the Imperial Government, and there is no reason to doubt that the other Daimios will follow the example set. A proper employment of these means, combined with a wise economy, will soon place Japan on a better footing among the nations than she has ever before occupied. The sterling, self-denying patriotism which has inspired the movement it is impossible too much to admire.

It is to be hoped that, when Japan is become an united, homogeneous Empire, its people will not begin to think of turning us out of it. But it is impossible to shut one's eyes to the fact that a party exists, and one of no mean strength or importance, which professes such a policy. Great difficulty was experienced in obtaining a satisfactory settlement of the affairs we mentioned in our last—the stoppage of Captain Stanhope, Mr. Consul Robertson, and others on the Tokaido. Indeed, a threat of suspension of diplomatic intercourse was found necessary before the Foreign Ministers' demands were complied with. Notice boards are now displayed at short intervals along the Tokaido, as far, we hear, as Hakoni, denouncing punishment against any Samurai who shall in any way molest Foreigners, stating that his clan, as well as the offending individual, will suffer for such offence, and informing all whom it may concern that we have an equal right to the high road with Japanese of all ranks, and are to have given to us our fair share of it when passing troops or processions. On the other hand, however, we are sorry to say that a counter notice by persons unknown, of which the following is a translation, was placed a few days ago on the Niphon-bashi, a principal bridge in Yedo:—

"Although in consequence of the sudden outbreak of war in the spring of last year we were obliged to contract friendly relations with Foreigners, yet the expulsion of the Barbarian is the most important law of our country. The possibility of the Empire being overthrown by the hateful Barbarian, and the difficulty with which the dignity of the Emperor is maintained, are at present matters of grave reflection with the Government. Gradually, too, the detestable Barbarian becomes more overbearing, and the instances of his insolent conduct are numerous; riding about in carriages, and so forth, he often inflicts wounds on those walking in the streets, and rides on without any concern. Since, then, their conduct is of this atrocious nature, be for the future as careful as you can (to avoid a collision) when walking in the streets, and when the Foreign Savages act in this unlawful manner cut them down, and by thus displaying the patriotic intrepidity of the men of Japan, crush the courage of the Barbarian."

This is anything but pleasant reading—the less so, because we cannot deny that we have given too much cause for the accusations made against us. Only a few days ago, two more children were run over by Foreigners in Yedo, and the late occurence on the Tokaido of a similar character is fresh in our readers' minds. The behaviour of not only the lower classes of Europeans, but of many who ought to know better, in their daily intercourse with this high-spirited people, can only be defined by the terms used in this hostile proclamation, and an example of condign punishment is sadly wanted. It is not a little significant that in a

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recent official notification from Sir Harry Parkes, on behalf, too, of his colleagues, informing the public that Foreign guards are again stationed in the streets of Yokohama for our protection against possible attack by Japanese ruffians, the following paragraph should have been a necessary addition to the usual form:—

"The duties of these guards will consist in assisting any Foreigners who may be attacked or who may apply to them for protection, and also in repressing any disorderly conduct on the part of Foreigners that may come under their observation."

If Foreigners had not been guilty of too much "disorderly conduct," the guards might not have been necessary at all.

From the North we have no positive news since we last wrote, beyond the confirmation of our statement that the Imperial fleet had reached Awamori Bay in safety. They were left there by a Foreign steamer, which brought us news, too, of the loss of one of Enomoto's few remaining ships. This is said to be the *Ashuelot*, but is more likely to have been the *Eagle*, a far more serious loss to him. This vessel left Miaco Bay, after her futile attempt on the *Stonewall*, in very bad case, and nothing is more likely than that she should have foundered. The Government here is quite confident—over-confident, we think—of success in their present expedition against the pirates.

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THE RETURN OF THE DAIMIOS' LANDS TO THE CROWN.

An analysis of lists compiled from the *Kioto Government Gazette* shows that up to the 16th April the Memorials of 118 out of the 276 Daimios of Japan had been published, begging to be allowed to restore their fiefs to the Sovereign. The aggregate revenues,* on paper, of these fiefs amount to 12,034,053 kokus. The koku is worth at present about £2 sterling.

The party that has joined this movement, which was originated by the Princes of Chosiu, Satsuma, Hizen and Tosa, is composed as follows:—

1. Prince Tokugawa Kaménosuke, who succeeded the ex-Shiogoen as Chief of the Tokugawa Clan.

2. Of the Gosanké, or three great families, in which the succession to the Shiogoonate was vested, two have sent in memorials—Owari and Kishiu. The third clan, that of Mito, of which Prince Mimbu Taiyu, brother of the ex-Shiogoon, is the chief, has been for many years disturbed by internal feuds and dissensions, and this may account for its tardiness in joining the movement.

3. Of the eighteen *Kokushi*, or principal independent nobles of Japan, only five names are missing from these lists. These are Sendai, Awa, Satake, Nambu, and Uyesugi. The Prince of Awa, who has been a firm supporter of the Mikado's party, will probably not be slow in sending in his memorial; and the remaining four are Northern Princes who, with the exception of Satake, have until recently been rebels.

4. Only two of the *Junkokushi*, or nobles next in rank to the above, have as yet joined the movement.

5. Of the *Fudai*, or vassals of the Shiogoonate, whose ancestors swore allegiance to Iyeyas, the founder of the last dynasty, before the storm of the castle of Osaka, sixty-eight have sent in memorials.

6. Of the *Tozama*, vassals of the Shiogoonate, whose ancestors submitted to Iyeyas, after the taking of the castle of Osaka, twenty-five have joined the movement.

7. Eight Princes, chiefs of cadet branches of different noble families.

During the recent political troubles the two parties which Foreigners have spoken and written of as North and South have been regarded by the Japanese as East and West. It is not surprising to find that a movement originated by the leading members of the Western faction has not as yet been generally followed by the Princes of the East. All parties are however fairly represented in the lists we have analysed, which show an amount of power sufficient to compel the less liberally disposed nobles to join in the measure.

The answer returned to the memorials has been the same as that first given to the Princes of Chosiu, Satsuma, Hizen, and Tosa, viz., that the question must stand over until it has been considered by the nobles about to meet in council in Yedo.

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YEDO.

Yedo is refilling fast, and a general activity prevails in all quarters. Many yashikis are being rebuilt, though they will not be in such numbers as formerly, economy being the order of the day, and a return from ostentation to simplicity the fashion. A very large number of Daimios are at present in Yedo, and those whose territories are farthest from the capital are already far on their way to take part in the approaching Council, and are expected daily. The appearance of the city is completely changed; the streets are full of motion, trade has revived, the number of beggars is curiously diminished, and everything wears an appearance of returning prosperity. The only spot of desolation in the midst of the rejuvenescent city is the Foreign concession.

* Actually "assessments," as we have before explained. The revenues exceed these figures.

## CHINA.

—o—

SHANGHAI.

(FROM OUR OWN CORRESPONDENT.)

SHANGHAI, June 3, 1869.

The P. and O. steamer *Ganges* arrived on the 25th ult., with the London mail of the 9th April, and telegrams to the 1st May. By it Mr. Horatio Nelson Lay arrived, quite unexpectedly, and the news was brought of Captain Roderick Dew's death, and of Lord Clarendon's exposition of the suicidal policy to be henceforward adopted by Great Britain in China. It is no exaggeration to say that we English residents are now openly laughed at by our American and French fellow-citizens, whose home authorities contrive to keep out of the ridiculous mistakes which have for some years past made our Foreign policy a by-word.

On the 23rd ult. we received a commercial telegram *via* Kiachta to the 4th May, followed on the 31st by a telegram per same route to the 11th May.

The M. I. steamer *Phase* arrived on the 1st inst., with the French mail of the 17th April, and telegrams to the 7th May.

The New York mail of the 9th April, with San Francisco papers of the 1st May, arrived yesterday. Its telegrams had of course been all anticipated.

The S.S. *Niger*, which left for Hankow about a fortnight ago, broke her propeller when approaching that port, and it is feared that she may have to make some delay at Shanghai, in order to have the damage repaired.

An "express" was circulated on the 25th ult. announcing that the P. and O. Company have reserved space to the extent of 300 tons in the outgoing steamer *Malacca* for the new teas, at the rate of Tls. 50 per ton. This represents about 1½d. per lb. laid down in London.

The *Evening Express* makes the following announcement about the local steam marine:—

Several changes are, we hear, about to take place in the commands of the vessels of the Shanghai Steam Navigation Company's fleet. Captain Clarke, at present of the *Manchu*, leaves the service to take charge of the *Suwonada*, vice Captain Jayne, who is going home. Captain Morse, of the *Kiangse*, takes the *Manchu*. Captain Bell, pilot of the *Hirado*, gets the *Hangchow*, whose present captain, Andrews, goes to the *Kiangse*.

The old light-ship is being fitted up for the river police, and when completed will be anchored off the Custom-house. It is proposed to get up a triple lottery for the tea-clippers from Hankow, Shanghai, and Foochow, the proceeds to go to the winning ships in a certain ratio.

On the 26th ultimo a meeting of the silk merchants was held, to consider the opposition offered by the Chinese to the resolution passed at the meeting of the 19th of March, that, "fractions of pounds should not be counted, and that each bale should weigh eighty catties." In order to meet the native dealers half way it was resolved:—

"That this meeting, strongly approving of some general action being taken in all questions affecting the interests of the Silk Trade, are disposed to meet the silk dealers, who decline to allow bales to be weighed as 106—107 lbs. only; and to recommend that buyers should, in future, agree to weigh only half pounds and to discard quarters."

The meeting then proceeded to organise itself into a society for the promotion of silk interests, under the name of the North China Silk Association.

The Annual Land Renters' meeting was held on the 27th and 28th ult., the attendance on both days being extremely meagre. Full reports go home by this mail. The chief topics settled were:—

The reduction of Foreign house tax from 6 to 4 per cent., of native house tax from 8 to 6 per cent., and of lighting rate from 1¾ to 1½ per cent.

The right of the Council to detain goods as security for wharfage dues, payment of which is refused.

The advisability of entering into an arrangement with the owners of the Soochow Creek-bridge, by which tolls may be commuted.

The election of Messrs. Cunningham, Miller, Baker, Yates, Adams, Hoppins, and Gubbay as members of the incoming Council, and of Messrs. F. B. Johnson and James Hogg as associates with the Council, for the purpose of reassessing land and houses.

Permission for the construction of lines of telegraph throughout the settlement.

The omission of the French ground in designating the municipal limits.

The settlement of municipal questions by a majority of the Foreign representatives, instead of by a unanimous vote as hitherto.

The recognition of the right of voting by proxy at Land Renters' meetings.

The reduction of the minimum number of municipal councillors to five.

The right of the Council to levy wharfage dues on exports as well as imports.

The extension of the franchise to annual ratepayers of Tls. 10, and householders paying not less than Tls. 500 per annum assessed rental.

That all suits against the Council be tried in the English Supreme Court for China and Japan.

At the first meeting of the new Council, held on the 31st ult., Mr. Cunningham was elected chairman and Mr. Adams vice-chairman. The secretary was directed to apply to the bund lot-holders for permission to construct pontoons at the ends of the roads at right angles to the river, such pontoons to overlap the frontages to the extent of about twenty feet on each side.

The French Municipal Council for the ensuing year, elected on

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the 31st ult., consist of Messrs. Aymers, Duforest, Groom, and Martin.

The following is the Chief Judge's decisions delivered yesterday, in the case of Walter, Hamilton and Co. *v.* the Estate of Jarvie, Thorburn and Co. :—

Jarvie, Thorburn and Co., not being parties to the bills, permission to prove which on their estate is now asked, such proof cannot be allowed. And I am further of opinion that, with respect to the goods purchased by Buchanan, Hamilton and Co., and invoiced by them to Jarvie, Thorburn and Co., there was no such privity of contract as would render the latter liable to Walker, Hamilton and Co. I therefore dismiss the proof tendered. Each party to pay their own costs of this application. The costs of the commission to come out of the estate of Jarvie, Thorburn and Co.

On the 24th ult. a royal salute was fired by H.M.'s *Zebra*, in honour of Her Majesty's fiftieth birthday. All the ships in harbour were gaily dressed, and the banks were closed.

An interesting passenger arrived here the other day from Hong Kong, in the shape of a young girl, one of the betrothed wives of the Emperor. The lady is only twelve years old, and was under the care of her father and mother. Of course much curiosity was excited, which the party managed to baffle with tolerable success by leaving the Hong Kong steamer directly on her arrival, and going without delay to the Tientsin steamer.

A cricket match was played on the 21st ult. between the Racquet Court eleven and an eleven selected from the Cricket Club. The result was a victory for the Racquet Court eleven, the total scores being S.C.C. 145, S.R.C. 172. On the evening of the same day the fourth and final lecture of the Temperance Course was delivered by the Rev. Canon Butcher, the subject being "Biography." These lectures have proved very popular, and the society have resolved to follow up the experiment by something more pretentious for next winter.

The Public Gardens, which proved so great a boon to the exhausted community last summer, are being prepared for the approaching hot season. Benches and screens have been placed, and a row of gas lamps line the drive by the river side. Much skill and attention have been devoted to the horticultural department, and this is now a very pleasing element in the picture.

On the 25th ult. the amateurs of the German Club Concordia and of the Lyceum Theatre united in a performance in aid of the Public Library. The pieces were "Ein Berliner en Wien" and "The Critic." The performance was most successful, and no less than $700 was realised. A few hours before the curtain rose the mail of the 9th April arrived, bringing the news of Mr. Gibson's recal, and of the apology to be tendered to the Chinese Government for his vindication of British honour. The indignation felt here was excessive, and the amateurs had just time to introduce a *tableau* at the end of the last piece, representing *Britannia on her knees humbling herself before John Chinaman*. At the same moment the band struck up "Rule Britannia!" The effect was electric; the audience rose, and yells and hisses saluted the illustration of British policy. Three boxes were filled by Chinese, who thus received a polite hint of what the English in China will do for themselves if they are deserted by their Government.

Grace Egerton (Mrs. George Case) and Mr. George Case opened their season here on the evening of the 1st inst. They were met by a large house, and there is every reason to believe that their career in Shanghai will prove highly successful.

The barrier squeezes in the neighbourhood of Chinkiang are again coming into notoriety. An impression seems now to be prevalent among the Chinese that the intention of the officials is to prevent the purchase of foreign goods from resident foreign merchants. There is some misty idea that in process of time Foreigners will be discouraged from coming hither in person; they will send goods, and native merchants will occupy our stately hongs. This I may remark is to be the Chinese official millennium.

From Hankow we hear of the opening of the tea season on the 24th ult. at Tls. 31 to Tls. 34, the equivalent of prices 3d. to 4d. per pound in excess of London quotations by last mail for similar chops of last season's growth. The *Fusiyama*, which arrived on the 1st inst., brought down 4,000 chests, and reported that the *Erl King* and *Agamemnon* had some cargo engaged, but that the sailing vessels had done nothing. A report has got about that 70,000 chests have been settled at a reduction of Tls. 3.

From Ningpo we hear that there is an advance on last year's prices for Ping Suey leaf. This is due principally to the competition. The prices paid have been 33 to 35 dollars, or about Tls.37 to 30 per picul laid down in Shanghai.

From Chefoo the attempted murder of a German employed by the Taoutai as a detective is reported. He lies in a very precarious state. His occupation at once suggests sufficient reason for the deed.

Last American mail brought the news that the Hon. J. Ross Browne, United States Minister to Peking, is to be succeeded by Mr. W. A. Howard, of Michigan.

Li Hung-Chang has been advanced to the dignity of *Tsai-hsiang*, a Cabinet Minister, and on the strength of it several congratulatory poems have been addressed to the great man's mother, who is now in her seventy-first year. This old lady has two sons, Governors-General (of the two Hu, and of Chekiang and Fuhkien respectively). Two more are Taoutais, and one holds a very important military command. One of the addresses presented to the venerable Madame Li is thus translated by a writer in the *Courier* :—

"Noble lady! eight-bearer-borne;
Relict of one distinguished;
Mother of many sons;
Venerable in years, of family famous;
Exalted! having in one
Chief of soldiers and Minister of State,
Wondrous attainment of a son!
Wondrous of a younger son!!"

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(FROM ANOTHER CORRESPONDENT.)

SHANGHAI, June 3, 1869.

The most exciting topic of discussion here at present is the new policy enunciated by Her Majesty's Government in the Formosa difficulty. The information conveyed to us by the mail of the 9th April that a humble apology was to be tendered to the Chinese for giving them a good thrashing, which they richly deserved, was received here with mingled amazement and incredulity. The entire ignorance of the Foreign-office as to the circumstances of the case is positively disgraceful, and the cockney self-sufficiency and ignorance with which the so-called leader of public opinion at home comments on the case is not creditable.

The real circumstances, which have been fully published in the local press, may be shortly stated. An attack was first made upon a Mission station in Formosa, which was destroyed, and several natives killed and injured. Afterwards a lot of camphor, which had been purchased by an English merchant, was seized and confiscated by the Mandarins, on the ground that it was contraband, contrary to treaty. Other outrages were perpetrated, and an attempt made to get the Consul into an ambush and murder him, on the pretext of going to see the delinquents punished. Finally at an interview the Mandarin struck the English Consul with his fan on the knuckles. Negotiations went on for *nine months* without obtaining any redress, and eventually a high officer was sent over from Foochow by the Chinese Viceroy there, to try and settle the matter. The Consul acted on his own responsibility, but disapproved of the indemnity exacted by the naval officer as prize money or indemnity. Sir R. Alcock also disapproved of this, and ordered the money to be returned, and recalled the acting Vice-Consul for not waiting till Mr. Swinburne, the Consul, arrived to arrange the matter. Both those acts were done before any orders came from home, so that the only thing we have to thank the Home Government for is the "humble apology." The tendency of thus acting is almost sure to bring on further complications, unless the Chinese take it in the light of a joke, which it is just possible they may do.

*The Times* says :—"A mission-house was attacked, a gunboat was naturally at hand, and the Vice-Consul *immediately* called upon the commander to demand adequate reparation;" the real fact being that it was only after a considerable time and a further series of outrages that satisfaction was obtained by force of arms, after all other means had failed. *The Times* presumes that, "as representing the whole Empire, the Chinese Government is responsible for the acts of all its subjects," the fact being that the Chinese Government has very little control over its own subjects, and does not hold itself responsible for their actions, which it professes its inability to curb. If we are to wait for the due punishment of offenders till the Central Government do it, we shall have to wait a long time. The missionaries, for any good they do, might as well be at home; but that would not answer the people at home, who think they do good by sending them out here. The expedition up the Yangtsze Kiang has been most successful, and was well received by the people. They found the river navigable a considerable distance above Hankow, but a detailed report will doubtless be published on their return.

The U.S. ship *Piscataqua* has left this port for Japan. The tea ships are moored in tiers opposite the town, in readiness to load the new season's produce, which it is to be hoped may turn out more profitable than last year.

The propriety of vessels coming to China from England during the N.E. monsoon, coming round to the southward of Van Diemen's-land, and to the eastward of New Caledonia, instead of the eastern passage, *via* Manila, has been lately suggested. Several ships, and notably the *Thermopyla*, have made a voyage to Australia, discharged a cargo there, taken in another, and come on here, arriving in China before the vessels which left England direct for China at the same time. This goes to prove that the delay caused by light airs and calms in the narrow seas might be avoided by taking the outer circle, where a fair wind can be calculated on, and the destination reached sooner. This is well worthy the attention of shipowners at home, who are deeply interested in the duration of the voyages of their respective ships. The land-renters' meeting has just taken place, and the municipal budget showed a large surplus, so that a proposal to reduce the taxation was carried. On the whole Shanghai is well governed, and very little crime is committed. I have not heard of a murder since I came to reside here, and petty thefts seem the only offences brought before the Courts, with occasional drunken sailor cases. The "sink of iniquity" case is a puzzle to every one here.

Mr. Horatio Nelson Lay has gone to Peking, and speculation is rife as to his object in proceeding there.

I observe that the Home Government take credit for the present quiet state of affairs in China, as being the result of their policy, while we are aware here that it is the result of the wholesome

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lessons the Chinese have received before the orders for Britannia to eat humble-pie had arrived.

News has just arrived here that Mr. Ross Brown, United States Minister, is to be superseded by a newrman from home, owing to the change of President. Mr. Ross Brown is thought more highly of here than Mr. Burlingame.

The Chinese are now running three steamers on their own account, purchased recently, viz., *Prince Kung*, to Foochow; *Dragon* to Tientsin and Newchang, and *Fenella*, on the coast. This is only a beginning; but in addition they are large shareholders in the Hankow steamers. The thin edge of the wedge has entered, and bright days are yet in store for China. In addition, the Chinese Government have numerous steam gunboats, and the Imperial Customs also. Who can therefore say that the Chinese people are not willing to progress? It is the Government which bars the road, not the people—Burlingame to the contrary, notwithstanding.

The mails to Japan are in future to go to Yokohama direct from Hong Kong, without touching at Shanghai. This is an improvement.

It is reported that the "Tsung Le Yamun" has demanded that Mr. Alabaster should be prosecuted after the manner of Governor Eyre, for his share in the Swatow affair. Who can now say that the Chinese are not imbibing Western ideas?

## FOOCHOW.

A Foochow correspondent writes:—"You will recall that, a few weeks ago, I wrote in regard to the high freshet which then prevailed. Contrary to expectations and the welfare of farmers, the freshet is upon us again, nearly, if not quite, as high as formerly. The paddy fields in this vicinity are overflown, and boats go now where ordinarily is dry ground. The foundations of many houses are submerged from one to several feet. If the flood continues for many days the crops will suffer materially. For the last week or so members of firms, tea-tasters, &c.—some late from England, and some from Hong Kong only—have arrived here in considerable numbers. The market for teas will probably soon open."

## FORMOSA.

From Formosa we learn that there is local trouble at Gauchai, a place about one hundred miles north of Takow. The inhabitants shut their gates against the new General-in-chief, on his going up with a force of Honam braves to attempt the capture of some people who had been doing a little quiet piracy. Report says he was thoroughly defeated in trying to storm, but that on the arrival of the Anping governor with more men a settlement was come to, and the place was nominally taken, some men being executed. (Qy., the pirates.) This place is always giving trouble, and is a very hotbed of piracy. It is a pity that the general was not more successful, but the native merchants appear to look upon the expedition as a failure.

Mr. Gibson, H.M. Consul, is still at Takow, and will, we believe, not move until relieved. We trust he will not go until Leong Taoutai is removed, according to the promise of the special commissioner. The latter is still at the Yamen, however, and since the death of the old Fu has actually resumed his duty, although Foreigners do not, of course, recognise him. The new Fu, general and other officials appear, from all we can learn, to be good men, and anxious to get on well with Foreigners.

## AMOY AND SWATOW.

A correspondent at Amoy points out that the Customs at that port have claimed double tonnage dues, in the case of a vessel, which had already paid them, being sold. It seems that a Spanish subject, Don Mariano, bought the Dutch barque *Padang Panjang*, from Messrs. Tait and Co., and obtained from his Consul a sailing letter for her to proceed to Havanah under the name of the *Villa de Comillas*. Upon this the Customs claimed a second payment of tonnage dues before granting her clearance. The amount was paid under protest, and the matter has been referred to Peking.

The following protest has been made by merchants at Amoy to H.B.M. Consul on the subject of the exportation of coolies in vessels belonging to non-treaty Powers:—

Sir,—In consequence of the abuses connected with the shipment of coolies from this port, in vessels belonging to countries which have no treaty with China, the undersigned merchants of Amoy have resolved that the Foreign Consuls here be requested to make representations to their ministers at Peking, for the purpose of preventing the further introduction of an illegal coolie trade at this port, or the exportation of coolies to the Chinchas or other objectionable islands.

From affidavits made before H.B.M. Consul, and on the evidence of the Commissioner of Customs, it appears that coolies have lately been kidnapped and sold to emigration agents, and a continuance of such proceedings will make the name of Foreigners odious to the Chinese.

If the standing regulations binding on all subjects of Treaty Powers were enforced, and the Chinese authorities would strictly forbid all vessels of non-treaty Powers to carry coolies or emigrants to Foreign ports, these abuses would cease.

If, however, vessels under the Central American, Siamese, or other flags are allowed to carry coolies, the regulations binding on them should be assimilated to the most stringent of those now enforced on Foreign vessels of Treaty Powers, which are placed at a manifest disadvantage by the facilities allowed to other vessels, bound by none of the restraints which in their case are deemed right and necessary.

(Signed) TAIT and Co.
" BOYD and Co.
" Per JOHN FOSTER and Co.
F. W. KITCHING.
" P. pro J. K. CUNNINGHAM.
N. MURTON.
" BROWN and Co.
" ELLES and Co.

Amoy, May 27, 1869.

## HONG KONG.

The news from Hong Kong by the present mail extends to June 9. The French outward mail of April 15 reached there on the 27th May, and the English of April 23 on the 2nd June, the latter with London telegrams to May 15. By the Pacific line letters had been received from New York to April 23, and telegrams to May 4. The following summary of news is chiefly from the *China Mail*:—

The *China Mail* publishes the following paragraph (extracted from the *London and China Express* of April 9), surrounded with a deep mourning border, and in a subsequent issue condemns the action of the Ministry as aiming a death-blow at European prestige in China:—

"CHINA AFFAIRS.—Lord Clarendon has announced that Government disapproves of the recent retaliatory measures in Formosa. The naval operations are censured, the Vice-Consul who instigated them is to be removed, the indemnity money repaid, *and an apology offered to the Chinese.* This most disgraceful course is warmly applauded by *The Times* and the Liberal press, but strongly opposed by all who have any real knowledge of China, and are not biassed by party prejudices."

The Hong Kong Association is apparently dead. "What has become of the Hong Kong Association?" is a question which is beginning to be asked both in England and this colony. Its chairman and committee are apparently of opinion that nothing will more conduce to the benefit of local interests than a state of "masterly inactivity." Subscriptions have been collected—with what object is not very clear—and the Association which was to confer such benefits upon the distressed colony apparently considers that its great object is achieved. *Laborare est orare* is a motto which the Association has evidently dealt with Chinese-fashion by reversing it. Prayer (of that ostentatious character which is entirely secluded from the public eye) is doubtless indulged in with the full expectation that the results usually attending labour will follow. But meantime people in Hong Kong and in China generally are getting impatient. Curious rumours are in circulation that the members are afraid to meet lest discussion should expose the weakness of their arguments, and, worse than that, the indecision of themselves. There is plenty to talk about and plenty to act about; but, except in a general dislike of taxation, and a general desire to see it very much diminished, there is no unanimity. The Association is, for political purposes, a simple collection of mutes, and the public are intensely chagrined to find that the early prophecies made of lame argument, blameable delay, and singular indifference to the avowed objects of the Association on the part of its members are but too fully vindicated. Its first public act was to send home a memorial, feeble in tone, and, despite all warnings, too late to effect its object. Its last act is to sit down calmly under aspersions upon British policy and British honour in China without a word in reply. The recall of Mr. Gibson has excited some little comment and feeling on the part of the public. But the "Association" shows no sign. Where is the chairman? What are the committee doing? We pause (and are likely, we fear, to pause for a long time) for a reply.

We congratulate the Hong Kong Association upon the brilliant success it is achieving in the way of repressing injudicious comments on China matters; for of course members at home can scarcely be expected to believe that there is anything worth talking about when those on the spot associated for the express purpose of talking and acting are silent and inert. Our congratulations are nevertheless sincere. To sit upon the safety valve does away with a great deal of disagreeable noise no doubt, but hardly conduces to safety from explosion. The dead weight and laziness of the Hong Kong Association is overloading the escape through which public feeling, as regards China, might find harmless vent, and some day there will be an explosion. *The* China debate yet to come will be one of the debates of the day; and, convinced as we are that war *must* come, we are not sorry to see the Foreign laziness of China and the selfish peace policy of those at home combined in the one object of putting off, and so really hastening, the evil day.

We are glad that we are at last enabled to announce the arrival at Hong Kong of the Austrian frigate *Donau* and the screw corvette *Friederich*, carrying the expedition to Siam, China, and Japan. Possessing, as Austria so markedly does, the friendly sympathy of Great Britain in this praiseworthy undertaking, the members of the expedition are likely to obtain whatever aid or hospitality it may lie within the power of our officials to afford. Those who remember the satisfactory results, in a literary way

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at all events, of the *Novara's* voyage, will be glad to learn that the painstaking and able compiler of its history is again in China, for the purpose of "taking notes," and this time even more fully and efficiently assisted than on the former occasion. The following is the list of gentlemen to whom is confided the record of results:—On board the *Donau*, which carries the flag of Admiral Baron von Petz, Minister Plenipotentiary and Ambassador on Extraordinary Mission to the Courts of Siam, China, and Japan, with Chevalier de Wipplinger, Flag Captain commanding the vessel, and Baron Benko, Flag Lieutenant and Aide-de Camp to the Admiral are: Dr. Scherzer, Principal Civil Officer of the Mission, the Chief of the Commercial and Scientific Department of the Expedition; Mr. de Calice, Consul General for China and Japan, with Messrs. Hengelmuller and Schlick, Chancelliers of the Consulate General in China and Japan; Baron Herbert, Chancellor of Legation, and Baron Trautenberg, Secretary of Legation; Baron Ransonet and Mr. de Bernath, Attaches; and Mr. Pfisterer, Secretary to Dr. Scherzer. On board the *Friederich*, commanded by Captain the Chevalier Max de Pitzer, Hen Victor Schönberger is Commissioner for the department of hardware, iron goods, and glass; Dr. Sirsky, appointed to make investigations regarding silkworm breeding. Dr. Schmucker, for the department of Chemistry. Mr. Arthur Scala, for the department of textile industry, spinning, and weaving. Mr. Czerey and Baron Kaas are respectively commissioners, the former for investigating the commercial capabilities of China with regard to food products, insurance, &c., and the latter for general statistics. Mr. Xantois (Director of the Pesth Museum and Zoological Gardens) is deputed to collect zoological specimens, &c., in China and Japan; while, finally, Mr. Burger is the photographer of the Expedition. The *Friederich* and *Donau* will, I believe, probably remain here only about a week. They will then proceed to Shanghai, where the former vessel will remain, the *Donau* proceeding northwards to Taku to enable Admiral Baron Petz to conclude the treaty with China. Thence the *Donau* will continue her voyage to Japan and South America, while the *Friederich* will probably again visit this port.

It is with much pleasure that we learn of steps having been taken by a number of influential Chinese resident in the colony to remove the disgrace of inhumanity hitherto resting upon their countrymen, by forming an hospital committee with ample funds at its disposal to at once commence operations. Mr. Ho Asik, of the Kin Nam Hong, is named as chairman, his associates being some twenty in number. That they are thoroughly in earnest may be believed from the fact that they guarantee from ten to fifteen thousand dollars by way of commencement, trusting to add to that sum by a general subscription, which is shortly to be opened. To this the richer Chinese and many Foreign firms will, it is believed, be quite willing to contribute in more or less proportion, and money devoted to such a purpose will not be ill spent.

We learn that complaints have been addressed to the British authorities by the Chinese Government with respect to certain alleged proceedings on the part of two gentlemen belonging to the American firm of Russel and Co.,—Messrs. Barbour and Stevens, who lately proceeded from Canton to Shanghai overland. It appears that the journey performed by these gentlemen through the Province of Kiang-si was achieved at the expense of the local mandarins, to whom the impression appears to have been conveyed, in some unexplained manner, that the travellers were British officers (!) ordered to join their Legation at Peking, and that in this capacity they were entitled to be provided with official means of transport. What can have led to such an extraordinary hallucination can scarcely be conjectured.

A notification which appears in the *Government Gazette* requesting tenders for the supply of telegraphic posts is a satisfactory indication that the Government has at last determined upon utilising the facilities afforded by electricity for keeping the outstations of police in immediate communication with the central office. None will grudge the outlay necessary for such a purpose, which will confer more real security upon residents in the Colony than the enlistment of hundreds of the dumb and turbaned monstrosities which, under the name of Sikhs, now afflict our highways and byeways (or rather don't afflict them when such a course could be of the slightest use). As persistent advocates of the idea we are glad to see that our views have been adopted; and besides it will be the beginning of telegraphic communication for public use in China.

We (*Friend of China*) hear from Macao, under date the 20th ultimo, that Messrs. Dent and Co.'s old book-keeper, Mr. Loureiro (quondam proprietor of Jessfield and much other valuable property in Shanghai), has been released from the durance to which he was subjected, consequent on his inability to make the books of the firm exhibit proper balances. But we also hear from another party that the release has not actually taken place, though, by a telegram from Lisbon, there can be no doubt of the order for release being on the way, a telegram stating that the despatch had issued from the proper office having already been received.

The British Consul at Saigon has forwarded a despatch to the Government of this colony stating that the French Government have granted for a period of forty years, to Messrs Heard, Kresser, Pollard, and Parker, the exclusive right of telegraphic communication through Cochin China, between Europe and India (through the existing system of Indian Telegraphs,) and Hong Kong, China, Japan, Manila, Singapore, &c. The despatch also states that the Consul has communicated this fact to the Secretary of State, and the Consul has forwarded for the information of this Government a copy of the concession.

The City Hall is fast approaching completion. It will not, however, be formally inaugurated until the arrival of the Duke of Edinburgh, in October next.

## PHILIPPINE ISLANDS.

### MANILA.

(FROM A CORRESPONDENT.)

On the 10th of May the reformed tariff was officially published, and from that date came into force. In the preamble of the decree by the Supreme Government most liberal views are expressed, and the tariff itself is based on liberal ideas. Unfortunately these views are not likely to be carried out further than explicitly laid down in the tariff by the Custom House officials, who are constantly giving proofs of their little-mindedness and anxiety to entrap parties. Frequently may be seen advertised at auction articles seized for some trivial mistake, the total value of which does not amount to one dollar. It is to be hoped that the newly-named superintendent of trade will carry out the views expressed in the above preamble, in order that he may stop these petty tricks, which occasion an enormous amount of trouble to importers, and no benefit to the exchequer. One great relief will be felt from the entire suppression of export dues, the non-interference of the carabineers with exports; this corps has been the bane of both importers and shippers; with the latter they are now, one may say, extinct, but importers will still have to battle with them; these, the petty annoyances of Custom-house officers, and the extra expenses of goods having to be landed and stored at the Custom-house, are more than the value of the 7 per cent. duties levied on most articles imported, and I am sure that importers would prefer and would consider it a less tax having to pay ten per cent. on true value of invoices if the Custom-house could be done away with. In two years hence the differential duties between goods imported by foreign or Spanish flag are to be entirely done away with, and it is likely other liberal reductions will be made in the tariff, and it is to be hoped the Madrid authorities will see by then that it will be a greater advantage to commerce and a gain to the Exchequer to make Manila a free port entirely, instituting instead of duties on importations a stamp tax on bills of lading, exchange, &c., as in Hong Kong and other parts. In the new or reformed tariff, the mode of levying dues has been in part a copy of the French Customs; all piece goods pay duty per kilogramme instead of measurement, and the kilogramme is followed wherever practicable. The suppression of tonnage dues will undoubtedly cause many vessels seeking to call in here, which hitherto have been frightened away by having to pay these high tonnage dues.

I send you a list of the principal changes in the tariff above referred to:—Abolition of export duty; abolition of tonnage dues of all kinds, in place of which a light duty will be levied on cargo discharged. The differential duties on goods have been reduced 50 per cent., *i.e.*, goods formerly paying 7 per cent. per Spanish and 14 by Foreign flag, now pay 10½ per cent. per latter. In two years hence the flags are to be assimilated. Formerly, goods arriving in Spanish bottoms from Europe, Singapore, and China paid 7, 8, and 9 per cent. respectively, now they will pay 7 per cent., irrespective of the port of loading. Protection duties have been reduced 50 per cent., *i.e.*, goods, as wines, &c., formerly paying 40 per cent. in Spanish, and 50 per cent. in Foreign bottoms now pay only 23½ per cent. and 28¼ per cent. respectively. Foreign vessels upon taking the Spanish flag will now pay, if under 100 tons, six dollars and a-half per ton; from 100 to 300 tons, five dollars per ton; over 300 tons, two dollars and a-half per ton; iron vessels of any size, two dollars and a-half per ton. The ton is total measurement and one cubic metre. Owners of Spanish vessels are now at liberty to sell or mortgage the same to Foreigners.

### ILO ILO.

Universal regret is felt at the death of H.M.'s Vice-Consul of Ilo Ilo, Nicholas Loney, Esq., which occurred on April 22 last. Mr. Loney died of fever, brought on by privations suffered in a scientific excursion up the Mountain of "Canlaon" or "Malaspina," never before penetrated by any European. Mr. Loney was beloved by all he came in contact with; Englishmen, Spaniards, and natives equally reverenced him, and their respect was fully shown at his funeral, which was attended by everyone, from the Governor of the island down to labourers of the most humble class; indeed, to such an extent, that a steamer arriving on that day could not get one man to help the crew to discharge her cargo. From the first day of his illness great numbers of people crowded his residence, offering their services in any way which might help to alleviate his sufferings. Mr. Loney to his countrymen was kind, amiable, and generous, and all Spaniards that knew him spoke of him as a "Cumplido Caballero," while the natives considered him the height of an honourable merchant. His literary and scientific contributions to a local paper here were always perused with pleasure, and there is no doubt of his being the principal cause of the recent wonderful increase in the com-

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merce of the islands of Panay and Negros. Mr. Loney arrived at Manila nineteen years ago, and was named H.M.'s Vice-Consul at Ilo Ilo in 1856, since when, excepting a visit to Europe and a few months as Acting-Consul at Manila, he has fulfilled his duty to the satisfaction of all who came in official contact with him. Mr. Loney leaves a disconsolate widow and two children, and brothers to whom the loss can never be replaced.

## STRAITS SETTLEMENTS.

### SINGAPORE.

Dates from Singapore are to the 18th June. Since the departure of the previous steamer the outward mails of 7th and 13th May had been received. The *Straits Times* gives the following summary of news:—

There has only been one meeting of the Legislative Council since last mail left, at which the Fire Bill was under discussion. His Excellency the Governor, with Lady Ord, Private Secretary and Aide-de-Camp, left this for Java, in the colonial steamer *Peiho*, on the evening of the 11th June, and will, it is anticipated, be absent for about a fortnight. His trip, it has been stated, is undertaken under instructions from home, and with a view to a revisal of the Treaty of Holland, regarding which, and its bearing on the position we are entitled to hold with the native rulers on the North Coast of Sumatra, there have been so many disputes. It is somewhat late in the day now to attempt to remedy the blunders committed by the Treaty of Holland; but if his Excellency's trip will have no better result, it will at least put a stop to the continual bickerings which have existed on the question heretofore. The intelligence of the promotion of the Governor to the military rank of Major-General, and of Colonel Macpherson to the local rank of Lieutenant-Governor of the Settlements, was received by last mail.

The captain and a portion of the crew of the tea clipper *Coral Nymph* arrived on the 4th June, that vessel having become a total wreck on a coral reef in Gaspar Straits; the rest of the crew have arrived since from Mintok. The *Coral Nymph* was bound to Shanghai with a cargo of coals. A court of inquiry has been held at this place to investigate the causes of the loss, and Captain Winchester, the master, has been acquitted of all blame and his certificate returned to him. Great fears are entertained for the safety of the British India Company's steamship *Cheduba*, which left Calcutta on the 14th May, and had not arrived at Rangoon or been heard of otherwise up to the 3rd June, when the last Burmah steamer left. Her passengers include General Faunce and other officers of the Indian army, also several residents of British Burmah. The passage from Calcutta to Rangoon should only occupy four days.

With reference to the reception of the Duke of Edinburgh, the *Straits Observer* remarks:—"It would be an act of abject folly, under present circumstances, for the Legislative Council to grant a vote to Sir Harry Ord, *to* enable him to make a grand display towards his Royal Highness at the expense of the colony. It would be tantamount to an acknowledgment that his Excellency was the true exponent of public opinion, instead of being its regular antagonist. The relations of the residents and the Executive are daily assuming a more hostile form, and the state of the exchequer betokens something like insolvency at no distant date. Already, the approaching visit from Prince Alfred has been made an excuse for hurrying on the works of the new Government house at enormous cost, and we believe that it is contemplated to apply for a further grant for our royal guest's entertainment. Our experience of gubernatorial measures hitherto has not been such as to imbue us with confidence in an economical and effective disbursement of our funds. It is the better and more manly course to reject at once all overtures for a special grant, and to determine that the Duke of Edinburgh shall be really, as well as nominally, the guest of the colony honoured by his presence. It is not much beyond a hearty welcome that we can extend to him, supplemented by a few amusements to relieve the *ennui* of official boredom. The funds can easily be raised by subscription, and administered by the men selected for the purpose by the mass of their fellow-colonists. If the Governor, who, as the Queen's representative, should be the right person to receive the Queen's son, will join in with such a Committee, he will go far to show that his motives are not limited to those of personal aggrandisement, but are sincerely devoted to the interests of the people under his charge. The opposition which his high-handed courses have engendered would be temporarily silenced, and we should be glad to find excuses for shortcomings which were the fault of the head and not of the heart. Let the people receive Prince Alfred, with or without the assistance of his Excellency! If the former, so much the better for all, and a heavy blow to much heart-burning. If the latter, then we must take the matter in our own hands, for our own respect and the honor due to our Queen's son."

The following is also exstracted from the *Straits Observer*:—

The somewhat meagre report of the interview between Lord Granville and the Straits Association, regarding the leading grievances of the colony, shows, at any rate, two things very clearly. The first is, that our friends at home are not slack in fighting the battle; and the second, that the Colonial Secretary is not inclined to turn a deaf ear to our well-grounded complaints. Already a good result has been arrived at by the exertions of the Association, and a rebuff of no ordinary magnitude been administered to our Governor and his Executive adherents. Sir Harry Ord will never have a chance of hoisting his beloved blue ensign on the steamer which he so royally ordered at out expense, but must remain content with the humbleness of the *Peiho*. The saving of $70,000 is in itself no small matter, but what we particularly rejoice at is the assurance afforded by the Colonial Office against selfish extravagance and high-handed arrogance. When the Governor wanted a steamer and brought his requirement before the Legislative Council, he got the best that could be procured. But when his insatiable love of display tempted him to throw away Colonial funds unauthorisedly, then the *Deus ex machinâ* stepped in in the form of Lord Granville, and forbade the waste. This example alone shows that in dealing with our grievances the Colonial Secretary requires only to have them fairly stated by some competent and responsible body, who shall have thoroughly satisfied themselves beforehand of the justice of their case, and whose standing shall guarantee that no idle and frivolous grumbling shall occupy the public time."

### PENANG.

(FROM A CORRESPONDENT.)

A very interesting insurance case came before the Vice-Admiralty Court at Penang on the 4th June. It appeared that the British ship *Spirit of the Deep*, Captain J. Hewitt, left Penang for London on the 24th May, 1867, laden with a cargo of tin and gum benjamin, and shortly after her departure struck on a rock called Battu Buroo, about three miles from the coast of Acheen (Sumatra), in the channel known as the Malacca Passage, and sunk there. The captain and crew proceeded on to Europe in a passing vessel, and the London insurance companies (Lloyd's and others) paid up the claims against them on the ship and cargo. The insurance companies desired every effort to be made to recover the cargo, and two expeditions were sent to the spot from Penang, but were unsuccessful. In the present year several persons from Penang and Singapore proceeded to the wreck and recovered large quantities of the tin, &c., which they very foolishly brought to Penang, with the marks and names of several local firms on them, which firms had shipped them on board the *Spirit of the Deep*. The tin was claimed by these firms, as agents of the insurance companies, and the salvors were offered a moiety as salvage, but they refused to accept it, and claimed the whole as their property by reason (as they allege) of their having obtained leave from the Rajah of Acheen to dive for the tin and gum benjamin, on condition that they gave him half the recovered property. The agents at Penang for the insurance companies, contended that the property in the cargo which bore their marks could not be changed *without condemnation* by a neutral State, and adjudication must be such as is recognised by international law as a regular condemnation of the *res*. The matter came on for argument on an appearance under protest, and the Judge (Sir Wm. Hackett) was of opinion that he must overrule the objection to the jurisdiction, but as it was a case of considerable interest to all concerned he would deliver judgment on some future day. I hear that the value of the property brought to Penang is about 60,000 dols. The case has greatly excited the good people here, as a large portion of the tin was surreptitiously imported into the island and resmelted; in one case the salvors were caught *flagrante delicto*. The case is of some interest to the whole mercantile community, as also in a political point of view.

(FROM OUR SPECIAL CORRESPONDENT.)

Although Penang increases in mercantile importance, the sanitary condition of the settlement does not keep pace with the improvement in other respects. The Government and the residents seem very well agreed on this point, for the neglect and want of proper arrangement is quite as prominent in some of the houses and godowns as in the public streets. Penang has no street lamps. Beach-street—considering it is the great centre of traffic, and that it contains all the merchants' offices and stores—is in a disgraceful state, the stench from the open sewer in front of the shops being intolerable, and a discredit to any civilised Government. The antiquated buildings may be a source of pride to old established firms, but they sadly jar upon one's ideas in 1869, and the sooner they give place to structures of a more modern character the better for the general reputation of Penang. When the merchants do undertake this rebuilding process it is to be hoped they will make strong efforts to erect such a sea-wall as will form what is known in China as a "Bund;" for the present "tag-rag" appearance of the shore, although certainly in harmony with the existing condition of Beach-street, will not suit anything with a new face. The Government should be called upon to aid in the construction of this Bund.

There is unmistakably a "Portuguese" sort of spirit pervading Penang—not in mercantile operations—but in the town generally. The Fort (so called), for instance, is in a most neglected and inefficient condition, being without any defence, and to have European artillery in such a place is one of the greatest burlesques imaginable. It possesses no material for exercising the men in gun practice, and no small field pieces—the most indispensable weapon in the event of a riot. The irregularity of pay to the officers of the

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rtillery is another reason why the artillery should be withdrawn, the pay and allowances being about half that of the regular Indian regiments. If the Secretary of the War Department could but land here and see how this works to the injury of the officers he would not withhold such an allowance as would put the English officers on a par with those of the Indian service. The appointment of Mr. Bradford (Crown solicitor at Mauritius) to the post of Registrar of the Court at Penang is considered by many a great injustice to the present Acting Registrar, Hon. C. B. Plunket, who is an old Straits servant. Mr. Noble and Mr. Upward, of the Hong Kong and Shanghai Bank, have passed here, *en route* for the Calcutta and Bombay agencies of that Bank.

The Government of Penang is on a very unsatisfactory footing, the appointments being too much under the control of the Singapore authorities, which involves a complication of the work, accounts, and responsibility, constituting a very bad specimen of the "red-tape" system. From the Lieutenant-Governor—Colonel Anson—downwards all the duties have to be discharged subject to the heads of departments in Singapore, which, in the end, of course places the responsibility nowhere Colonel Anson has no more power than the turkeys that walk in his yard. Whatever he or any other official suggests is snubbed by their superiors at Singapore; and to this may be traced in a great measure the sanitary shortcomings of the town.

Penang is rich in old residents, the palm resting with Mr. Ibbetson. who came out in 1805, and has remained here ever since, with the exception of the time occupied in occasional visits to England. For some years Mr. Ibbetson was Resident or Governor, for which he now enjoys a pension of £600 per annum. Although he has passed his eightieth year he is still in full possession of all his faculties, is enjoying good health, and is full of interesting anecdotes of the by-gone days of the East India Company. His wife died many years since, and he has three children, one settled in England. The Protestant religion has been sadly neglected in Penang, but the present chaplain, Mr. Moreton, seems determined to make efforts to redeem the character of the community on that score. The result of the neglect is that Penang an English settlement, is three-quarters Roman Catholic; and who is to blame? The people have been born and bred here, and unquestionably we should have seen at this day three-quarters Protestants had we shown any common attention to the matter.

The proposed annexation of territory at the Dindings is in abeyance, unless the Rajah will concede a larger slice. Governor Ord has decided that it is not worth attention. The iron ship *Dharwar*, belonging to Messrs. John Willis and Sons, on board of which vessel a fire occurred recently, is now nearly discharged. A survey was held on board on the 31st May, when part of the cargo found to be damaged by fire and sea water was recommended to be thrown overboard, and the remainder discharged. The vessel had some 1,500 tons cargo on board when the fire was discovered, most of which was insured.

The sugar estates in Province Wellesley, on the opposite shore, are mostly in a thriving condition. The Right Hon. E. Horsman, who was lately elected M.P. for Liskeard, is proprietor of no less than six of these estates.

The steamer *Ajax*, Capt. Kidd, one of Holt's line, arrived from Liverpool *via* Mauritius on the 4th June, having accomplished the run in 53 days, which is the best yet recorded She has on board twelve naval officers and engineers for the China station. On her arrival in China she will, as usual, load for London, calling at Singapore and Mauritius. This line will be soon passing through the Suez Canal, and the time will then be largely reduced. It will afford a fine opportunity for passengers who cannot afford the mail rates.

# Commercial Report.

## STRAITS, JAVA, CHINA AND JAPAN IMPORTS.

YOKOHAMA.—The market during the fortnight had been dull and inanimate, only a few sales of cotton goods having been effected. Woollens still remained as last quoted. Metals were dull. The Hopewell and Nile had arrived from London. Quotations:—Cotton Yarn: Nos. 16-24, per picul, $48 to 49; 28-32, $48 to 49; 38-42, $50 to 51. Grey Shirtings, 7 lbs., per piece, $2.40 to 2.45; 8¼ to 8⅜ lbs., $2.80 to 2.87; White Shirtings, $2.80 to 3.60; T-Cloths, $1.80 to 2.25; Velvets, Black, per piece, $8.25 to 9.60; Assorted, $7 to 8. Iron, nail rod, per picul, $3.30 to 3.60; hoop, $3.10 to 3.40; bars, $3.30 to 3.60; pig, $1.05 to 1.15; wire, $6.50 to 7; Lead, $7.50 to 7; tin, $17 to 18; tin plates, $6.75 to 7.

TIENTSIN.—The market continued extremely quiet.

SHANGHAI.—Cottons: Seven arrivals during the fortnight had added considerably to the stocks. Grey Shirtings had changed hands to the extent of 80,000 pieces, half of which quantity had been taken by foreigners for delivery at long dates, 8¼ lbs. goods being the weight chiefly sold, at prices varying from Tls. 2.2 to 2.2.5. White Shirtings were rather easier, with a small business doing. Drills had been sold at the quotations given in moderate quantities. For T-Cloths there was a steady demand, about 35,000 pieces having been sold to Chinese, the remaining portion of the reported sales being to foreigners, for arrival. Other Cottons had not attracted much attention. Woollens: Long Ells had been purchased for holding at previous prices; other Woollen Goods were not much inquired for. The sales of Orleans made during the fortnight had been chiefly of inferior goods. Metals.—Nail Rod Iron: Little or no change in prices can be noted. A few invoices of ordinary assortments had been disposed of "to arrive," but dealers were by no means anxious buyers. For Bar Iron there was a small inquiry, but no sales are reported. Lead: Heavy arrivals had rendered sales impracticable, unless at a considerable decline. Coals: At the low rates ruling in the coal market the natives had become considerable purchasers. Two cargoes of Cardiff coals had been sold to arrive at Tls. 8, and small parcels on shore at one tael higher. English not wanted. American—Sales to arrive at Tls. 11, at which rate two shipments had been placed; Tls. 11.5 had been paid for these coals landed. The arrivals had been: From Great Britain, tons 703; Australia, tons 2,051; America, tons 287; Formosa, tons 1,886;—in all, tons 4,927, of which tons 1,100 were to order. The current quotations at date of mail's departure were as follows:—Grey Shirtings, 7lbs., per piece, Tls. 1.9.9 to 2.0.1; 8.4 to 8.6 lbs., Tls. 2.1.8 to 2.2.4; 9 to 9.12 lbs., Tls. 2.7.0 to 3.2.5. White Shirtings, Tls. 2.1 5 to 3.0.0. T-Cloths, Tls. 1.3.5 to 2.5.5. American Drills, 40 yards, Tls. 4.1.5. to 4.3.5. American Jeans, 30 yards, Tls. 3.7.0 to 3.7.5. American Sheetings, 40 yards, Tls. 3.7.5 to 3.8.0. English Drills, 40 yards, Tls. 3.9.0 to 4.1.0. Dutch Drills, 40 yards, Tls. 3.9.0 to 4.0.5. Camlets, English, SS, Tls. 12 to 12.5. Spanish Stripes, per yard, Tls. 0.5.5. to 0.8.0. Medium Broad and Habit Cloths, Tls. 1.0.0 to 1.6.0. Long Ells, Scarlet, 24 yards, H H, per piece, Tls.6.5.0; Scarlet, C P H, Tls. 6.4.5; Assorted, H H, Tls. 6.5.0; Assorted, C P H, Tls. 6.5.0. Iron, Nail Rod, small size, per picul, Tls. 2.1.5 to 2.2.0; fair to good assorted, Tls. 2.2.5 to 2.3.5; Hoop, Tls. 1.9.0 to 2.0 0; Flat and Round, Tls. 2.4.0 to 2.4.5. Lead, Tls. 5.9.0 to 6.1.8. Tin Plates, per box, Tls. 4.5.0 to 4.8.0. Steel, per tub, Tls. 3.5.0 to 3.6.0. Flints, per picul, Tls. 0.5.5 to 0.6.0. Window glass, per box, Tls. 3.0.0 to 3.6.0.

HANKOW.—The manufactured Goods' market had been very dull during the fortnight. Prices of Grey Shirtings had declined to Tls. 2.0.0 to 2.0.2 for 7 lbs., Tls. 2.1.8 to 2.2.3 for 8¼ lbs., and Tls. 3.1.0 to 3.2.0 for 9¾ lbs. goods. White Shirtings were also lower, and not asked for; these were quoted at Tls. 2.1.5 to 2.3 for 56 to 60 reed, and Tls. 2.4 to 2.5 for 64 to 66 reed. T-Cloths were unsaleable. Best English drills had been sold at Tls. 4.1 per piece. American Drills, 40 yards, were quoted at Tls. 4.1.5 to 4.2. Woollens and Worsteds: Considerable sales of Camlets, especially Gentian, were reported, closing quotations for SS being Tls. 12 to 12.7. Lastings, Long Ells, Spanish Stripes, Medium Cloths, and Orleans had been little inquired for.

HONG KONG.—Messrs. Olyphant and Co.'s Report, dated 9th ultimo, contains the following:—Cotton Yarn: Sales have been very small, the entire quantity placed being embraced in two settlements, and prices obtained have been beneath the ideas of larger holders. Quotations are nominally unchanged, but dealers will not come up to these figures, as the demand for shipment is very slack, and no inducement for purchases is offering. Piece Goods: From first hands an unusually small business has been done, and in the sales reported a greater portion has been made at public auction. The considerable quantities of really fair goods placed upon the market at these public sales with the damaged have given dealers an opportunity of supplying their wants, and have consequently brought quotations lower. The Northern demand has slackened, and altogether we have a weak market to report. Stocks of 7lb. Grey Shirtings have been considerably increased, and a decline of 10 cents is noticeable; 8.4lb. have realised at auction $2.64 to 2.70 per piece, and rates at private are 2½ to 5 cents lower. T-Cloths of all weights are down 5 cents; common goods are not wanted, but there is some little demand for 6lb. White Shirtings have further receded in price, and only 54 to 60 reed are inquired for. Drills have felt the depression, and English and Dutch are rather weaker, while quotations for American are still nominal, there being none on offer. Woollens: There has been very little inquiry for this class of goods, and stocks are light, though a rise is confidently looked for by-and-by. Scarlet Long Ells show no change, while Assorted are somewhat weaker and are not wanted. Spanish Stripes are unaltered. Blankets firmly maintain last values. Lastings and Camlets, though not quotably higher, are held for dearer rates. Metals: Operations have not been large, but the market has been fairly well maintained. Nail Rod Iron is firm at previous rates. Round Bar is up 10 cents. Hoop is in short supply and wanted. Steel and Wire unchanged. Lead is higher; W.B. cannot be had under $7.80 to 8, and L.B. is held at $7.50 to 7.70. Tin has fallen $2 to 3 per picul. Tin Plates are rather weaker. Coal: The market is excessively dull, and we are unable to record a single sale as having been made during the interval; arrivals have been 562 tons English, and 3,828 tons Welsh, the greater portion of which comes to consumers. Ginseng: Settlements of 63 casks crude at $123 to 130 per picul constitute the business of the fortnight; these sales were made during the first of the interval, and latterly dealers have not been operating. Stocks not large, and importers firm holders. The following were the current quotations:—Cotton Yarn, Nos. 16 to 24, per bale, $125 to 135.50; 28 to 32, $140 to 145; 38 to 42, $140 to 145; Grey Shirtings, 7 lbs., per piece, $2.50 to 2.55; 8.4 lbs., $2.75 to 2.80; 9.12 to 10 lbs., $3.75 to 4; White Shirtings, $2.50 to 5.10; T-Cloths, $1.95 to 2.95; Spotted Shirtings, White, $2.75; Dyed, $3.40 to 3.50; Turkey Red Shirtings, 3 lbs., per piece, $2.80 to 2.85; American Drills, 40 yards, 15 lbs., per piece, $5.50 to 5.60; Dutch Drills, 40 yards, per piece, $4.95 to 5.0; Spanish Stripes, scarlet, per yard, $0.77 to 0.81; assorted, $0.75 to 0.77; Medium, Ladies', and Habit Cloths, $1.15 to 2; Long Ells, per piece, $7.75 to 8.25; Assorted, $7.75 to 8.25; Camlets, SS Scarlet, $17.50 to 18; SS Assorted, $16 to 16.75; Blankets, per lb., $0.45 to 0.59; Iron Nail Rod, per picul, $2.90 to 3.05; Round, Square, and Flat Bar, $2.50 to 2.80; Hoop, $2.95 to 3; Wire, $6.50 to 7.25; Lead, $7.25 to 7.50; Tin, $30 to 31.50; Tin Plates, per box, $6.25 to 6.40; Steel, per tub, $4.25 to 4.50; Quicksilver, per picul, $64 to 64.50; Window Glass, per box, $3.30 to 3.50; Coals, English, per ton, $9.50 to 10; Welsh, $10 to 10.50.

BATAVIA.—Messrs. Hunter, Houghton and Co. report as follows, under date 11th June:—Business has been rather quiet and rates consequently show a downward tendency. Stocks however are not large, while supplies on the way are very moderate, so that we look for higher rates ruling at an early date. Cambrics, 45 inch by 12 yards. Coarse qualities have been more asked for but prices offered are still low. No. 24's we value at f.3 to f.3.25. 80s and 36s are not so much inquired for. 15/16s best quality may be quoted at f.5.25 per piece. Shirtings White, 40 yards: These continue to be placed at f.11 to f.11.25 per piece for 45 inch, f.9.75 to f.10.25 for 40/1 inch and f.8.75 to f.9.25 for 36 inch, common qualities.

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The demand is scarcely so brisk as it should be, but this is to a certain extent accounted for by the harvest being if anything later than in previous years, and with which the natives are still busy. Shirtings, Grey 38½ yards: The demand for these is rather quiet at the moment but they will be in better inquiry again soon. 39 inch 7 lbs. we value at f.7.25 per piece; 8½ lbs. at f.8.25 to f.8.50; 45 inch 8 lbs. at f.8 to f.8.25 per piece. Maddapollams, 24 yards.—In this staple there is little change to report. Dutch White, 33/34 inch, we value at f.5.25 per piece, and 40/41 inch at f.6 to f.6.25 per piece; Grey, 34/5 inch, f.5.25 to f.50; and 43/44 inch, f.6.25 to f.6.50 per piece. English White continue without alteration in value, 32/33 inch at f.3.50 to f.3.75 per piece; Grey 8 lbs. at f.3 to f.3½ per piece. Prints: Suitable descriptions, such as Green Grounds, can be placed at fair rates, say f.8 to f.8.25 per piece. Purple and Pink Pads are neglected, and can only be placed at low rates. Steam Prints, imitation Madders, would command f.5 per piece. Printed Jaconets, 9/8 by 24 yards, still remain dull, and prices very low. Dyed Madapollams, 9/8 by 24 yards, attract little attention. The only description inquired for is Orange which we cannot quote higher than f.4 to f.4¼ per piece. Dyed Brocades, 9/8 by 24 yards: These are dull of sale, and not worth more than f.11.50 to f.11.75 per piece. Turkey Red Cloth, 24 yards: This article continues very dull. English, 30/33 inch, we cannot value above f.7 to f.7.25 per piece. Drills, Grey 27 inch by 30 yards: Now in a little less demand. Best Dutch we value at f.8.50 to f.9 per piece. English at f.750 to f.8. Twist, Grey: No further advance in the price of this staple has taken place, but as holders generally are firm we look for higher rates ere long. At present we quote 40s., at f.400 to f.410, 30s. at f.345 to f.355, and 24s., at f.320 to f.330 per bale. Iron, Swedish: In supply; worth f.10 to f.10.50 per picul. Iron, English: Market oversupplied; not worth more than f.6 to f.6.50 per picul. Do. Hoop: Overstocked. We value it at f.7.50 to f.7.75 per picul. Do. Sheet, Square and Round: Some sizes are occasionally enquired for, but the article generally is very dull. Do. Galvanised Corrugated: Worth f.18 to f.19 per picul; with a very slight demand. Spelter: Is in little enquiry, and not worth more than f.16 to f.17 per picul. Zinc, Sheet: Continues dull at f.20 to f.21 per picul. Lead, Pig: The demand is improving a little, but still it cannot be valued above f.18 per picul. Do. Sheet: Extremely dull; value, f.16 to f.17 per picul. Copper Sheathing: Quiet at the moment and not to be placed at a higher figure than f.72 to f.75 per picul. Tin Plates: These cannot be valued at more than f.14 to f.15 per Box.

SINGAPORE.—The business done in Grey Goods had been large, though prices were somewhat weaker. Considerable sales of mildewed cloths had taken place, which had helped to weaken the demand for sound goods. Sales of 8¼ lbs. had been made as low at $2.75 per piece, but the greater part of the business had been done at $2.80. There had been fair sales of 7 lb. at $2.45 to 2.42½; 6 lb. at $2.12½ to 2.10; 45 in. 8 lb. at $2.80, and of 9 lb. at $3.10. Madapollams had continued in moderate inquiry at slightly lower rates; sales of 2 lb. at $21⅜ to 22 per corge. In T-Cloths the business has been moderate. The sales had been: 4¼ lbs. $1.42½ to 1.40; 4½ lbs. $1.47½; 5 lbs. $1.60 to 1.57½; 6 lbs. $1.80 to 1.70; 7 lbs. $2.15 to 2.10 per piece. The demand for Drills had been good, and the market appears bare of English Cloth; sales reported of Dutch at $66½ to 67 for 30 yards, and $94 to 95 for 40 yards per corge. White Shirtings were in some request at the early part of the fortnight, chiefly for export to Siam; but buyers had since kept away, and the finer descriptions were altogether neglected. Some business had been done in the lower makes. The sales were 64 to 66 reeds $3.12½ to 3.20; fine, $4.50 to 5 per piece. Imitations Irish Linens in good demand. Cambrics without alteration; sales of Nos. 15 to 16s at $33 to 34½, and of No. 24s at $20 to 21½. Jaconets, Lappets and Mulls, no transactions; sales reported of White Figured Shirtings, Spots, at $2.80 and 2.85, and of Brocades at $2.87½ per piece. In Dyed Goods, with the exception of T. R. Cambrics, little had been doing. Sales of Orange Shirtings, Plain, at $2.65 and 2.80, and of figured at $3.45. T Red Cambrics of all descriptions in active demand, sales large, and prices well maintained. Prints in better inquiry: Sales of White Grounds at $1.25 to 1.60 per piece, Covered Grounds at $2.85 to 3. Handkerchiefs in heavy stock, and sales could only be effected at low rates. Sarongs and Batticks altogether neglected. Sales of Grey Yarn large, though prices were barely maintained; a considerable quantity of mildewed and damaged goods having been sold at auction—18 to 24s, $115; 20s, $117½; 24s, $120; 30s, $119 to 120; 40s, $127½ to 131½ per bale. T Red Yarn in good demand, and market bare. Cotton Yarns dull, and sales at low rates. In Metals a moderate business had been done during the fortnight. Bar and Nail Rod Iron had been placed to some extent at $2.55 to 2.65 for Govan, and $2.35 to 2.47½ for other descriptions. Pig Lead sold to arrive at $6.20 net cash and $6.25 credit; a small sale on the spot recorded at $6.70. Yellow Metal in greater supply, and rates a little easier. Coals had continued to arrive in large quantities, ten cargoes English having come to hand since last mail; a cargo of 600 tons West Hartley sold at $6. Cardiff may be quoted at $6.50, but there was no inclination to do business.

## STRAITS, CHINA AND JAPAN EXPORTS.

### TEA.

YOKOHAMA.—The only business done during the fortnight had been the settlement of about 300 piculs for the California market, a few parcels of which consisted of new tea, for which higher prices had been paid. The firmness of dealers, coupled with unfavourable advices from America, prevented much business being done, and quotations were quite nominal. A small quantity of the new season's teas had arrived, but stocks of old leaf remained unchanged. Quotations:—Common, $19.0 to 23.0 per picul; Good Common, $24.0 to 25.0 per picul; Medium, $26.0 to 28.0 per picul; Good Medium, $29.0 to 32.0 per picul; Fine, $34.0 to 37.0 per picul; Finest, $38.0 to 39.0 per picul; Choice $40.0 to 42.0 per picul.

SHANGHAI.—Black: No transactions had taken place. A few musters of new teas had been shown, but teas in bulk were not expected down for about a week. The few arrivals from Hankow had all been for reshipment. Reshipment on owners' account, new tea, 2,686 chests; stock, old tea, 210 chests Ningchow and 400 chests refired Shanghai-packed. Green: The settlements for the fortnight amounted to 1,803 half-chests, leaving a stock of about 4,000 half-chests Shanghai-packed tea unsold. The new Pingsuey were expected in about a fortnight.

HANKOW.—Messrs. Drysdale, Ringer and Co. report as follows under date 28th May:—Our market was opened on the 24th instant by the purchase of one chop Yung Low Toong Tea at 31 taels per picul. As the price paid was considered too high, no more business was done till the following morning, when the chops Tai Chunn and Ung Wha were reported at 30 and 31 taels per picul respectively, giving much better value than the first chop settled. Other buyers then entered the market, and at the end of the day 16 chops had changed hands; a steady business has since been done, total settlements amounting to about 84 chops, at from 22½ to 34 taels per picul. There has been very much less excitement than is usual at the opening of the market, and demand has run principally on the finest Teas, for which prices have been well maintained, but for such Teas as cannot be so classed there has been but little enquiry, and they can now be bought at from 2 to 3 taels per picul decline. Prices paid are on an average 5 to 6 taels lower than last year. The quality of the crop is not, on the whole, so fine as last year, although quite equal, if not superior, in strength. The Oanfas are very much inferior; they have not that fine quality which characterised them last season; they are, however, very strong Teas. The Cheong Sou Kye are superior to last year's growth, and we think some of the chops from this district will prove the best of the year's yield. The Yong Low Toong are about the same as last year, which applies also to the Nip Car See teas. Those from Soong Yong are fine in cup, but rather wanting in leaf; and the Loong Kongs are also wanting in this respect, but are very flavory and attractive. Musters of the Ning Chows were shown here on the 24th instant, and as they are very fine teas, and quite of a fancy class, they found ready buyers at rates equivalent to 2s. 1½d. to 2s. 4d. per lb.; about 8,000 half-chests have been offered, 6,300 of which have found buyers. Settlements reported to date: 56,000 chests, 7,000 half-chests, 6,000 of which are Ningchows. Total arrivals to date, 118,366 chests, 9,816 half-chests. Stock, 57,430 chests, 3,123 half-chests.

KIUKIANG.—Arrivals of Ningchow Teas amounted to 7,474 half-chests, known as Oolongs, which were considered inferior to similar Teas of last year. One chop of Ningchows in chests had been settled at Tls. 29—the quality of which, in water, compared favonrably with that of last season, but in leaf was considered rather poorer. One chop of Hohows was offering, and was thought much superior to like Teas of last year.

FOOCHOW.—The stock of new season's Congou had reached 170,000 chests, but no business had been done by Foreigners, and no anxiety had been shown to commence operations. Teamen were reported as pressed for money, and this fact, with their increasing desire to realise, might lead to business at any time. The quality of the new tea was disappointing. Congous had arrived from all the districts, and the opinion expressed upon them was decidedly unfavourable; the majority of the chops to hand contained a large percentage of old tea, thereby detracting very much from the flavour, and rendering them flat in the drawing. In make the teas were generally satisfactory, and apparently were less dusty than last season's: some exceptional parcels, from the Ching Wo district, were attractive in leaf and liquor, but lacking in body. The stock of Oolongs amounted to 6,000 half-chests, and in quality they were considered wanting in strength. No arrivals of Souchongs had taken place, but advices had been received from the interior of purchases at prices some five to six taels under those of last season. The few Scented Teas shown were fairly well made, but indifferently scented.

AMOY.—The arrivals of the new crop Teas had been but small, and the supplies to hand represented only some 13 or 14 chops of Congou, and 4 or 5 chops of Orange Pekoe; the quality of which was not so satisfactory as could have been wished, though the supply was not large enough to justify an opinion upon the general quality of the crop. The leaf was thought of better make, but the liquor not up to the usual standard. The market was not expected to open for some weeks. Oolongs were expected to be some three weeks later in arriving than last year.

CANTON.—The market had not opened for new season's teas. Native merchants were holding firmly for prices, equal to the extreme rates paid at the commencement of last season, while buyers evinced no disposition to begin purchasing, save at prices on a par with last home quotations, which would leave a loss to the teamen of about 8 to 10 taels. Stocks of all descriptions of Canton made teas were getting heavy. The quality of the crop was quite equal to the average of former years, some parcels were perhaps better scented than usual, teamen having had more time to prepare the leaf.

### SILK.

YOKOHAMA.—The Silk remaining on the market was chiefly Oshue, and of it there was a fair proportion of fine. Of the inferior a further considerable parcel had been returned to the interior for native consumption. Settlements were about 185 bales, and in the absence of more than nominal arrivals stocks were reduced to about 450 bales of all kinds. Prices remained unchanged. The weather continued very favourable, although rumours of damage to the mulberry trees in Oshue were in circulation. The first small lots of the new Silk were expected in 30 to 40 days.

SHANGHAI.—Messrs. Skeggs and Co.'s Circular, dated 3rd ultimo, contains the following:—Season 1868-9 has closed with a total export of 46,885 bales Chinas and 14,906 bales Japans, against 41,396 and 11,610 bales respectively in 1867-8. Advices from the interior have been less satisfactory regarding the new crop, and it is now generally estimated that the yield will be under 55,000 bales. Small hank musters have been received from the various districts, representing good quality but bad colour and coarse size; the latter fault, however, being attributed to hasty reeling. Cargo in bulk is not expected to be on this market for nearly a week yet. The probable cost in the country, as at present named, is considerably in excess of home ideas, but the native dealers appear to be sensible that a heavy decline should and may be established this year, unless influenced to the contrary by later advices from Europe or reckless buying on this side. The P. and O. steamer from Yokohama arrived here on the 1st instant with 162 bales Japans, and the present mail steamer has 38 bales Chinas engaged (old season's silk).

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## STRAITS PRODUCE.

SINGAPORE.—The low rates of freight had had their influence on the produce market, and a fair business had been done during the fortnight. About 1,200 tons Gambier in all had been contracted for, at prices ranging from $3.07½ to 3.12½ per picul; latterly buyers had slightly held off, and the closing price was $3.10. Considerable purchases had been made of Basket Gambier, at $3 to 3.07½ for low No. 3; $3.60 for No. 1; and $3.90 for No. 1 in bags per picul. Black Pepper remained unaltered in price; purchases had been made at $6.80, but supplies came in slowly; about 2,700 piculs Acheen ex Hero sold at $6.35 per picul. White Pepper neglected, and $10 to 10.20 per picul may be quoted for fair ordinary. In Sago Flour the transactions had been moderate at $2.45 to 2.55 per picul; Pearl Sago had been in good demand, and considerable purchases had been made at $3.10 to 3.17½; large grain had been purchased at $3.25. A fair business had been done in Tapioca, both Pearl and Flake, at prices ranging from $4.60 to 4.80, according to quality. Rattans continued in good demand. Tin fluctuated from $29¾ to 29, and was again firmer; about 2,000 piculs had been purchased chiefly at $29¾ to 29½.

## EXPORT OF TEA AND SILK, SEASON 1868-69.

### TO GREAT BRITAIN.

| Date. | From Kanagawa & Nagasaki. | From Shanghai and Hankow | From Foochow. | From Amoy. | From Canton, Macao, &c. | Total lbs. | SILK. Total Bales & Cses |
|---|---|---|---|---|---|---|---|
| From June 1, 1868, to May 31, 1869 ..... | 970654 | 70638837 | 53399568 | ... | 15790745 | 140799804 | 70917 |
| Corresponding period last season..... | 1059770 | 56697799 | 14981433 | ... | 14291392 | 117030394 | 57449 |

*Shipments Since;*

| | | | | |
|---|---|---|---|---|
| May 5 per Ariel (*via* Foochow) | From Yokohama | ... | 236,823* | |
| — 21 ... Imperatrice (Fr. ml. str.) | ... Shanghai, &c. | ... | — | 134* |
| — 27 ... Emeu (ml. str.) | ... Do. | ... | — | 250* |
| June 10 ... Bengal (ml. str.) | ... Do. | ... | — | 257 |

* Included in above total.]

### TO UNITED STATES.

| | | | | | | | Pcls. |
|---|---|---|---|---|---|---|---|
| From June 1, 1868, to May 31, 1869 ..... | ... | ... | ... | ... | ... | 4235071 | 1832 |
| Corresponding period last season..... | ... | ... | ... | ... | ... | 34059972 | 1196 |

*Shipments Since;*

| | | | |
|---|---|---|---|
| May 25 per A. E. Vidal | From Amoy, &c. | ... | 262,961* |
| — 26 ... A. W. Stevens | ... Canton | ... | 58,650* |

* Included in above total.

### TO THE CONTINENT.]

| | | | | | | | Bales |
|---|---|---|---|---|---|---|---|
| From June 1, 1868, to May 31, 1869 ..... | ... | ... | ... | ... | ... | 4096139 | — |
| Corresponding period last season..... | ... | ... | ... | ... | ... | 1425456 | — |

### TO AUSTRALIA.

From June 1, 1868, to May 31, 1869 ... ... ... ... 16,936,649 lbs.
Corresponding period last year ... ... ... ... ... 13,681,543

*Shipments Since;*

| | | | |
|---|---|---|---|
| May 19 per Atrevidia | From Hong Kong | ... | 79,620* |
| — 22 ... Chelsea | ... Do. | ... | 49,230 |
| — — ... Salacia | ... Do. | ... | 26,400 |

* Included in above total.

## LIST OF SILK SHIPPERS FROM SHANGHAI.

*From 1st June to 31st May, Season* 1868-69.

| | Bales. | | Bales. |
|---|---|---|---|
| Russell and Co. ... ... | 3,024 | Primrose and Co. ... ... | 671 |
| Brand, Monro, and Co. ... | 2,922 | Heard, Augustine, and Co. | 656 |
| Bower, Hanbury, and Co. .. | 2,752 | Thorne Brothers and Co. ... | 653 |
| Barnet, Geo., and Co. ... | 2,650 | Overweg and Co. ... ... | 557 |
| Gilman and Co. ... ... | 2,622 | Bovet Bros. and Co. ... | 555 |
| Skeggs, C. J., and Co. ... | 2,271 | Helbling, J. C., and Co. ... | 510 |
| Sassoon, D., Sons, & Co. ... | 1,892 | Petrocochino and Co. ... | 459 |
| Jarvie, John, and Co. ... | 1,651 | Pila, U., and Co. ... ... | 436 |
| Carter and Co. ... ... | 1,594 | Turner and Co. ... ... | 397 |
| Shaw Brothers and Co. ... | 1,433 | Gamwell, F. R. ... ... | 376 |
| Gibb, Livingston, and Co... | 1,418 | Dow and Co. ... ... | 154 |
| Jardine, Matheson, and Co. | 1,414 | Westall, Brand, and Co. ... | 148 |
| Pustau, Wm., and Co. ... | 1,286 | Meynard, Cousin, and Co. | 134 |
| Siemssen and Co. ... ... | 1,278 | Birt, Wm. ... ... ... | 47 |
| Milsom and Tod ... ... | 1,264 | Dickenson and Co. ... | 36 |
| Birley, Worthington and Co. | 994 | Reiss and Co. ... ... | 25 |
| Textor and Co. ... ... | 964 | Sundries ... ... ... | 3,474 |
| Wilkinson, A., and Co. ... | 869 | | 46,885 |
| Borneo Company ... ... | 848 | | |
| Bourjau, Hubener, and Co. | 813 | From Japan per P. and O. Co.'s and Messageries Imperiales steamers ... | 14,906 |
| Bland, J. ... ... ... | 774 | | 61,791 |
| Cumine and Co. ... ... | 760 | | |
| Hogg Brothers ... ... | 757 | | |
| Chapman, King, and Co. ... | 675 | | |
| Scheibler, Matthaei, and Co. | 672 | | |

### ANALYSIS.

| | England. | France. | Holland. | Leghorn. | Alexandria. | New York. | Suez. | Bombay. | Hong Kong. | Total. |
|---|---|---|---|---|---|---|---|---|---|---|
| China | 34,942 | 10,243 | 87 | 38 | 8 | 835 | 67 | 502 | 163 | 46,885 bales |
| Japan | 8,009 | 6,259 | 9 | ... | ... | ... | 435 | ... | 194 | 14,906 „ |
| | 42,951 | 16,502 | 96 | 38 | 8 | 835 | 502 | 502 | 357 | 61,791 bales |

## EXCHANGES, &c.

[*For dates, see first page.*]

### ON LONDON.

| At | Bank Bills. | Credits. | Documentary. |
|---|---|---|---|
| Yokohama, 6 m. s. ... | 4s. 7½d. | 4s. 7¾d. | 4s. 8d. |
| Hiogo & Osaka „ ... | — | — | — |
| Shanghai „ „ ... | 6s. 1½d. | 6s. 1¾d. | 6s. 2d. |
| Canton „ „ | 4s. 7½d. | 4s. 8d. | 4s. 8¼d. |
| Hong Kong „ „ | | | |
| Macao „ „ | | | |
| Singapore „ „ ... | 4s. 7d. | 4s. 7½d. | 4s. 8d. |
| Manila „ „ ... | 4s. 6d. | — | — |

### MISCELLANEOUS.

| — | At Shanghai. | At Hong Kong. |
|---|---|---|
| Bills on India ... ... ... | 308 to 309 | 223½ |
| „ Hong Kong ... ... | 23½ to 24 dis. | — |
| Bar silver ... ... ... | 111.5.0 | 4¼ prem. |
| Mexican dollars ... ... ... | 76.0.0 | par. |

Bons, at Yokohama, 336 to 345 per 100 dols.

### SHARES.

Hong Kong and Shanghai Bank, New, 16½; Old, 37 to 37½ per cent. prem
Hong Kong Gas Company, 40 dols. per share.
Hong Kong and Whampoa Dock, New, 12; Old, 12 per cent. discount.
Union Dock Company, 25 to 30 per cent. discount.
China Traders' Insurance, 560 dols. premium.
Hotel shares, 50 to 60 per cent. discount.
Hong Kong and Macao Steamboat Company, 9 per cent. premium.

# Shipping Intelligence.

## ARRIVALS.

At YOKOHAMA.—From London, May 24, Hopewell.

At SHANGHAI.—From London, June 1, Silver Eagle.

At HONG KONG and CANTON.—From Glasgow, June 7, Columbus; from Cardiff, May 31, Elizabeth Cushing; June 6, Scawfell; 7, Elcano; from Sunderland, May 28, Chin Chin.

At MANILA.—From Liverpool, May 25, Conchita; June 2, Maria y Vicenta; from Barcelona, May 24, Nuevo Lantaro.

At SINGAPORE.—From London, June 14, Miranda; 16, C. J. Textor (str.); from Sunderland, 4, Asterion, Hylton Castle, Gulnare; 7, Stinchar, Water Lily; 14, Groundwater; from Shields, 4, Wallace; from Cardiff, 5, Rachel; 7, Nyassa; 11, St. Bede; from Newcastle, 7, Siam; from Liverpool, 7, Ajax (str.); from Bordeaux, 3, Helene; from Amsterdam, 4, Mathilde; from New York, 7, Walrus; 8, Nautilus.

At BATAVIA.—From Amsterdam, May 16, Jupiter; 19, Stad Leyden; 27, Johanna and Willem; from Bremen, 18, Scharnhorst; from Rotterdam, 19, Medea, Mina; 27, Generaal de Stuers; from Bordeaux, 19, Francois Felix; from Newcastle, June 2, Rapido; from Glasgow 28, County of Ayr.

At PENANG.—From London, June 13, Ceylon; from Glasgow, 5, Jerfalcon.

## DEPARTURES.

From HONG KONG and CANTON.—For New York, June 8, A. W Stevens.

From MANILA.—For London, May 31, Yolorada; for Channel, 21, Marion; for New York, 29, W. G. Russell; for Boston, 23, Southern Cross; 27, Sooloo.

From SINGAPORE.—For London, June 9, Eleanor; for Liverpool, 4, Star; 10, Edinburgh Castle; for Liverpool and Glasgow, 8, Lochleven Castle; for Bordeaux, via Penang, 10, Arracan.

From BATAVIA,—For Holland, May 19, Nicot; 22, Eva Johanna; 31, Eastham; June 5, Batavia; 8, Elmina; for Channel, 6, Java.

From PENANG.—For London, June 12, Hochelaga; for Marseilles, 5, Isaure.

## VESSELS ON THE BERTH AND LOADING.

At HANKOW.—For London, Erl King (str.), Agamemnon (str.), Huntley Castle, Eliza Shaw.

At SHANGHAI.—For London, Golden Spur, Forward Ho, Argonaut, Barbadian, Wild Deer, Taitsing, Burdwan, White Adder, Titania, Helen Nicholson, Nestor (str.), Niger (str.).

At HONG KONG and CANTON.—For London, Belted Will, Douglas Castle.

At MANILA.—For Cadiz, Her Majesty, Bilbiana, for Boston, Fleet Wing.

At SINGAPORE.—For London, Asterion, Dewa Gungadhur, for Liverpool, Twilight; for Liverpool and Glasgow, Nyassa; for Boston, Ahkerah, Borneo; for New York, Kingdom of Belgium; for Marseilles, Rachel.

At PENANG.—For London, Maxima, Dharwar, Charles; for Channel, Reform; for Boston, Fearless.

## FREIGHTS AND CHARTERS.

At YOKOHAMA.—To London, £4; to New York, £2 15s. to £3; per steamer, $45.

At SHANGHAI.—The Nestor and Niger (strs.) are on the berth at £5 10s. per ton, to be reduced to £4 10s. if the voyage exceeds 80 days.

At HONG KONG and CANTON.—To London, £4 10s. for new teas.

At MANILA.—The settlements during the fortnight have been:—British ship Minden, 832 tons, a full cargo of sugar to New York, at $15 gold per ton. American ship Fleetwing, 829 tons, to Bosto

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takes sugar at $13 gold per ton, and hemp at $12 gold per ton of 4 bales.

At SINGAPORE.—Rates for home have declined to £1 15s. per ton all round.

At BATAVIA.—For Rotterdam, tin 20f., tobacco 65f. to 70, sugar 70f. to 80, hides 90f.

At PENANG.—To London £2 per ton all round.

## VESSELS PASSED STRAITS OF SUNDA.

| Date. | Ship. | From | To. |
|---|---|---|---|
| May 25 | Arnst en Maria | Cardiff | Hong Kong |
| „ — | Galnare | Sunderland | Singapore |
| „ — | Renown | Cardiff | Japan |
| „ — | Juanpore | London | Shanghai |
| „ — | Borneo | Rio Janeiro | Batavia |
| „ — | Hylton Castle | Sunderland | Singapore |
| „ — | Orient | Bremen | Hong Kong |
| „ — | Johanna and Willem | Amsterdam | Batavia |
| „ — | Fynedale | Cardiff | Shanghai |
| „ — | Jupiter | London | Manila |
| „ — | Arestos | Cronstadt | Amur River |
| „ — | Niphon | Amsterdam | Yokohama |
| „ — | Maria | Rotterdam | Samarang |
| „ 26 | Helene | Bordeaux | Singapore |
| „ — | Anna Wash | Bangkok | Liverpool |
| „ 28 | Flower | Cardiff | Hong Kong |
| „ — | The Cedars | London | Amoy |
| „ — | Edward Herbert | Liverpool | Japan |
| „ — | Rachel | Cardiff | Singapore |
| „ — | Senator Weber | Cardiff | Japan |
| „ — | St. Helens | Cardiff | Yokohama |
| „ — | Caldew | Sunderland | Foochow |
| „ 29 | Nyassa | Cardiff | Singapore |
| „ — | Carna | Cronstadt | Amur River |
| „ — | Rollo | London | Shanghai |
| „ — | Cedric | London | Yokohama |
| „ — | Frudel | Cardiff | Shanghai |
| „ — | Proclosa | Newport | Hong Kong |
| „ — | Thetis | Cardiff | Hong Kong |
| „ — | Jenny | Cardiff | Foochow |
| „ — | Mindoro | Manila | Boston |
| „ 30 | Water Lily | Sunderland | Singapore |
| „ — | Claso | Sunderland | Shanghai |
| „ — | Stinchar | Sunderland | Singapore |
| „ — | Kirkland | Sunderland | Yokohama |
| „ — | Golden Russett | Singapore | London |
| „ — | Emily | Saigon | Falmouth |
| „ — | Sea Serpent | Zebu | New York |
| „ — | Charlotte | Bangkok | London |
| June 8 | Amberwitch | Swatow | London |
| „ 4 | Hurelin | Singapore | Boston |
| „ — | Red Riding Hood | England | Singapore |
| „ 6 | Red Antifer | Havre | Saigon |
| „ — | Bato | Amsterdam | Batavia |
| „ — | Anna | Bremen | Order |
| „ — | Charlotte | Singapore | Liverpool |
| „ 7 | Bremen | Rio Janeiro | Amur River |
| „ — | North Star | Cardiff | Hong Kong |
| „ — | Novada | New York | Hong Kong |
| „ — | Lord Macaulay | Cardiff | Shanghai |
| „ — | Fusi Yama | London | Shanghai |
| „ — | John Milton | Cardiff | Shanghai |
| „ — | Vanguard | Shields | Singapore |
| „ — | Gouverneur Natglas | Amsterdam | Hong Kong |
| „ — | Naples | Boston | Yokohama |
| „ — | Magallanes | Glasgow | Manila |

## COMMERCIAL POSTSCRIPT.

The amount of bullion by the P. and O. Company's steamer *Bangalore* from Southampton on the 24th inst., was in gold, to Bombay, £90,000; to Galle, £20,000; to Madras, £6,880; in silver, to Singapore, £34,800; to Hong Kong, £25,000; to Shanghai, £1,215; total in gold, £116,880; in silver, £61,015.

### SHIPPING.

ARRIVALS NOT IN THE TABLES.—July 22, off Scilly, from Sourabaya, for Amsterdam, Petronella; 23, from Akyab, Maasnymph; 24, at Liverpool, from Rangoon, Augusta; at Falmouth, from Saigon, M. W. Sass; from Rangoon, Castlemain; 25, from Rangoon, for Bremen, Pleiades; 26, from Saigon, for Rotterdam, Shakspeare; from Bassein, for Antwerp, Hindoo; 25, off Falmouth, from Rangoon, Benjamin Bangs; 26, at Liverpool, from Rangoon, Antiope; 13, at San Francisco, from Manila, Sarah and Maria; 14, from Bangkok, Albany; 12, at Portland, Oregon, from Hong Kong, Onward; 26, at Liverpool, from Rangoon, Cambalu; in the Downs, from Singapore, Carrick Castle; 24, at London, from China, &c., J. C. Munro.

DEPARTURES.—From Shields, for China, China (s.s.); July 19, for Galle, Neptune's Bride; 28, from Glasgow, for Shanghai, Laju; 26, from London, for Hong Kong and Foochow, Corypheus; 24, from Aberdeen, for Nagasaki, Iho Sho Maru; 14, from San Francisco, for Hong Kong, Nicoleno; June 24, for Rio Janeiro, for Batavia, Mary Hillegonda.

LAID ON.—At London, for Shanghai, Hiogo, and Yokohama, Alonso (st.); for Colombo, Thomas Blythe, Britomart; at Liverpool, for Galle, Arlington; at Glasgow, for Hong Kong, Grace Peille.

SPOKEN.—Princess of Wales (barq.), of London, London to Chefoo, steering W., July 19, 8 miles S.W. of the Start. Vanguard, Penang to London, April 30, 26 S., 55 E. Albert, Bangkok to Falmouth, May 14, 33 S. 33 E. Albert, Amoy to New York, May 22, 35 S., 27 E. Sydpollen, Singapore to New York, May 24, 36 S., 22 E. Olano, Manila to Liverpool, April 27, 12 S., 107 E. Stenton (?), Ceylon to London May 29, 32 S., 37 E. Madagascar, Singapore to Hamburg, June 10, 22 S., 69 E. Dione, Colombo to London, April 21, 25 S., 58 E. Ortelius, Singapore to New York, May 31, 33 S., 15 E. Betty, Batavia to Amsterdam, May 16, 26 S., 58 E; Robert Rickmers, Saigon to Falmouth, June 18, 19 S., 2 E. Sevea, Bordeaux to Japan, June 4, 36 S., 20 E.; Sattara, Ceylon to London, May 13, 29 S., 43 E.; Sophia Helen, Batavia to Falmouth, June 12, 28 S., 7 E.; Nicolas Witzen (Dutch barque), Batavia to Amsterdam, June 5, 33 S., 15 E.; Gertrude, Saigon to Falmouth, April 2, in the Straits of Sunda; Emblyn, Philippines to London, April 14, in the Straits of Sunda; Meroo (barq.), Penang to London May 12, 28 S., 42 E.; Cowlitz, Ceylon to London, June 12, 29 S., 8 E.; Lefroy, Amoy to New York, June 18, 20 S., 2 E.

MISCELLANEOUS.—At St. Helena: June 14, Brilliant, Warren, from Yokohama, and sailed for Boston; 16, Henry Grenfell, Shiell, from Foochow, and sailed for London; Triton, Schey, from Batavia, and sailed 17 for Rotterdam; Ilmari, Niska, from Penang, and sailed 18 for Falmouth; 19, Hydra, Bockwoldt, from Bangkok; Lota, Barber, from Bangkok, and both sailed for Falmouth; Salvadora, Virutia, from Zebu, and sailed 21 for Santander; Alpha, Nielson, from Singapore; Italia, Zulueta, from Macao, and sailed 21 for Havana; 20, Aldsurie, Menzies, from Penang, and sailed 21 for London; Staatsraad van Ewyck, Ham, from Batavia, and sailed 21 for Amsterdam; Sarah Scott, Riches, from Manila, and sailed 28 for London; 21, Cornelis Wernard Eduard, Swart, from Batavia, and sailed 22 for Rotterdam; Mary Ann Wilson, Kitson, from Yloilo, and sailed 22 for London; 22, Queen of the Sea, Tomlinson, from Colombo, and sailed for London; Persian Empire, Murray, from Colombo, and sailed 23 for London; Red Deer, Spence, from Bangkok, and sailed for Falmouth; Gerard, Pieter Servatius, De Goode, from Batavia, and sailed 23 for Amsterdam; 23, Nieuwe Waterweg II., Zwart, from Sourabaya, and sailed 24 for Amsterdam; Parepta, Greig, from Colombo, and sailed for Havre; Haamsteal, Geerling, from Batavia, and sailed 26 for Rotterdam; 24, Bezoekie, Reckers, from Batavia, and sailed 25 for Rotterdam; 26, Yokohama, Blouet, from Bangkok, and sailed for Falmouth; Chinaman, Fentie, from Shanghai, and sailed 28 for New York; Webfoot, Slurrock, from Saigon, and sailed for Falmouth; Aria and Betsy, Ran, from Batavia, and sailed 29 for Amsterdam; 29, Liberator, Robertson, from Colombo, and sailed for London; 30, Oceaan, Smit, from Batavia; 19, Elshout, Akkerman, from Batavia, making a little water in her topsides, repaired and sailed for Amsterdam.

Off ST. HELENA.—June 29, County of Berwick, from Sourabaya for Rotterdam.

Advices from Capetown, dated June 19, state that some damaged cargo, ex Johanna Mathilda, Lohse, from Saigon to Falmouth, which put into Simon's Bay, April 10, leaky, was sold June 15.

## LATEST TELEGRAMS.

(RECEIVED VIA GALLE, JULY .)

### CHINA.

HONG KONG, JUNE 24.—A proclamation hostile to Foreigners has been posted by secret societies along the Yangtse River. A picnic party at Hankow has been driven away by a mob, upon the pretence that they had come for the purpose of boiling and eating children. A conspiracy has been discovered at Foochow to open another Taiping rebellion; the conspirators number, it is reported, 50,000. It is stated that several Chinese hongs have combined together to establish an agency in London. The Yangtse exploring party have returned to Shanghai.

### COMMERCIAL.

SHANGHAI, JUNE 18.—Gray Shirtings, 6½ catties, 8¼ lb., $2 20c. Cotton, Shanghai, 16 tls. Silk, moderate business; No. 3 Teatlee, 555 bales. Settlements since departure of last mail, 1,200 bales. Export to date (China and Japan, from commencement of season) 2,000 bales. Exchange on London: Bank bills, six months, 6s. 0¾d. Freights: Tea, £3 10s.

HONG KONG, JUNE 23.—Gray Shirtings, 6½ catties, 8¼ lb., $2 85c. Water-twist, 16-24, $1 35c. The Tea-markets have not yet been open either at Canton or Foochow. Total export (China and Japan), 8,000,000lb. Exchange on London, bank bills, six months, 4s. 6¾d.

### JAPAN.

YOKOHAMA, JUNE 16.—An ample apology has been made to Captain Stanhope and Mr. Robertson, Her Majesty's Vice-Consul, for the insult they were recently subjected to in being compelled to dismount before a passing noble. The Mikado's forces have commenced attacking Hakodadi, which is occupied by the rebels. Their success is expected. An earthquake has occurred at Yokohama. Little damage was done.

### TELEGRAMS VIA NEW YORK.

According to China telegrams received by way of New York (date not given), great excitement has been caused at Soochow and other cities on the Grand Canal at the prospect of a formidable rebellion. A letter has been found giving the particulars of a conspiracy to capture Soochow, Huchow, Hanghow, and Shanghai. Another outrage on Foreigners is reported to have taken place near Hankow. The British Consul and his wife were among the party attacked. The Government had promised to investigate the affair. Meanwhile the English gunboat *Opossum* had anchored at Ichang. The state of the crops in China is reported to be "desperate," though slight rains had fallen.

From Yokohama it is stated that the Imperialists have captured Hakodadi. The Mikado was preparing to leave Yedo for the purpose (so it is said) of avoiding a public reception to the Duke of Edinburgh. The depression in trade is stated to be unparalleled, and merchants are strongly recommended not to ship any goods except to order.

A Central Press telegram from New York says that information arrived there yesterday afternoon from Japan that a steamship, formerly the Confederate cruiser *Tallahassee*, has been wrecked near Yoko-

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hama; twenty-two lives were lost, including the captain. Assistance was soon rendered, by which the greater part of the passengers and crew were saved. No vestige of the wreck was afterwards seen, the vessel having sunk in forty fathoms of water.

## BIRTHS, MARRIAGES, AND DEATHS.

### BIRTHS.

ADAMSON—On the 6th June, at Woodside, Singapore, Mrs. William Adamson, of a son.

BROUGH—On the 8th July, the wife of William Brough, Esq., of Liverpool, of a daughter.

COYSH—On the 12th July, at 48, Palace-gardens-terrace, Kensington, the wife of John Strode Coysh, Esq., of a son, stillborn.

DEVITT—On the 8th July, at Lower Clapton, Middlesex, the wife of Thomas Lane Devitt, of a son.

HOW—On the 8th July, at Leigh Hill House, Cobham, the wife of E. Henry How, Esq., of a son.

PARKHILL—On the 31st May, at Ningpo, the wife of Mr. Samuel Parkhill, of a daughter.

RAMSAY—On the 29th June, at Hankow, China, the wife of H. F. Ramsay, Esq., of a son.

THEOBALD—On the 7th May, at Rangoon, British Burmah, the wife of William Theobald, jun., Esq., of a daughter.

VOGEL—On the 27th June, at Hong Kong, the wife of Mr. Emil Vogel, of a daughter

### MARRIAGES.

ALDERSON—WELLS.—On the 8th July, at H.B.M.'s Consulate, and St. Mark's Church, Alexandria, Egypt, by the Rev. — Davis, George Beeton Alderson, of Alexandria, to Ellen Owen, daughter of Robert Wells, Esq., formerly of London. No cards.

SCOTT—ALCOCK.—On the 5th June, at St. Andrew's Church, Singapore, by the Rev. J. A. Beckles, M.A., Thomas Scott, Esq., to Elizabeth Alcock, eldest daughter of Major Frederick McNair, Royal Artillery.

### DEATHS.

BARKER—On the 18th June, at Alexandria, Egypt, Mrs. A. M. Barker, relict of Edward Barker, Esq., late Her Majesty's Vice-Consul in Cairo, Egypt.

MEINERTZHAGEN—On the 12th July, at his residence, Wimbledon-common, Daniel Meinertzhagen, in his 68th year.

MORPHEW—On the 11th June, at Jaffna, Ceylon, John Morphew, Esq., District Judge, aged 46. Friends are requested to accept this intimation.

VOGEL—On the 28th June, at Hong Kong, the infant daughter of Mr. and Mrs. E. Vogel.

## LEGAL AND CRIMINAL.

JUDICIAL COMMITTEE OF THE PRIVY COUNCIL.—JULY 7.

(Present:—Lord Justice Giffard, Sir J. Colville, and Sir J. Napier.)

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA *v.* EVANS AND ANOTHER (MACKELLAR AND CO.'S ASSIGNEES).

This was an appeal from the Supreme Court for China and Japan, which had ordered the judgment of Her Majesty's Court at Hankow in favour of the appellants to be reversed with costs, and that the respondents be paid 10,027 taels and other moneys, amounting to about £3,000.

Sir Roundell Palmer, Mr. Joseph Browne, Q.C., and Mr. Arthur Cohen were for the appellants; Mr. Field, Q.C., Mr. Arthur Charles, and Mr. Myburgh for the respondents.

The appellants were bankers, among other places, at Hankow, and the respondents, the creditors' assignees of Mackellar and Co., who were merchants at Hankow, and claimed a sum of money in possession of the Bank. The judgment was in favour of the Bank, on which there was an appeal to the Supreme Court, where additional evidence was allowed, and the decision of the Court below was reversed. The present appeal was to reverse the decision of the Supreme Court.

Lord Justice Giffard delivered judgment as follows, reversing Judge Hornby's decision:—

"Their Lordships cannot entertain the slightest doubt in this case. As regards the twenty-seven taels, the respondents must have those, but this small sum cannot affect the question of costs, nor does it appear ever to have been a matter in dispute.

"As regards the case itself, there obviously was but one contract, and one transaction, and that is detailed in the letter to which Mr. Field referred. The letter, taken in connection with the evidence, shows distinctly that there was but one contract, on the 27th of June, and that that contract was an advance of 32,000 taels in this way:—22,000 taels was to be advanced, and 10,000 taels was to be held as margin to secure certain debts.

"If those were the terms on which the advance of the 22,000 taels was made, and the 10,000 taels were to be retained, and if the whole was one transaction, as it clearly was, it necessarily follows that the 10,000 taels cannot be recovered so long as the state of circumstances is such as that consistently with the contract the 10,000 taels ought to be in the hands of the Bank. It is clear that this was the state of things at the time when the judgment was given, and that there was then no ground whatever for proceeding for the recovery of these 10,000 taels. Fraudulent preference therefore can have no application whatever, because the 10,000 taels formed no part of the bankrupt's estate, and there was not in any sense a dealing with that which belonged to the bankrupt.

"Upon these grounds, without going further, their lordships think it sufficient to say that the judgment of the Supreme Court was wrong, that the judgment of the Court of first instance was right, and that the appellants ought to have all their costs before the Court of first instance, before the Court of Appeal, and before this Court, deducting the twenty-seven taels on the assumption that this sum has not been already paid.

"With respect to the facts raising the question of fraudulent preference, it is unnecessary for their lordships to express what their opinion would have been had the dealing been a dealing with the bankrupt's estate; suffice it to say that the learned judge of the Supreme Court has laid down the law more widely than it ought to have been laid down, and in a way to which their lordships cannot assent.

"Their Lordships will, therefore, humbly report to Her Majesty that the judgment of the Supreme Court for China and Japan ought to be reversed with costs, and in lieu thereof that the appeal from the Inferior Court to the Supreme Court ought to be dismissed with costs, and the judgment of the Inferior Court confirmed, deducting the 27 taels if the same has not been paid.'

VICE-CHANCELLORS' COURTS, JULY 22.

(Before Vice-Chancellor Sir J. STUART.)

RE THE LONDON, BOMBAY, AND MEDITERRANEAN BANK (LIMITED).

Mr. Dickinson, Q.C., Mr. Prendergast, Q.C., and Mr. Everitt appeared in this matter on behalf of the Bank of Hindustan, China and Japan, the Union Bank of London, and other creditors of the London, Bombay, and Mediterranean Bank—whose debts amounted in the aggregate to £78,000—in support of a motion for an order to remove the present liquidators of that company, and to appoint a Mr. Archibald Stewart in their stead. The order to wind up the company had been made so long ago as the 20th of July, 1866, and the liquidation was not yet concluded.

The Vice-Chancellor, after some little discussion, and intimating it to be his opinion that the appointment of some one responsible person, some creditor of the company, was the best course to adopt, but expressing a doubt whether he should appoint Mr. Stewart, directed the matter to be brought before him in Chambers on Tuesday next.

ERRATUM.—In our issue of July 5th, under this heading, the case of "The Chartered Bank of India *v.* Wehner" was wrongly described as "Wehner *v.* The Chartered Bank," thus reversing the relations of plaintiff and defendant.

BANKRUPTCY IN THE TEA TRADE.—At the Court of Bankruptcy on the 22nd there was a first sitting before Mr. Registrar Brougham, under the failure of Nathaniel W. Knee, who had carried on business as a wholesale tea-dealer in Mark-lane and Water-lane. The bankrupt's defalcations are to the extent of several thousand pounds, and a grand pianoforte, which cost sixty guineas, is at present the only available asset. In a letter written by the bankrupt at the time of his departure, he states that he is on his way to America, but it is believed that he has absconded to Spain. A reward has been offered for his apprehension, but he is still at large. The bankrupt enjoyed a high reputation as a religious man, and up to the time of his departure he was supposed to be in prosperous circumstances. A lady named Newman, the widow of his former partner, is reported to be the principal sufferer. In the absence of the bankrupt the proofs now tendered were admitted, subject to investigation, and assignees were chosen.

## MISCELLANEOUS.

THE "TELEGRAPH" ON CHINESE PROGRESS.—The *Daily Telegraph* observes that China is at last on the move. The most stand still, exclusive, and conceited of all peoples has at length abandoned its obstinate conservatism; the tide of human progress has risen to such a height that even the Celestial Empire has been swept into the current. John Chinaman, impelled by curiosity, by love of gain, or the sheer necessity of getting something to eat, is gradually severing the ties that bind him to the Central Flowery Land, and seeking a home elsewhere. He overflows into Australia, where he labours at the diggings, traffics in "notions," accumulates and lends at usury, and finally marries some bright-eyed Tipperary girl, who weans him from the joss-house and makes him a sort of Confucian Catholic. He populates California so fast as to affect all the social characteristics of the country; and he elbows both the scheming Yankee and the strong, rough Irishman, out of the most profitable fields both of traffic and of hard labour. But, if a recent telegram from Hong Kong is to be trusted, Chinese enterprise is about to attempt another and a very daring stroke. It is actually about to invade Mincing-lane, and try conclusions with the London tea-broker for the profits of his trade. The "Hongs," we are told, are about to establish an agency in London. But what are "Honga?" the inquirer may ask. Stripped of all technicalities, the announcement simply means that certain Chinese merchants, who have hitherto sent consignments to English houses, are about to appoint their own representatives in the London market, so as to enter into direct relations with English buyers.

THE *Gazette* contains the following:—Admiralty, July 12.—In pursuance of Her Majesty's pleasure Admiral Sir George Rose Sartorius, K.C.B., has this day been promoted to be an Admiral of the Fleet, Vice Sir William Bowles, K.C.B., deceased, to date from the 2nd inst.; and the following promotions consequent thereon have also been made from the same date:—Active List: Vice-Admiral the Hon. Sir Henry Keppel, K.C.B., to be admiral; Rear-Admiral George Henry Seymour, C.B., to be Vice-Admiral; Capt. William Edmonstone, C.B., to be Rear-Admiral.

THE executors of the late Douglas Lapraik, Esq., have issued a notice requiring all persons having claims on the estate of the deceased to send them in on or before the 1st of January next to the solicitors, Messrs. Brooks and Co., Doctors' Commons.

ADMIRAL HORNBY reports in his letter from Madeira of the 2nd July the arrival of his squadron at Madeira on the 1st of July, and that the Barossa joined him on the 2nd inst., and would proceed with the squadron to Bahia the same evening.

BREAKFAST.—EPPS'S COCOA.—GRATEFUL AND COMFORTING.—The very agreeable character of this preparation has rendered it a general favourite. The *Civil Service Gazette* remarks:—"The singular success which Mr. Epps attained by his homœopathic preparation of Cocoa has never been surpassed by any experimentalist. By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected Cocoa, Mr. Epps has provided our breakfast tables with a delicately-flavoured beverage which may save us many heavy doctors' bills." Made simply with boiling water or milk. Sold by the trade only in ¼lb., ½lb., and 1lb. tin-lined packets, labelled—JAMES EPPS & Co., Homœopathic Chemists, London.—ADVT.

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# The London & China Telegraph.

*LONDON, TUESDAY, JULY 27.*

## THE DEBATE ON CHINA.

THE long-promised debate on our relations with the Chinese Empire came off at last, on the 13th inst. The China merchants certainly could not have had a more zealous advocate than Colonel SYKES, though their cause might have been argued more logically. For instance, Colonel SYKES, after an elaborate exposition of the utter powerlessness and incompetency of the Chinese Government, proceeded to argue from these premises that we ought forthwith to increase our demands upon it; a little inconsistency that the Liberal Press is not slow to lay hold of, and ask, what on earth is the use of demanding more concessions from a Government that, on your own showing, is unable to give effect to those it has already granted? In fact, this is the weak point with many of those who, like Colonel SYKES, support the views of the merchants. But for all that, the inconsistency is only apparent. We perfectly recognise the fact that the Government is in many respects a feeble and helpless one; and we demand no unreasonable concessions. The Treaty of Tientsin, if carried out as it should be, both in letter and in spirit, would of itself do away with most of the grievances of which merchants and missionaries at present complain. A liberal interpretation of its clauses would even provide for the introduction of railways and telegraphs, those *bêtes noirs* of the Tsong-li-Yamen. Colonel SYKES entered into an unnecessarily lengthy *resumé* of the history of China for the last sixteen centuries, and thus tired out an audience already disposed to be impatient, before he came to the main point of his argument, which was the utter impotency of the Peking Government, and its inability to carry out its engagements to our trade; and he maintained that in return for the services we were compelled to render, we were entitled to a revision of our trading relations, both in regard to transit dues and the right to reside in the interior. He also maintained, and with justice, that there is no inherent hostility to us on the part of the natives generally, and that most of the difficulties in which Foreigners find themselves involved arise from the jealousy and ill-will of the officials. In this Colonel SYKES does but endorse our own firm and often-expressed convictions as to the origin of such difficulties.

The next speaker, Mr. LIDDELL, was of opinion that, if we desired to preserve our China trade, a new system of diplomacy, based on a steadier adherence to international rights, must be employed. By "a new system of diplomacy" Mr. LIDDELL was candid enough to explain that he meant a conciliatory policy, and a system of concessions, not only to the interests, *but even to the prejudices*, of the Chinese. Lord CLARENDON, as we have before had occasion to observe, eats humble-pie with an apparent appetite, but Mr. LIDDELL is perfectly voracious for it; he cannot wait even to make two bites at it, but wants to swallow it whole. Of course he held up the irreproachable conduct of the United States towards China as an example to be followed. Sir CHARLES DILKE followed on the same side, and asserted that the Chinese had granted us "everything we had a right to expect." Of course, having made a voyage round the world, and written a big book, Sir CHARLES knows all about China affairs. It would never do to suggest to so eminent a personage that we have perhaps some right to expect an occasional fulfilment of solemn promises; safety for our persons, and protection for our property; and that our Consuls and other official representatives should be treated with respect, and not kicked and cuffed by brutal mandarins. Mr. LIDDELL and Sir CHARLES DILKE having thus demolished the China merchant, and no other member having anything to say in his favour, Mr. OTWAY (the Under-Secretary for Foreign Affairs) rose to wind up the discussion. He showed most satisfactorily—to himself, at least, and apparently to the House—that there was no necessity for any steps towards improving our position in China, inasmuch as our relations with that country were steadily improving of their own accord. He took credit to the Government for its anxiety to consult the wishes of the mercantile community both in China and at home, but quite forgot to congratulate himself on the admirable skill with which this praiseworthy desire has been concealed. He rather ingeniously attributed Colonel SYKES's arguments in favour of the rights of inland residence to a desire to cause confusion, which might result in the overthrow of the existing dynasty and the establishment of his old friends the Taipings. And finally, he announced the intention of the Government to do nothing until four more years have elapsed, when the EMPEROR will attain his majority, and the term of the existing treaties with European Powers will expire.

As usual, when India, China, or Colonial affairs are under discussion, there was a thin and inattentive House. None of those members who are directly or indirectly connected with the China trade took part in the debate. During the whole of Mr. OTWAY's speech, almost the only symptom of interest was a slight laugh raised by an allusion to Mr. ALABASTER's statement that when travelling in the interior of China, he was called "His Excellency the Devil." In the end, Colonel SYKES withdrew his motion for papers relative to the revision of the Treaty. There are not many points in the debate worthy of notice, but one of them is the persistence with which those who support the Chinese view of the question adhere to the idea that the Treaty of Tientsin was "extorted," by force and fear, from a weak and prostrate foe. This is by no means a fair description of the circumstances under which it was obtained. In truth, the provisions of the treaty, even if carried out *au pied de la lettre*, would be but a moderate recompense to England for the services rendered in the annihilation of the Taiping rebellion. Again, we are represented as always bullying and coercing China, whereas, in the instance just named, we rendered assistance in the hour of her sorest need, and in fact saved the Government from utter subversion. Another curious circumstance is the confusion, in most of the speeches, between the Chinese people and the Chinese Government. Members speak generally of "The Chinese" as opposing this, or willing to grant that concession, but seem incapable of realising the great and important fact that the rulers and the people are not as one; but that, on the contrary, the populace, as a body, are ready and willing in most cases to enter into closer relations with Foreigners, whereas the governing classes, seeing danger to their own power in the spread of enlightenment and the introduction of Foreign civilisation, interpose every obstacle in their power to prevent this *rapprochement*. On this point Colonel SYKES was clear enough, and we must not forget either to give him credit for his manly defence of the character of our merchants in China, who, he maintained, were in no way responsible for any of the complications that have lately arisen. But what an unsatisfactory state of things it is when, in the whole House of Commons, the best, or rather the *only* champion of the English merchants in China is—Colonel SYKES!

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COLONEL SYKES has also questioned the Government about the appropriation of the sums arising from the licensing of gaming-houses in Hong Kong, and elicited a reply to the effect, that although it had been included in the general estimates of the colony for the present year, this would not in future be sanctioned, but the money would form a special fund, to be appropriated eventually to the suppression of gambling. It is lucky for the tax-payers in the colony though, that Sir RICHARD MACDONNELL has got it into the general estimates even for one year.

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MR. AYRTON has brought in a Bill (which was read a second time in the House of Commons on the 23rd inst.) making provision for the erection of a lighthouse on the great Basses Rock, in Ceylon," and for other purposes connected therewith." Perhaps Government will some day undertake the improvement of Galle Harbour.

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WE learn from the *Moscow Gazette* that the Russian and Chinese Commissioners appointed to trace the frontier between the two empires have met at the military station at Oakek, in Eastern Siberia. The Russian Government proposes to open a trade with the western provinces of China, and has instructed its consul at Koudja to draw up a report on the industrial and commercial resources of the district.

A NOTIFICATION in the *Gazette* announces that the QUEEN has appointed JOHN FREDERIC LOWDER, Esq., now Her MAJESTY'S Vice-Consul at Hiogo and Osaka, to be Her MAJESTY'S Consul at Ne-e-gata; and to appoint ADOLPHUS ARTHUR ANNESLEY, Esq., to be Her MAJESTY'S Vice-Consul at Hiogo and at Osaka.

## OUR CHINA POLICY.

(STANDARD.)

China debates in the House of Commons seldom leave a pleasant taste in the mouth. One is conscious, it is true, of much wholesome indignation directed against the Chinese authorities by the exponents of the British merchants, and of much hig-hminded forbearance exhibited by the British Government. A foreigner watching the debates would perceive that the interest of the poorest Asiatic villages in contact with the military or naval forces of this country was as jealously cared for in the English Parliament as if Quangtung and Kiangsi were English constituencies; and he would, it is to be hoped, be duly impressed with an admiration for the generous spirit which animates our policy abroad. But at the same time we fancy he would be at a loss to know what the assailants of the Government were driving at, and what views were being defended by gentlemen in office. Everyone seems to be talking round about the subjects dealt with, and while the aspirations of one side in the discussion seem to be put forward in a half-digested state, the motives for obstructing them which animate their opponents appear equally undefined. Colonel Sykes raised a discussion of the ordinary stamp last week by a motion, subsequently withdrawn, for papers connected with the negotiations for a revision of the Treaty of Tientsin. He dwelt upon some of the most familiar mercantile grievances, especially complaining of the transit dues, those inland duties which are levied on goods sent to the interior in addition to the original customs' duty charged on them at the port of entry, and also explained to the House how China was in a wildly anarchical state, ruled by departmental despotism based upon corruption. All this was part, of course, of a very old story. Then Mr. Otway made the usual official apology for the Chinese Government, which, afflicted by rebellions and foreign wars, was really entitled to consideration at our hands, even if all its promises had not been quite accurately fulfilled. He also varied the proceedings by introducing the House to a new and ingenious motive for doing nothing. The young Emperor, he pointed out, would come of age in four years, when it might be expected that a new era would dawn upon the Chinese Empire. Instead of troubling ourselves at present, therefore, with any attempts to improve our relations with the country, the better plan would be to wait for the Emperor's majority. It is difficult to understand how we should be any the better off then than we are now, but the event referred to is still a good way in the future, and that, no doubt, recommends it to Mr. Otway's mind as a date at which something might be done.

It is not likely that our relations with the Celestial Empire will be discussed in a more satisfactory manner as long as the advocates of progress in China are chiefly occupied with promoting the interests of the British merchant, while on the other side the Home Government is only, or mainly, desirous of avoiding any trouble with the Chinese authorities. The mercantile spokesmen have a fair case, it is true. The European traders in China are performing very useful functions, in the course of which they ought to be protected and assisted as far as possible. The British Government is also animated by a praiseworthy desire in wishing to avoid bloodshed and expense, but in making treaties with the Peking Government we ought to have a broader object before us than the pecuniary interest of the foreign merchant, even though that merchant is our own countryman, and in dealings with the Central Government no policy can be worse than one which simply aims at obtaining just as much good for ourselves as we can secure without risk. It is necessary for us to arrive at a clear understanding of the objects towards which we are tending. If there is not a higher justification for our proceedings than is to be found in the duty of protecting commerce, it might fairly be argued that a good deal of what we have already done in the Empire is unjustifiable. It may be, however, on the other hand, that we should be justified in reality in going a great deal further than the mere interests of our commerce could require. If it can be made clear that human progress and the advancement of millions in comfort and material happiness is the object which lies beyond the improvements sought for in the Treaty of Tientsin, then the aspect of our negotiations with the Peking Government assumes a new character. Assuredly we do not want to argue that England has a mission from above to compel all weaker nations to follow in her footsteps, and mould their institutions in all respects on her own. Perhaps we might be able to give a few lessons in political economy and the arts of government to many nations, but it is better that we should not go out of our way to do this. When, however, it lies distinctly in our way to influence races inferior to ourselves, when the exigencies of our commerce send us amongst them for their benefit as much as for our own, then it becomes ridiculous to ignore our superiority, and forcibly hold back our countrymen when they are eager to engage in progressive enterprises and develop new fields for the exercise of profitable industry. To keep up an artificial theory about the respect which it is necessary to pay in such a case to the dignity of some decrepit Government, which feebly blocks up the way, is to prove ourselves unworthy of standing in the foremost files of time, or of wielding the power of an enlightened nation.

China is already struggling upwards towards the light of civilisation in a remarkable manner. The concessions which were obtained for European pioneers of progress by the vigorous policy adopted ten years since have led to enormous improvements in the internal communications of the country, to the increased prosperity of agriculture and manufactures, and to the preparation of the native mind for new and still more important measures of development. Irresistible masses of evidence prove that intercourse with European nations and the introduction of European art and science is in no way repugnant to the Chinese, but, on the contrary, that they are prepared to receive Western appliances and customs with perfect cordiality as soon as their superiority becomes intelligible. Nothing now interposes to prevent a succession of gigantic strides towards the effectual development of China, except the obstinacy of a Government which has no single claim to our respect or consideration, and the life of which is only maintained by a constant struggle with rebellion. The advocates of inaction may plead on behalf of Prince Kung and his colleagues, that they have but just emerged from a long and disastrous civil war; but can any one show the least reason to suppose that they will enjoy tranquillity in the future any more than they or their predecessors have enjoyed it in the past? The condition of China will always be one of chronic insurrection, unless circumstances of an entirely unforeseen character should supervene. No reasons are in force now which would not be in force at any time against negotiating with China for new concessions calculated to enable Europeans to make fresh advances towards the development of the Empire. Its internal resources of various kinds, above all its mineral wealth, await the application of European capital and intelligence. Its teeming population is stagnating in poverty and degradation for want of proper means of communication. In a hundred ways China is dumbly imploring us to lend her a helping hand and save her from the retrogressive prejudices of her own rulers. The fulfilment of these great aims by all legitimate means is the true motive of action which statesmen should recognise—a motive which would bestow a new importance on the demands of our own merchants, and serve, beyond this, as an infallible guide in the difficulties and dilemmas of diplomacy.

(PALL MALL GAZETTE.)

Colonel Sykes has fallen upon evil days. The policy of which he constituted himself the advocate on Tuesday night was in its glory more than ten years ago. When Lord Palmerston carried the country with him in the quarrel about the *Arrow*, the notion that our dealings with China ought to be regulated by any other considerations than our own convenience would have been generally scouted. That the Chinese were only half civilised, and that being so they had obviously been created or the use of Englishmen was an argument, which in one form or another, brought universal conviction with it. The merchants favoured it because they thought it would lead to increased profits; the missionaries, because they thought it would lead to increased conversions; Lord Palmerston, because it suited his temper; the country, because it suited Lord Palmerston. Since that time Englishmen have grown a little wiser, and the fact that a state of permanent anarchy is not favourable to trade has gradually become apparent to them. The plan of entirely ignoring the Peking Government was found to have its drawbacks. It gave great freedom to the English residents, but then it gave equal freedom to native briganda. The English merchant would have liked to keep the central authority alive for the purpose of maintaining order and protecting the transit of goods, while he was willing to take upon himself the enforcement of his contracts with the natives, and the assessment of damages for their nonfulfilment. Unfortunately for the success of this arrangement, a Government cannot be discredited by halves. If it is weakened for one purpose, it is weakened in proportion for all others. The success of the Taiping rebellion brought this truth home to us. The policy of Great Britain had impaired the power of the central Government in fact, and it had impaired it still more in the estimation of its own subjects. The devastation of the country, and all the injury to foreign trade which ensued from it, were the natural results of the measures we had taken to enrich our merchants and to glut our markets.

The lesson which most Englishmen have drawn from this experience has not been learned by Colonel Sykes. His speech was directed to prove the uselessness of expecting anything from the Peking authorities, and the consequent necessity of taking the law into our own hands. There was a patent inconsistency in his reasoning, since from the inability of the Chinese Government to execute the treaties it has entered into he inferred that in any revision of the treaty of Tientsin additional privileges ought to be reserved for English merchants. It would be interesting to know what Colonel Sykes expects to gain by demanding further concessions from a Power which, on his own showing, has already promised more than it can fulfil. It may be assumed, however, that Colonel Sykes cares more for his premiss than for his conclusion, and that his principal anxiety is to establish the barbarism of the Peking Government. With this view he had recourse to history, and proved his point triumphantly by the fact that in the last sixteen hundred years there had been twenty-two distinct dynasties in China. We fear that if Colonel Sykes's method is to be allowed there is not a single European Power that can make good its claim to be counted among civilised nations. The other ground on which he rested his case was the superior sureness and swiftness with which redress has been obtained in those cases in which Englishmen have demanded it by the despatch of a gunboat, instead of by an appeal to Peking. As regards any one particular outrage, there is, no doubt, some truth in this latter argument. We have so weakened the central authority that, now that it is left to itself again, it is not at once able to reassert itself with much effect. We must not complain if our change of tactics is not at once followed by a reversal of past results.

There are, in reality, but two alternatives open to this country in

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determining its relations with China. We might make the undoubted weakness of the central Government an excuse for having no dealings except with the authorities of each town or district, and for conducting our negotiations with the latter on a footing of constant armed intervention. It might be possible, if the matter could be judged by purely local considerations, to allege reasons of some weight in support of such a policy. On more general grounds, however, it is open to a fatal objection. It would start us on a road which could lead to no other goal than the assumption by Great Britain of the administration of a great part of the Chinese Empire. We could not in conscience destroy the only power to which the peaceable inhabitants can look for aid or protection without being prepared to take its duties on ourselves. In other words, we should have to make China a second India, with very little chance of the experiment being attended with equal success. There is no East India Company to do the work for us, and even if there were there is no probability that Russia or France would sit still while the work was being done. If this plan is rejected we have no choice but to respect the Peking Government ourselves, and to do our best to make others respect it. The gunboat policy naturally finds the inhabitants of a maritime village more impressible than a Government department 1,000 miles off. But if we are to prevail by milder methods the Government department is better suited for our purpose than the villagers. There can be no real antagonism between the interests of China and England. The trade which is of so much importance to the latter can hardly be of less importance to the former. If the Chinese rank among the largest customers of Great Britain, Englishmen hold a still more prominent position among the customers of China. Peking diplomacy has never shown itself regardless of this fact, except when the recognition of it has been demanded on terms to which no Government can be expected to accede except under the pressure of actual violence. The surest way to impede the natural development of our commerce in China is to associate it in the minds of the Chinese nation with a persistent disregard of its political independence. If we ask nothing for which we are not prepared to give a fair equivalent, we shall enlist on our side the commercial instincts of a singularly industrious people. That those instincts have in many cases done so little for us is to be attributed to the pains we have formerly taken to neutralise them. We have done our best to persuade the Chinese that our favourite amusement is to defy their prejudices, and our most settled purpose to outrage their patriotism, and then we go about wondering that they are not eager to trade with us on our own terms. It is to be hoped that whenever the treaty of Tientsin comes under consideration again, its revision will be conducted in that better spirit which has of late begun to characterise our Chinese policy.

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The above article called forth the following rejoinder from Colonel Sykes:—

(To the Editor of the *Pall Mall Gazette*.)

SIR,—Pardon me for a brief comment on your strictures upon my speech of last night on our relations with China. I did not advocate "additional privileges" for the mercantile community, but simply that the privileges guaranteed by the Treaty of Tientsin might have practical effect given to them—namely, that a merchant might accompany his goods into the interior and not be compelled to pay double duties, or rather duties twice over. With respect to my assertion that it is useless to refer to Peking for redress, I only entertain it in common with our ambassador to the Chinese Government, as is shown by the following letter from Sir R. Alcock to Lord Stanley, dated February 5, 1869:—

"Hitherto the course of affairs has been only too truly described by the memorialists from the ports. When any wrong or injustice is suffered by a Foreigner, for which there is no appeal to a public Court of Justice, and a written code of laws, if the Chinese local authorities are not moved, as is too often the case, by the Consul's representations, the only resource is a reference to the Minister at Peking, and then commences an *interminable* series of references backwards and forwards—a see-saw correspondence on both sides between the ports and the capital, and *no final solution is ever arrived at*. It may safely be affirmed that such is the common experience of all Foreign Representatives. I am assured there is no one of those who cannot point to numerous cases which have been so treated for a succession of years, despite their best efforts."

Sir F. Bruce, on the 5th of June, 1863, to Prince Kung, had expressed the same sentiments.—Your obedient servant, W. H. SYKES.

July 14, 1869.

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The *Star* also had an article on Colonel Sykes's speech, and the Colonel has written as follows, in reply thereto:—

SIR,—It was only this afternoon that your comments upon my speech in the House of Commons on Tuesday last on British relation with China came under my observation. The terminal paragraph is in the following words:—"A vast and unwieldy empire is gradually breaking down its own great wall of exclusiveness. Its rulers have made many concessions to brute force; and, now that they have exhibited a disposition to get rid one by one of the prejudices which are the growth of unnumbered centuries of isolation, it is more than ever the duty of civilised nations to abstain from a single unfriendly or discourteous act." Permit me, Sir, in justification of the main arguments of my speech, to adduce the testimony of our ambassador at Peking, Sir R. Alcock, who in his despatch to Consul Medhurst, at Shanghai, dated March 3 of the *present year*, says:—"You may inform Dr. Macgowan that there is no argument in favour of telegraphy referred to in his letter which has not been repeatedly and earnestly pressed upon the attention of the Ministers of the Tsung-tu Yamen (Foreign-office), and no objection to it on the part of the Chinese that has not been met in the way he would indicate, by *my colleagues* and myself. *You may also add, that if the desire for progress which the Chinese Mission now in Europe assured Dr. Macgowan's countrymen was so ardent and general with the rulers of China there is no evidence here*, if any hopes are built upon its existence. Therefore I fear there is nothing but disappointment in store for those who indulge in them."

This is strong language from so experienced and able a diplomatist as Sir Rutherford Alcock, but such language, as well as similar language used by other diplomatists, supplied the "logic of facts" of my speech.

The brute force of which you speak was only had recourse to when redress for personal outrage, robbery, and attempted assassination was not obtainable without a military demonstration or a military operation.—Your obedient servant, W. H. SYKES, Colonel, M.P.

47, Albion-street, Hyde-park, July 17.

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## FOREIGN CONSULS IN CHINA.

The following letter from a British subject in China appeared last week in the *Pall Mall Gazette*:—

SIR,—I have lately seen, in the number of your journal for March 20, the notice of a "remarkable pamphlet" published at Hamburg, the object of which, you state, is "to prove that the nations which succeed best in extending their commercial relations with foreign countries are those which possess no naval force, no foreign consuls-general, and in no way pretend to exercise a political influence over the nations with which they are brought in contact." The theory thus advanced, with its obvious deductions, is so charmingly paradoxical, so much in harmony with the grand discovery in politics of *laissez faire*, and, above all, so promisingly cheap, that it would surprise no one to see the principle involved reported on with approbation by a Committee of the House of Commons, and actively urged to a practical fulfilment.

Will you, however, permit me to enter your lists for a moment in opposition to Herr Wirckman, the author of this remarkable pamphlet? It is tolerably obvious that the learned writer, who gives, as examples of his thesis, the States of Switzerland, Belgium, and Hamburg, and who observes that the merchants of such nationalities, "who can expect no support either from their Consuls or a military navy, look only, and look successfully, to honesty and courtesy for an extension of their trade," must refer to countries where trade is habitually carried on under the action of specific treaties, and not to the civilised nations of Europe and America, where the right to come and go, to buy and sell, is looked upon as the common privilege of mankind. No Consuls or vessels of war are required, indeed, to ensure justice or facilities of trade at such places as London, New York, or Havre; and it must be, therefore, to countries such as China and Japan, where every foreigner, no matter what his errand, is looked upon as a natural enemy, by both the Governments and the majority of the people, that Herr Wirckman refers in proof of the successful working of his system. Now, that the subjects of small and wholly pacific States, such as Hamburg, Switzerland, &c., do prosper and make money in the ports of China and Japan is a fact upon which I do not wish to cast the least suspicion of doubt; but a very elementary acquaintanceship with the state of affairs in those countries would suffice to show Herr Wirckman that they do this, not in virtue of their superior honesty and courtesy, but by their availing themselves very naturally and with great shrewdness of the advantages conquered by the armaments and maintained by the consular and diplomatic agents of greater Powers. A clever little crab in the West Indies is a great favourite with naturalists, on account of the sagacity with which, while dispensing with a cumbrous shell of his own, he is always ready to pop into and utilise any vacant quarters of a suitable nature that he may discover lying about on the beach; and the inexpensive success of the Hamburg trader reminds me very forciby of the tactics of this ingenious crustacean. But it is very noticeable, in connection with Herr Wirckman's theory, that no sovereign State in the world has been more prodigal of consular appointments (on the unpaid list) than these self-same minor States whose policy he extols. It is a notorious fact to all who are acquainted with affairs in China and Japan, that almost the first thought of a German "commission agent" on establishing himself in business at one of the ports thrown open to commerce by the arms of Great Britain has hitherto been the acquisition of a right to call himself Consul for Hamburg, Bremen, Lubeck, Oldenburg, or some other State which, until reluctantly compelled within the last few months to yield its powers in this respect into the hands of the Prussian Government, has been accustomed to give away Consular patents as liberally as an American university distributes doctors' degrees. I know more than one port in China where every German resident—of perhaps four or five in all—was consul for one or other of the nationalities enumerated above; and the "consulates" of these gentlemen, or, in other words, their mercantile offices, decorated with highly ornamented national flags, have been habitually made the scenes of transactions little dreamt of in the philosophy of Herr Wirckman. The Oldenburg consul who, when threatened by a Chinese authority with the detention of his ship for smuggling, retorted (successfully) with the threat of summoning "the nearest Oldenburg man-of-war" to his assistance; the Swiss Consul who landed with his portmanteau stuffed with watches, and defied the Custom-house to touch the luggage of a foreign functionary; the consul for another State who imported fire-arms for sale to rebels in cases marked "official," are instances well known to China of the abuses to which the parody of the consular system by petty Governments has led. The fact simply is that under the liberal arrangements made by Great Britain in 1842 (taking Chinese alone, for the present into account) the subjects of all nations have been admitted, without reserve, to share in the advantages of the China trade; and the respect which it has been necessary on repeated occasions for Great Britain to conquer for her own subjects has been shared almost equally by every comer rejoicing in the possession of a European suit of clothes. Of these privileges and this prestige Germans and Swiss have, indeed, availed themselves largely in the countries to which I refer; but their success is directly owing to the exertions and presence of those armaments and public functionaries which other nations have been compelled to employ, and under

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whose protection they flourish abroad, only, it would seem, as in the case of Herr Wirckman's pamphlet, to show their ingratitude by ignoring them at home.—I enclose my card, and am, Sir, your obedient servant,

A BRITISH SUBJECT.

China, May, 1869.

# PARLIAMENT.

## HOUSE OF COMMONS.

### THE SUEZ CANAL.

(July 12th.) Mr. GOURLEY asked the Under Secretary of State for Foreign Affairs if any negotiations have been or are intended to be entered into with his Royal Highness the Sultan of Turkey, or with his Highness the Viceroy of Egypt, relative to the navigation of the Suez Canal by vessels of the British naval and mercantile marine; if so, the terms upon which British and foreign vessels were to have the use of it.

Mr. OTWAY said he would reply to the latter part of the question first. The 6th article, regulating the concession to M. Lesseps, provided for the equality of the tariff for all nations in the navigation of the Suez Canal. No negotiations had been entered into with the Sultan or the Viceroy of Egypt on the subject, but, as his hon. friend was aware, the opening of the Suez Canal was a matter of deep interest and importance to many nations, and to none more than our own. It was impossible, therefore, to say that no negotiations would occur on the subject.

### CHINA.

(July 13th.) Colonel SYKES rose to call attention to British relations with China in reference to the revision of the treaty of Tien-tsin, and to move an address for copies of the memorial of the Chamber of Commerce at Shanghai to Sir Rutherford Alcock, and his reply to the memorial addressed to Consul Medhurst, dated 23rd of March last, and of all correspondence of the Foreign-office with Sir R. Alcock on the subject of the renewal of the Treaty of Tientsin. He said that the British merchant in China continued to be exposed to personal outrage, to liability to be robbed of his goods, and to attempted assassination. These were strong terms, but it would be his duty to prove that they were matters of fact, not from hearsay or newspaper reports, but from the records of that House. That state of affairs was attributable to the weakness —he might say the impotence—of the central Government at Peking, and also to the constitution of society in China and the literal powerlessness of the Viceroys in the provinces, and of the Kontais or magistrates in the cities. That the House might understand the bearings of his statement, he would say a few words on the constitution of society in China. As they all knew, it was of very ancient origin, but he would not go further back than the year 265. (Laughter.) From that time to this, so far from there having been a continuous dynasty, there had been no fewer than twenty-two distinct dynasties, and each had been supplanted by rebellion and bloodshed. The fact was there had been chronic anarchy in China. These commotions were among the Chinese themselves with one exception; when, in 1646, the Mantchou Tartars, to whom the present Imperial family belonged, conquered China, with such cruelty did they exercise their authority that in the taking of Canton alone 100,000 people, according to their own annals, were put to death. Their Government had always been as far as possible a military despotism, and had excited a very considerable feeling of hostility among the ancient inhabitants of the country. They had been hostile ever since, and there had been successive organisations of secret societies, which acted whenever they could against the Imperial Government and its officers, for the military officers were always Tartars, not Chinese. These secret societies had occasioned a succession of rebellions. Indeed, so numerous were they that Sir H. Parkes said at a meeting of the Geographical Society, on the 24th of March, 1862, that he recollected that some years ago a memorial to the Emperor was sent in, which stated that ten rebellions were going on at the same time in different provinces of China. The hon. and gallant gentleman proceeded to quote various authorities to show the dreadful state of anarchy and rebellion to which the country was continually exposed. Recent events showed most conclusively that the rebellions in China could for the most part be traced to the weakness of the Central Government. The Taepings, whose name had been associated with him in that House for some time past, had defied the Government of China for thirteen years past, and that rebels were still active in China was proved by the fact that the war tax had this very month been increased thirty per cent. Touching upon the constitution of the Government, he stated that China was divided into eighteen provinces, each of which was governed by a Viceroy, who generally obtained his position by intrigue or money, and, once appointed, was allowed to do as he pleased. Generally speaking, they continued to squeeze the people, and the lower officers of the Government followed suit; but the people, who were divided into clans, and were not unaccustomed to act in concert, uniformly opposed this pressure, and also quarrelled among themselves to such an extent that the Government lost all control of them, although the Viceroys were intended by the Constitution to be despots. The case of the *Cockchafer*, which had excited a very strong feeling in this country against British interference, showed the weakness of the Government. It appeared that the clans of eighteen villages were at loggerheads, and in turn came into collision with Commodore Jones, who, notwithstanding the local authority had been unable to control these clans, reduced the whole eighteen villages to complete submission to their governors, who were correspondingly thankful. The case of the *Buzzard* was similar. The vessel having been fired into, and black mail having been levied on the boats bringing up provisions, Commodore Johnson sought redress, but on his approach the delinquents took to their heels and ran away. A second attack on the place was successful. The town was reduced, and it was found full of corn, sugar, rice, and other commodities which had been taken from traders. In another case the *employés* of an Englishman were beaten on going to take possession of a house which he had rented. Thereupon Mr. Holt, the acting Consul, sent to Amoy for a gun-vessel, and on its arrival he said to the Chinese, "If you do not give up possession of the house, and replace the goods you have taken out, I shall be compelled to operate against you." The Chinese yielded instantly, and gave compensation for the brutal attack of which they had been guilty. In another instance the resistance to authority on the part of the monopolists led to the melancholy affair in connection with which so much odium was cast upon Mr. Gilson, our acting Consul. Mr. Pickering obtained a pass to go and look after his property, an attempt was made to assassinate him, and he escaped by getting into a small boat and drifting out to sea. Redress was demanded, but it was not obtained until a gunboat was called in; a distinguished officer had been promoted for his conduct on the occasion; and, in consequence of the action taken, instead of Foreigners being treated with contempt, they were respected, and perfect quiet prevailed. Mr. Gilson, unhappily, commenced his proceedings a little too soon, and he had been dismissed from his office. In another case at Amoy an Englishman and his party were driven off the ground he had rented, and, when redress was applied for, the answer was that the mandarin had no power. The gunboat *Janus* was sent for, and the matter was settled in a very short time. An attack upon a fleet of thirteen junks had been made a subject of censure, but the mandarin of Amoy was on board one vessel; it was known that a piratical fleet was coming from Hong Kong; these junks were heavily armed; they were virtually pirates, for they were smugglers; they were furnished with papers from Hong Kong as traders, carrying opium, and the whole thing was a fraud. In numerous instances it had been proved that the mandarins had not the power or the will to give redress; and a writer in the *North China Herald* said that if the British fleet were withdrawn from the coast of China, the mandarins would be driven into the interior within three months, and the whole coast would be in possession of the opium smugglers, or pirates. Why, when we were attacking the Taipings, Captain Roderick Dew engaged the assistance of a piratical fleet to reduce the city of Ningpo. With regard to the missionaries, the evidence, confirmed, too, by the statements of Sir Rutherford Alcock, went to show that there was not active hostility on the part of the people, and that it was not until the minds of the natives had been excited by statements on the part of the literati and authorities, and until the missionaries had been accused of scooping out children's eyes, poisoning their converts, and committing other enormities, that enmity was displayed against them. Numerous instances were on record of Foreigners having travelled through different parts of China, and of no difficulty having been experienced where the traveller could speak the language and acted with common prudence. To show the great interest that we as a mercantile community had in this matter, he might mention the fact that the Chinese imports in 1868 amounted to £23,770,071, and the exports for the same year to £23,380,234, the share of England in this trade amounting to no less than 82 8-10 per cent. As a commercial body we had a permanent and a large interest in maintaining our rights as conferred upon us by the treaty of Tientsin. It had been sought to cast the odium of originating the disturbances that had occurred in China upon the mercantile community, but this was not the fact. The disturbances arose generally through the misconduct of some runaway seamen from the various ships, but the mercantile community were in no way responsible. He contended that the inland duties were the main cause of the non-expansion of trade. If the duties were collected at the barriers there would be no difficulty in the matter; but as they were not collected there, but sent to Peking, the provincial authorities were obliged to levy the duties over again. Sir R Alcock had unluckily said that he thought the two-and-a-half per cent. was never intended to comprise the transit duties of the interior. A despatch from Lord Clarendon showed that to be a mistaken view of the case. Again, in instructions given by him to Lord Elgin in 1857, Lord Clarendon stated that in his arrangements with the Chinese Government Lord Elgin was to induce that Government to give British subjects unrestricted access to the cities and also permission to reside in them. Effect was given to those resolutions in the 9th, 12th, and 28th articles of the Treaty of Tientsin; but the obligations imposed on the Chinese by those articles had never been fulfilled. The fact was the Chinese Government had no power to enforce the fulfilment of the treaties into which it had entered. Taking all the circumstances into consideration, it appeared to him that English merchants had a right to expect that under any new arrangements that might be entered into they should have free access to the country secured to them. The hon. and gallant member concluded by moving an address for copies of the memorial of the Chamber of Commerce at Shanghai to Sir Rutherford Alcock, and his reply to the memorial addressed to Consul Medhurst, dated the 23rd of March last; and of all correspondence of the Foreign office with Sir Rutherford Alcock on the subject of the renewal of the Treaty of Tientsin.

Mr. LIDDELL rose to second the motion, and observed that the question raised by the hon. and gallant member, involving, as it did, a large and lucrative trade, was of considerable importance at the present moment when our relations with China, as defined by the Treaty of Tientsin, were about to undergo revision. The papers moved for could not fail to be interesting, inasmuch as all Chinese correspondence was eminently sensational. A succession of papers had already been laid before that House, containing details of military occupations, and other acts of war, which were of a very interesting, although, perhaps, of rather an alarming nature, and it had been very satisfactory after reading them to hear our Foreign Minister in the House of Lords state, in April last, that there was not the slightest cause for anxiety upon the subject, inasmuch as our relations with China had never been on a more satisfactory footing than they were at the present moment. The language and the tone our Foreign Minister had held in condemning the transactions to which he referred

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deserved the approval and the support of the country, because it was clear that if we desired to continue our present peaceful relations with China we must adopt some new system of diplomacy with regard to that country. He rejoiced to think that a new era was about to commence in our dealings with a community with whom we carried on a gigantic trade. He hoped that those who were to perform the task of revising our treaty relations with China would not forget that the existing Treaty of Tientsin had been exacted from that country by fear, and under the pressure of force, and that, therefore, it was only just that they should not insist too rigorously and absolutely upon its stipulations. He was satisfied that concessions to Chinese interests, and, perhaps, even to Chinese prejudices, would promote the general interests of trade. It had been said that in dealing with Oriental nations it was unwise to make concessions; but he thought that justice could never be misplaced, and if reasonable concessions on our part were accompanied by a firm, a determined, and even, perhaps, a peremptory demand for the strict fulfilment of the treaty stipulations, no misunderstanding would be likely to arise as to the true cause for our line of conduct. It was impossible that any trade could thrive under the system of interior transit duties adopted by the Chinese authorities in defiance of treaty stipulations, and it was as much in the interest of the native traders as of ourselves that the duties should be abolished. The hon. gentleman remarked upon the fact that the United States of America had lately concluded a special treaty with the Court of Peking for the mutual protection of American and Chinese trade, and that by that treaty the United States had bound themselves to see that the trade with China, in which we were their rivals, was carried on in accordance with the principles of international law. He expressed his belief that the Americans would maintain this compact with China, and pointed out the difficulties that were likely to arise in our relations with America, where an unfortunate feeling of jealousy towards this country existed, if we did not take care in future to conduct our Chinese trade with a strict regard to international rights. Without wishing in any degree to cast blame upon our consuls or our naval officers in China, the difficulties of whose position he recognised, he condemned that system of diplomacy which always had recourse to force for the redress of any injury done to British subjects in China, instead of making proper application to the Court of Peking on the matter. He, therefore, highly approved the principles lately laid down by Lord Clarendon for the guidance of our consuls in China, by which in future any resort to force was not to be permitted excepting under circumstances in which life and property were in imminent peril, and our agents were instructed invariably to address remonstrances to the proper quarter—namely, the Central Government in Peking. On the other hand, Lord Clarendon stated that the observance of treaty rights and a friendly reception to British subjects resident there was to be exacted from China. Those wise precepts would, he trusted, continue to be faithfully enforced by the Foreign-office. In conclusion, the prospect opened out to our trade in China was almost unlimited, and he sincerely hoped that the opportunity now offered us for placing trade on a peaceful, and therefore, a permanent footing would not be thrown away. (Hear.)

Sir C. DILKE said the Chinese Government had never admitted that it was responsible for outrages committed in Formosa in as high a degree as for those committed elsewhere; nor, indeed, was it really any more responsible for them than we were for the outrages perpetrated by the Maories in the north island of New Zealand. In regard to the revision of the Treaty of Tien-tsin, the two main points insisted upon by the Chinese Chambers of Commerce in the treaty ports were residence in the interior of China, and the affirmation of the transit duty clause. There were difficulties involved in the question of the transit dues, as Lord Elgin, writing to Lord Clarendon, after the treaty was made, himself recognised. Those dues were imposed on the goods of both natives and Foreigners; and it should be remembered that the roads and canals in China were kept up by the Government. But it had not been shown that the transit dues clause had been generally or even in any case broken. The Chinese authorities had always drawn a distinction between transit dues and special taxes levied at certain places after the goods reached those places. As to the other point of residence in the interior, the matter was by no means so clear as his hon. and gallant friend would make it. He had stated before, and would venture to repeat now, that the right of residence was not asserted in any treaty; and Lord Russell, in a despatch on the subject, used these words—that the specification of the right to reside in the treaty ports implied the exclusion of the right of residence in other towns. He would not go into the question that certain persons resided in various parts of the interior, because the Chinese themselves drew a distinction between residence as a matter of privilege and as a matter of right. The London Missionary Society had laid it down that their missionaries should never claim residence in the interior as a right, but ask it as a favour. The Chinese had stated that they were prepared not only to revise the tariff but to provide bonded warehouses, and to issue a proclamation for the better enforcement of the transit clauses, and of the right of lodging for persons passing through the country under passport, which was a very important point. In short, the Chinese were prepared to grant everything consistent with the safety of their country, and Sir Rutherford Alcock had said that everything had been granted which could be granted at the moment, and that it would be worse than a waste of time to postpone the revision of the treaty, for all was obtained that we could with justice hope to gain.

Mr. OTWAY said that his hon. and gallant friend had suggested a policy to be followed in our treaties with the Chinese Government from which he must express his entire dissent. His hon. and gallant friend assumed throughout that it was necessary to deal with the Chinese Government and nation in an exceptional manner in consequence of the weakness of the Central Government. But let the hon. and gallant gentleman consider the position of that Government and of the Chinese nation. Within the last thirty years the Chinese nation had to sustain three great wars. Two foreign armies had landed in China and marched to Peking, and the palace of the Emperor had been sacked. The country had, in consequence, been more or less in a disturbed state. Was it to be wondered at, under these circumstances, that the Government should not possess all the power and concentration that was to be desired, and that its authority was not obeyed like one that had not undergone such vicissitudes? What was the policy recommended by his hon. and gallant friend? Not to strengthen the Government in any way, but to proceed, on all occasions whenever there was any real or supposed wrong done to a British subject, to take the law into our own hands. Was that a wise or a just policy? Why, it was our interest to strengthen in every way the Central Government, and on that point he had heard with pleasure the remarks of the hon. gentleman opposite (Mr. Liddell) with regard to the views of the Secretary of State for Foreign Affairs. Lord Clarendon had always strenuously maintained the same policy, and it was only that very day, in looking over a file of China papers, that he came upon a very curious fact which illustrated the views entertained by Lord Clarendon some fifteen or twenty years ago. He would not read the case to which he referred, because the opinion of the law officers of the Crown, the present Lord Chief Justice Cockburn and Lord Westbury, would illustrate what those views were. Having been consulted with reference to the opinions of a gentleman who filled the office of acting Attorney-General of Hong Kong, they said—"We do not agree in the conclusion of the acting Attorney-General, that the Chinese are to be considered as beyond the pale of civilised nations." If our conduct was not to be regulated by customs which governed our relations with civilised nations, it was impossible for our dealings with China to continue on a satisfactory footing. Reference had been made to our trade with China, which, by the Board of Trade Returns, appeared to amount to some £40,000,000 per annum; and who would recommend that that trade should be interfered with by the adoption of a warlike policy? If a gunboat policy were persisted in we should find that China in time would be getting gunboats of her own to resen tour domination. But there was another delicate point. Other nations besides ourselves possessed treaty rights with China, and what we demanded they also would require; indeed, our acquisition of a concession was a ground for other nations demanding a similar concession. If we obtained powers to reside in districts at present closed to us, all other nations would demand the same right, and a refusal would lead to inextricable confusion in the country, which was not desirable in the estimation of those who did not sympathise with the hon. and gallant gentleman in his desire to see the Chinese Government overthrown and the Taepings established. There had been no objection to anybody residing in China who conformed to the habits of the country; but what nation would concede the claims put forward by some merchants, which no one in this country acquainted with China attempted to justify but the hon. and gallant member? The hon. and gallant member had referred to terms of opprobrium used by the Chinese with regard to Foreigners, but he remembered reading an interesting journal by Mr. Alabaster, who had travelled hundreds of miles into the interior of China, in which he stated that, wherever he went, although never molested, he was always called "His Excellency the Devil." (Laughter.) Such things must be expected in a nation as strange and exclusive in character as the Chinese. Two important points, however, had been raised with reference to the Treaty of Tientsin—internal residence and transit duties. Yielding the disputed point, that the transit duties should be 2½ per cent. *ad valorem* duty without other impost, he explained that the system had broken down through an improper traffic which sprung up between the British merchants and the Chinese in the transit licences, by which the Chinese sent goods as British merchants through the country, and thereby defrauded their Government. The discovery of this matter had somewhat complicated affairs, but the whole subject of the treaty was under consideration, and the wishes of the mercantile community had been ascertained, because it was part of the policy of the Foreign-office to be guided in this matter by mercantile interests as far as possible. Officials experienced in Chinese affairs all agreed that any reform introduced into China must be gradual in its character because it was obviously necessary for the Chinese to comprehend the advantages of such appliances as the telegraph and steam before they could be induced to adopt them; and another reason for deprecating haste was that the Chinese Government was at present in a state of transition. The young Emperor would in four years time attain his majority, the same period determined the treaties with European Powers, and the wiser course would be to wait until the new order of things was established before steps were taken to secure any extension or alteration of treaty rights. In the meantime our relations were gradually improving. There had been, and there always would be, outrages of the character referred to; and such outrages did not occur in China alone; it might happen even to hon. members to be stopped or robbed before reaching their homes when they left that House. The matter had been fully considered by Lord Clarendon, and he had determined upon adopting the policy which had been already enunciated in the House. That policy was, in all cases in which British subjects were wronged, to look to the Central Government for redress, to make that Government responsible, and to abstain altogether from those acts which would relieve the Central Government of responsibility, and throw it upon the minor officials in the provinces. There was every desire on the part of Her Majesty's Government to consult the wishes of the mercantile community in China and at home; but the Government were satisfied that the best course was to make demands gradually, and to wait for the expiration of the treaties and the majority of the Emperor, when, perhaps, we might be able to give a greater development to trade. There was no objection to produce the papers asked for; in fact, they had already appeared in the *Shanghai Gazette;* but those referring to negotiations that were in progress could not be given.

The motion was withdrawn.

## THE GOVERNMENT OF MALTA.

(July 13th.) Mr. TORRENS called attention to a petition recently

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presented from Malta, complaining of anomalies in the constitution of the island. The chief grievance on which he touched was the mixture of Crown nominees with elected members in the Legislative Council, and he complained also that of late the Governor had always been a mil tary man. In 1847 the Secretary for the Colonies took a step towards removing some of the grievances of which the people complained; but the system of Government subsequently established was not what a population of 150,000 people living under British rule were fairly entitled to. The governing body instituted by Earl Grey was composed of eight members elected by the people and ten nominees of the Crown; and under this system, although the form of a Constitutional Government was kept up, the island was practically governed in Downing-street, the popular representatives being in a helpless minority. In the year 1859 a military Governor was appointed, and the result had been that the people of Malta had been governed for the last ten years by a sort of mild military despotism. It was of these grievances that the people of Malta now complained by a petition signed by all the leading men in the island. The hon. member concluded with a resolution calling for the restoration of the ancient constitution of the island.

Mr. MONSELL made a brief reply, pointing out how rapidly the island had increased in material prosperity of late, chiefly owing to the enlightened action of the Council, and assuring the House that its civil interests would never be sacrificed to military considerations.

Mr. TORRENS withdrew his motion.

### HONG KONG GAMBLING-HOUSES.

(July 12th.) Colonel SYKES asked the Under-Secretary of State for the Colonies whether the money arising from the licensing of gambling-houses in Hong Kong has been included as an ordinary source of revenue in the return of revenue and expenditure for 1868; and whether such appropriation is sanctioned by the Secretary of State.

Mr. MONSELL said that the money arising from those houses had been included in the estimates for the present year; he could not say whether it had been sanctioned by the Secretary of State, but, at any rate, it would not be sanctioned for the future. (Hear, hear.) Earl Granville had sent a despatch to the Governor of Hong Kong, stating that it was the wish of the Government that the money arising from these houses should be funded and reserved, to meet the extraordinary expenditure that was likely to be incurred when a vigorous effort was made to suppress the public exercise of gambling. (Hear, hear.)

### COLONIAL LEGISLATIVE COUNCILS.

(July 20th.) Mr. BOWRING asked the Under Secretary of State for the Colonies whether the Colonial-office addressed a circular despatch in the course of last year to the governors of the various colonies, defining the duties and responsibilities of ex-officio members of Legislative Councils; and, if so, whether the Colonial-office had yet received any notification from the Governor of Hong Kong of his having communicated the contents of this despatch to the ex-officio members of the Legislative Council of that island for their information and guidance.

Mr. MONSELL said that such a despatch was issued last year, but that no information had been received from the Governor of Hong Kong stating that either he or anybody else had communicated the contents of the despatch to the ex-officio members of the Legislative Council.

### THE OPIUM TRADE.

(July 22nd.) Sir WILFRID LAWSON asked the Under-Secretary for India whether it was true that, in consequence of the Imperial Chinese proclamation forbidding the cultivation of the poppy in China, it had been determined to increase the production of opium in the Bengal Presidency?

Mr. GRANT DUFF said it had been determined to increase the production of opium in the Bengal Presidency, but that determination was in no way connected with the Chinese proclamation to which his hon. friend alluded. The Government of India some time ago proposed to increase the growth of the poppy in Bengal with a view to obtaining a reserve of 10,000 chests of opium, and to offering for sale a fixed quantity of 48,000 chests in each year, exclusive of the opium sold to the retail traders. The object of the Government of India in proposing this was to steady prices, and to mitigate some, at least, of the uncertainties so embarrassing to the Indian financier which arose from fluctuations in the opium market. This proposal of the Government of India was sanctioned by the Secretary of State in Council as far back as March last.

Sir S. NORTHCOTE asked whether the correspondence on the subject would be laid on the table before the Indian Financial Statement was introduced?

Mr. Grant Duff made a gesture of assent.

### SIR H. KELLETT.

(July 22nd.) Sir J. D. ELPHINSTONE asked the First Lord of the Admiralty whether Vice-Admiral Sir Henry Kellett, K.C.B., had received a notification from the Admiralty that, owing to circumstances connected with the state of preparation in which his intended flagship has been found, he will after all be obliged to proceed to China by the 15th of August, *via* the Red Sea, and should he not be well enough by that time, another officer will be selected to succeed Admiral the Hon. Sir Henry Keppel, K.C.B.

Mr. CHILDERS said there was no foundation for the statement. When Sir Henry Kellett was appointed it was arranged that he should go overland to China, meeting Sir Henry Keppel at Singapore. No communication as to any other route had either been made to or by him, nor had there been any idea of appointing any other admiral.

### THE BASSES ROCK LIGHT.

(July 23rd.) On the second reading of the Bill for providing the cost of a lighthouse on the Great Basses Rock,

Mr. LEFEVRE explained that the sum expended in placing a light vessel near the Little Basses Rock, off the coast of Ceylon, was £12,000, and the annual cost of lighting and maintaining that vessel was £2,000 a-year. The estimated cost of erecting a lighthouse on the Great Basses Rock, as proposed in the Bill before the House, was £65,000. A toll of one penny per ton was now levied on all vesse which passed the light, and this charge, which was collected in the United Kingdom, at the Mauritius, India, and the Cape, produced £6,500 a-year. It was proposed to increase that toll by a halfpenny.

## Monetary and Commercial.

The prospectus has been issued of the Falmouth, Gibraltar, and Malta Telegraph Company (Limited), with a capital of £660,000 in shares of £10. This is the portion alone remaining to be undertaken to complete the system of submarine lines between England and India, and as an agreement has been made with the Anglo-Mediterranean and British-Indian Submarine Companies for twenty-one years for co-operative working and division of through rates, the probable revenue seems to admit of being estimated with some approach to precision from the data already obtained by those undertakings. The total length of cable will be 2,456 miles (1,431 from Falmouth to Gibraltar and 1,025 from Gibraltar to Malta), and the cost under the contract with the Telegraph Construction and Maintenance Company will be £640,000. The balance of receipts and expenses is calculated at £104,656, or over 15 per cent. per annum, after allowing a yearly appropriation of £5,000 to reserve, irrespective of the increase of business to be hoped for from the contemplated extension lines from India to China and Australia. The work is to be completed by the 31st of May next, at which date the entire line between Falmouth and Bombay will, it is believed, be complete. The subscriptions closed on Wednesday last; all the shares were taken up, and they are now quoted at a premium.

A telegram announces that the cable of the Indo-European Telegraph Company across the Black Sea, about 200 miles in length, has been successfully submerged, and that the Kertch cable will be laid immediately.

The forty-second report of the Union Bank of London, which was adopted at the annual general meeting, states that the net profits of the bank for the six months ending 30th June last, after payment of all charges (including the sum of £75,096 13s. 3d. for interest paid and due to customers on their current and deposit accounts), and making full provision for all bad and doubtful debts, are £102,482 13s., which, with £32,788 17s. 4d. brought forward from 31st December last, amount to £135,271 10s. 4d. The directors declared a dividend for the last six months at the rate of 15 per cent. per annum, and a bonus of 2½ per cent. on the paid-up capital, clear of income-tax. There will remain an unappropriated balance of £15,271 10s. 4d. to be carried forward to profit and loss new account.

Creditors of the Asiatic Banking Corporation are required to send the particulars of their claims to Mr. W. Turquand, the official liquidator, by the 1st November, the 15th November having been appointed by Vice-Chancellor Stuart for adjudicating upon them.

Two more failures in the cotton trade at Preston are announced. One is that of the executors of the late Mr. James Naylor, Southgate-mill, and the other that of Mr. E. T. Gardner, Oxheys. According to the *Manchester Guardian*, both failures are attributed to the suspension of Messrs. Livesey and Thorpe. The Southgate Mill contains 21 pairs of mules, comprising 32,680 spindles, besides about 400 looms; and Mr. Gardner's mill contains 15½ pairs of mules, comprising 18,000 spindles, and there are also nearly 200 looms. In the former upwards of 200 operatives were employed, and in the latter about 120.

At a meeting of the creditors of Messrs. S. L. Halliwell and Brothers, of Manchester, a composition of 9s. in the pound was agreed to—3s. in cash, 3s. in six months, and the remaining 3s. in twelve months.

Tenders for Rs. 32,50,000 in bills on India were received at the Bank of England on Wednesday, the 21st. The amounts allotted were, to Calcutta, Rs. 27,26,00; and to Madras, Rs. 524,000. The minimum price was fixed, as before, at 1s. 10¾d. on Calcutta and Madras. Tenders on those Presidencies at 1s. 11⅛d. will receive about 39 per cent.; those above that price in full. These terms indicate a further slight increase in the demand for the means of remittance to the East.

The amount of bullion by the P. and O. Company's steamer *Massilia*, from Southampton on the 10th inst., was in gold, to Bombay, £50; to Madras, £777; in silver, to Hong Kong, £11,499; to Foochow, £800; total in gold, £827; in silver, £12,299.

The steamer *Bangalore* takes £177,895 in specie for the East. Annexed are the particulars, viz.:—For Bombay, gold, £90,000; Galle, gold, £20,000; Madras, gold, £6,880; Singapore, silver, £34,800; Hong Kong, silver, £25,000; and Shanghai, silver, £1,215.

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## EXPORT OF COTTON GOODS TO THE FAR EAST.

The following is a summary of Mr. Sam Mendel's tables for the present month, which contain details of the quantities of Cotton Manufactures and Yarn shipped from the ports of London, Liverpool, Southampton, and the Clyde, to Hong Kong, Shanghai, Japan, Singapore, Batavia, Manila, and Ceylon, during the month and twelve months ended 16th July, 1869, compared with the corresponding periods of the two preceding years :—

### HONG KONG AND WHAMPOA.

PLAIN COTTONS.—Export for the month ended 16th July, 1869, 5,313,297 yards; for the twelve months 1869, 50,384,899 yards; for the twelve months, 1868, 63,009,570 yards; for the twelve months 1867, 37,107,800 yards. Decrease for 1869 against 1868, 12,624,671 yards.

COLOURED COTTONS.—Export for the month ended 16th July, 1869, 84,300 yards; for the twelve months 1869, 1,377,669 yards; for the twelve months, 1868, 2,076,877 yards; for the twelve months, 1867, 2,483,078 yards. Decrease for 1869 against 1868, 699,208 yards.

PRINTED COTTONS.—Export for the month ended 16th July, 1869, 88,957 yards; for the twelve months 1869, 1,332,672 yards; for the twelve months 1868, 1,696,719 yards; for the twelve months, 1867, 918,775 yards. Decrease for 1869 against 1868, 364,047 yards.

COTTON YARN.—Export for the month ended 16th July, 1869, 683,230 lbs.; for the twelve months 1869, 5,536,950 lbs.; for the twelve months 1868, 7,055,478 lbs.; for the twelve months 1867, 4,943,886 lbs. Decrease for 1869 against 1868, 1,518,528 lbs.

VALUE.—For the month ended 16th July, 1869, £169,880; for the twelve months 1869, £1,360,941; for the twelve months 1868, £1,732,272; for the twelve months 1867, £1,240,752. Decrease for 1869 against 1868, £371,331.

### SHANGHAI.

PLAIN COTTONS.—Export for the month ended 16th July, 1869, 24,347,612 yards; for the twelve months 1869, 264,703,717 yards; for the twelve months 1868, 205,106,299 yards; for the twelve months 1867, 113,947,165 yards. Increase for 1869 against 1868, 59,597,418 yards.

COLOURED COTTONS.—Export for the month ended 16th July, 1869, 2,162,202 yards; for the twelve months 1869, 10,273,560 yards; for the twelve months 1868, 8,503,096 yards; for the twelve months 1867, 10,875,762 yards. Increase for 1869 against 1868, 1,770,464 yards.

PRINTED COTTONS.—Export for the month ended 16th July, 1869, 596,713 yards; for the twelve months 1869, 3,054,216 yards; for the twelve months 1868, 5,087,367 yards; for the twelve months 1867, 6,271,347 yards. Decrease for 1869 against 1868, 2,033,151 yards.

COTTON YARN.—Export for the month ended 16th July, 1869, 51,350 lbs.; for the twelve months 1869, 405,923 lbs.; for the twelve months 1868, 356,300 lbs.; for the twelve months 1867, 173,132 lbs. Increase for 1869 against 1868, 49,623 lbs.

VALUE.—For the month ended 16th July, 1869, £477,204; for the twelve months 1869, £4,770,803; for the twelve months 1868, £3,686,350; for the twelve months 1867, £2,740,971. Increase for 1869 against 1868, £1,084,453.

### JAPAN.

PLAIN COTTONS.—Export for the month ended 16th July, 1869, 727,340 yards; for the twelve months 1869, 21,454,872 yards; for the twelve months 1868, 22,305,351 yards; for the twelve months 1867, 16,073,839 yards. Decrease for 1869 against 1868, 850,479 yards.

COLOURED COTTONS.—Export for the month ended 16th July, 1869, 168,298 yards; for the twelve months 1869, 1,384,457 yards; for the twelve months 1868, 1,956,615 yards; for the twelve months 1867, 3,299,015 yards. Decrease for 1869 against 1868, 572,158 yards.

PRINTED COTTONS.—Export for the month ended 16th July, 1869, 43,450 yards; for the twelve months 1869, 802,339 yards; for the twelve months 1868, 604,632 yards; for the twelve months 1867, 836,592 yards. Increase for 1869 against 1868, 198,207 yards.

COTTON YARN.—Export for the month ended 16th July, 1869, 324,580 lbs.; for the twelve months 1869, 5,708,504 lbs.; for the twelve months 1868, 4,350,037 lbs.; for the twelve months 1867, 1,757,203 lbs Increase for 1869 against 1868, 1,358,467 lbs.

VALUE.—For the month ended 16th July, 1869, £38,808; for the twelve months 1869, £780,466; for the twelve months 1868, £720,266; for the twelve months 1867, £591,184. Increase for 1869 against 1868, £60,200.

### SINGAPORE AND PENANG.

PLAIN COTTONS.—Export for the month ended 16th July, 1869, 6,237,673 yards; for the twelve months 1869, 48,325,559 yards; for the twelve months 1868, 59,683,691 yards; for the twelve months 1867, 48,500,862 yards. Decrease for 1869 against 1868, 11,358,132 yards.

COLOURED COTTONS.—Export for the month ended 16th July, 1869, 357,347 yards; for the twelve months 1869, 5,063,333 yards; for the twelve months 1868, 5,500,354 yards; for the twelve months 1867, 9,583,234 yards. Decrease for 1869 against 1868, 437,021 yards.

PRINTED COTTONS.—Export for the month ended 16th July, 1869, 577,044 yards; for the twelve months 1869, 2,943,904 yards; for the twelve months 1868, 2,718,625 yards; for the twelve months 1867, 4,461,281 yards. Increase for 1869 against 1868, 225,279 yards.

COTTON YARN.—Export for the month ended 16th July, 1869, 139,933 lbs.; for the twelve months 1869, 1,414,596 lbs.; for the twelve months 1868, 2,603,061 lbs.: for the twelve months 1867, 1,944,281 lbs. Decrease for 1869 against 1868, 1,188,465 lbs.

VALUE.—For the month ended 16th July, 1869, £142,200; for the twelve months 1869, £1,061,636; for the twelve months 1868, £1,319,751, for the twelve months 1867, £1,481,962. Decrease for 1869 against 1868, £258,115.

### BATAVIA.

PLAIN COTTONS.—Export for the month ended 16th July, 1869, 901,074 yards; for the twelve months 1869, 14,448,586 yards; for the twelve months 1868, 18,206,405 yards; for the twelve months 1867, 26,695,285 yards. Decrease for 1869 against 1868, 3,757,819 yards.

COLOURED COTTONS.—Export for the month ended 16th July, 1869, 712,972 yards; for the twelve months 1869, 6,625,881 yards; for the twelve months 1868, 8,650,053 yards; for the twelve months 1867, 15,273,617 yards. Decrease for 1869 against 1868, 2,024,172 yards.

PRINTED COTTONS.—Export for the month ended 16th July, 1869, 377,967 yards; for the twelve months 1869, 4,856,873 yards; for the twelve months 1868, 8,255,211 yards; for the twelve months 1867, 15,697,631 yards. Decrease for 1869 against 1868, 3,398,338 yards.

COTTON YARN.—Export for the month ended 16th July, 1869, 68,800 lbs.; for the twelve months 1869, 466,530 lbs.; for the twelve months 1868, 635,840 lbs.; for the twelve months 1867, 785,741 lbs. Decrease for 1869 against 1868, 169,310 lbs.

VALUE.—For the month ended 16th July, 1869, £44,225; for the twelve months 1869, £546,180; for the twelve months, 1868, £781,746; for the twelve months 1867, £1,354,902. Decrease for 1869 against 1868, £235,566.

### MANILA.

PLAIN COTTONS.—Export for the month ended 16th July, 1869, 2,207,559 yards; for the twelve months 1869, 15,782,271 yards; for the twelve months 1868, 17,357,271 yards; for the twelve months 1867, 16,073,978 yards. Decrease for 1869 against 1868, 1,575,000 yards.

COLOURED COTTONS.—Export for the month ended 16th July, 1869, 2,267,923 yards; for the twelve months 1869, 13,510,017 yards; for the twelve months 1868, 13,277,558 yards; for the twelve months 1867, 18,108,638 yards. Increase for 1869 against 1868, 232,459 yards.

PRINTED COTTONS.—Export for the month ended 16th July, 1869, 40,515 yards; for the twelve months 1869, 1,203,918 yards; for the twelve months 1868, 925,355 yards; for the twelve months 1867, 1,142,803 yards. Increase for 1869 against 1868, 378,563 yards.

COTTON YARN.—Export for the month ended 16th July, 1869, 8,335 lbs.; for the twelve months 1869, 231,164 lbs.; for the twelve months 1868, 349,313 lbs.; for the twelve months 1867, 142,594 lbs. Decrease for 1869 against 1868, 118,149 lbs.

VALUE.—For the month ended 16th July, 1869, £96,519; for the twelve months 1869. £617,453; for the twelve months 1868, £777,205; for the twelve months 1867, £899,410. Decrease for 1869 against 1868, £159,752.

### CEYLON.

PLAIN COTTONS.—Export for the month ended 16th July, 1869. 1,130,539 yards; for the twelve months 1869, 19,900,279 yards; for the twelve months 1868, 21,364,179 yards; for the twelve months 1867, 21,734,923 yards. Decrease for 1869 against 1868, 1,463,900 yards.

COLOURED COTTONS.—Export for the month ended 16th July, 1869, 28,458 yards; for the twelve months 1869, 849,729 yards; for the twelve months 1868, 754,680 yards; for the twelve months 1867, 1,478,029 yards. Increase for 1869 against 1868, 95,049 yards.

PRINTED COTTONS.—Export for the month ended 16th July, 1869, 188,810 yards; for the twelve months 1869, 2,367,480 yards; for the twelve months 1868, 1,757,764 yds.; for the twelve months 1867, 3,053,699 yards. Increase for 1869 against 1868, 609,716 yards.

COTTON YARN.—Export for the month ended 16th July, 1869, 56,500 lbs.; for the twelve months 1869, 293,137 lbs.; for the twelve months 1868, 545,200 lbs.; for the twelve months 1867, 444,908 lbs. Decrease for 1869 against 1868, 252,063 lbs.

VALUE.—For the month ended 16th July, 1869, £25,900; for the twelve months 1869, £409,202; for the twelve months 1868, £444,841; for the twelve months 1867, £630,686. Decrease for 1869 against 1868, £35,639.

## BANK AND MISCELLANEOUS SHARES.

| Shares. | Joint Stock Banks. | Paid. | Prices July 25. |
|---|---|---|---|
| £10 | Agra Bank, A shares ... ... ... | All | 10¾ to 11¼ |
| 10 | Do. B do. ... ... ... | — | 3¼ to 4 |
| 10 | Do. Prov. Certificates ... ... | 3 | par to ⅛ pm. |
| 25 | Bank of Egypt ... ... ... ... | All | 41 to 43 |
| 20 | Chartered Bank Ind., Aust., and China | All | 18 to 19 |
| 25 | Chartered Merc. of India and China ... | All | 29¼ to 30⅛ |
| 20 | City Bank ... ... ... ... ... | 10 | 11 to 12 |
| 100 | Colonial Bank ... ... ... ... | 25 | 36¼ to 37½ x.d. |
| 28½ | Hong Kong and Shanghai Bank ... | All | 36 to 38 |
| 28½ | Do. Do. new ... ... | 11¼ | 3½ to 4½ pm. |
| 100 | Imperial Bank ... ... ... ... | 20 | 16¼ to 16½ |
| 50 | London and County ... ... ... | 20 | 50½ to 51¼ |
| 50 | London Joint Stock ... ... ... | 15 | 30¼ to 31½ |
| 100 | London and Westminster ... ... | 20 | 58 to 59 |
| 25 | Oriental Bank Corporation ... ... | All | 42 to 43 |
| 50 | Union of London ... ... ... ... | 15 | 34 to 35 |
| | MISCELLANEOUS. | | |
| 10 | Anglo-Mediterranean Telegraph Co. ... | All | 15⅛ to 15⅜ |
| 10 | Brit. Ind Submrne. Telgph. Co., 1st iss. | 5 | ¼ to 1¼ pm. |
| 20 | British India Tea Company ... ... | All | 2½ to |
| — | Ceylon Deb., 6 per cent., May & Nov. 1878 | 100 | 110 to 112 |
| — | Do. Do. 1872 ... | 100 | 103 to 105 |
| — | Do. Do. 1882-3 ... | 100 | 113 to 115 |
| 20 | Ceylon Company ... ... ... ... | 10 | 4 to 3¾ dis. |
| 20 | Do. A shares ... ... ... | 5 | 3 to 2 dis. |
| 50 | Colonial Company ... ... ... | 20 | 2 dis. to par |
| 10 | Credit Foncier and Mobilier of England | All | 2⅛ to 2⅜ |
| 10 | General Credit and Discount Company | 7½ | 1¼ to 1 dis. |
| 15 | General Steam Navigation Company ... | 14 | 28 to 30 |
| 25 | Indo-European Telegraph Company ... | 20 | 1 dis. to par |
| 10 | International Finance Society ... ... | 5 | 2 to 1⅞ dis. |
| 10 | Mediterranean Extension Telegraph Co. | All | 5⅛ to 6⅛ dis. |
| 10 | North Assam Tea (Limited) ... ... | 5½ | 7 to 5 dis. |
| 10 | Do. do. B shares ... ... | All | 9 to 8 dis. |
| 50 | P. and O. Steam Company ... ... | All | 46 to 48 |
| 50 | Do. Do. 1867 ... ... | 10 | 3 to 2 dis. |
| 100 | Royal Mail Steam Company ... ... | 60 | 43 to 45 |
| 25 | Reuter's Telegram Company ... ... | All | 72 to 74 |
| 10 | Upper Assam Tea ... ... ... ... | All | 2 to 2⅛ |
| 50 | West India and Pacific Steam Company | 20 | 5 to 3 dis. |

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# LONDON PRICES CURRENT.

**Articles in the following list subject to duty are quoted with the duties paid as annexed, unless marked "in bond." Those articles against which no rate of duty is placed are admitted free.**

NOTE.—Besides the duties of Customs payable on certain articles as mentioned below, an addition of ½ per cent. in the said rates is also payable on entry for consumption, except Tobacco, on which the extra duty is five per cent. and ½ per cent.

| | s. | d. | s. | d. |
|---|---|---|---|---|
| ARROWROOT. | | | | |
| (*Duty free.*) | | | | |
| East India ... ... | — | | — | |
| CANES, Bamboo—each | 0 | 0½ | 0 | 2½ |
| Malacca ... ... | 0 | 1½ | 0 | 9 |
| Partridge ... ... | 0 | 1 | 0 | 4½ |
| Tonkin ... ... | 0 | 0⅝ | 0 | 1½ |
| Rattans, com., per 100 | 1 | 6 | 3 | 6 |
| Good and fine ,, | 4 | 0 | 7 | 6 |
| CHEMICALS. | | | | |
| Alum ... ...per ton | 145 | 0 | 150 | 0 |
| Antimony, ore ... | 280 | 0 | 300 | 0 |
| crude ...per cwt. | 29 | 0 | 30 | 0 |
| regulus, bowl ... | 50 | 0 | 52 | 0 |
| star ... ... ... | 50 | 0 | 51 | 0 |
| Brimstone, roll ... | 10 | 6 | 11 | 0 |
| Calomel ...per lb. | 2 | 5 | — | |
| Corros. Sublim. ... | 1 | 11 | — | |
| Iodine, dry per oz. | 0 | 9½ | 0 | 10 |
| Ivory Blk. dry, p. cwt. | — | | — | |
| Lime, Acet. wh. ... | 12 | 6 | 23 | 0 |
| Magnes. Carb. ... | — | | — | |
| Prussian Blue, per lb. | — | | — | |
| Quinine Sulph., per oz. | — | | — | |
| British, in bottle ... | 5 | 9 | — | |
| French ... ... | 5 | 1 | 5 | 2 |
| Vermilion, Eng., pr. lb. | 2 | 6 | 3 | 0 |
| China ... | 2 | 7 | — | |
| COALS, best per ton | 18 | 0 | — | |
| other sorts ... ... | 13 | 6 | 16 | 9 |
| COCHINEAL per lb. | | | | |
| Honduras, black ... | 2 | 10 | 4 | 0 |
| silver ... | 2 | 7 | 3 | 1 |
| pasty ... | 1 | 6 | 2 | 6 |
| Teneriffe, black ... | 3 | 0 | 4 | 2 |
| silver ... | 2 | 9 | 3 | 1 |
| COFFEE, in bond per ct. | | | | |
| (*Duty 3d. per lb.*) | | | | |
| Ceylon | | | | |
| Native, fine bold ... | 55 | 0 | 61 | 0 |
| gd. and fine ord. | 50 | 6 | 54 | 0 |
| small and ordinary... | 45 | 0 | 50 | 0 |
| Plantation, fine ... | 90 | 0 | 95 | 0 |
| fine middling ... | 83 | 0 | 88 | 0 |
| good middling ... | 77 | 6 | 82 | 0 |
| middling ... ... | 71 | 0 | 77 | 0 |
| fin. ord. to low mid. | 62 | 0 | 70 | 6 |
| mixed and triage ... | 30 | 0 | 59 | 0 |
| Other British E. I. | | | | |
| fine and superior ... | 88 | 0 | 97 | 0 |
| good and fine ... | 81 | 0 | 87 | 0 |
| mid. to good mid.... | 69 | 0 | 80 | 0 |
| fine ord. to low mid. | 62 | 0 | 68 | 0 |
| good ord. Native ... | 54 | 6 | 58 | 0 |
| ordinary ... ... | 50 | 0 | 54 | 0 |
| Batavia, yellow ... | 69 | 0 | 80 | 0 |
| pale and mixed ... | 50 | 0 | 66 | 0 |
| Manila... ... ... | 48 | 0 | 68 | 0 |
| Singapore ... ... | 44 | 0 | 72 | 0 |
| Sumatra ... ... | — | | — | |
| COTTON ...per lb. | | | | |
| Surat ... ... ... | 0 | 8 | 1 | 0 |
| Sawginned Dharw ... | 0 | 9⅜ | 0 | 11½ |
| Madras, Tinnevelly ... | 0 | 9½ | 0 | 10⅝ |
| North, and Westrn. | 0 | 8⅝ | 0 | 10⅜ |
| Cocanada ... ... | 0 | 9¼ | 0 | 10⅜ |
| Bengal and Rangoon | 0 | 8⅝ | 0 | 10½ |
| Scinde ... ... ... | 0 | 8½ | 0 | 9¼ |
| China ... ... ... | — | | — | |
| Egyptian ... ... | 0 | 9½ | 1 | 4½ |
| Smyrna ... ... | 0 | 9½ | 0 | 11½ |
| Sea Island ... ... | 1 | 10 | 4 | 2 |
| Upland .. ... ... | 0 | 10⅜ | 1 | 0⅝ |
| Mobile... ... ... | 0 | 10¼ | 1 | 0⅝ |
| New Orleans ... ... | 0 | 10⅜ | 1 | 0⅞ |
| CUTCH. | | | | |
| See Terra Japonica ... | | | | |
| DRUGS. | | | | |
| Aloes, Hepatic, per ct. | 80 | 0 | 180 | 0 |
| Socotrine ... | 120 | 0 | 300 | 0 |
| Aniseed, Chi. Star ... | 110 | 0 | — | |
| Beans, Tonquin, per lb. | 1 | 0 | 1 | 6 |
| Camphor, per cwt. ... | — | | — | |
| Japan ... ... | 107 | 6 | — | |
| China ... ... | 97 | 6 | 100 | 0 |
| Cardamoms ...per lb. | | | | |
| Malabar, good ... | 7 | 9 | 8 | 0 |
| inferior ... ... | 5 | 0 | 7 | 0 |
| Ceylon ... ... | 2 | 6 | 3 | 3 |
| Corosos Nuts, per cwt | 16 | 0 | 19 | 0 |
| Cassia Fistula ... | 20 | 0 | 45 | 0 |
| China Root ... ... | 27 | 0 | 35 | 0 |
| Cubebs ... ... ... | 36 | 0 | 40 | 0 |
| Dragon's Blood, reed | 100 | 0 | 160 | 0 |
| lump ... ... | — | | — | |
| Galangal Root ... | 15 | 0 | 20 | 0 |
| Gentian Root ... | 19 | 0 | — | |
| Ginger, prsd. (*Duty 1d. per lb.*), per lb.... | 0 | 6 | 0 | 9 |
| Ipecacuanha ... ... | 5 | 6 | 5 | 8 |
| Isinglass, Brazil ... | 2 | 6 | 4 | 5 |
| Tongue sort ... | 3 | 1 | 5 | 1 |
| East India ... ... | 2 | 3 | 4 | 4 |
| Myrabolanes, per cwt. | 9 | 0 | 16 | 0 |
| OILS. | | | | |
| Aniseed ...per lb. | 8 | 6 | 9 | 0 |
| Cassia ... ... | 4 | 10 | 4 | 11 |
| Cinnamon ...per oz. | 1 | 0 | 4 | 6 |
| Citronel ... ... | 0 | 2⅛ | 0 | 2⅞ |
| fine ... ... ... | 0 | 3 | 0 | 3½ |
| Clove ... ...per lb. | 2 | 8 | — | |
| Lemon... ... ... | 4 | 6 | 7 | 0 |
| Lemongrass ...per oz. | 0 | 4 | 0 | 4½ |
| Mace, expressed ... | 0 | 1 | 0 | 2½ |
| Nutmeg ... ... | 0 | 4 | 0 | 8 |
| Orange ... per lb | 5 | 0 | 8 | 0 |
| Orris Root ... per ct. | 38 | 0 | 44 | 0 |

| | s. | d. | s. | d. |
|---|---|---|---|---|
| DRUGS. | | | | |
| Rhubarb ... per lb. | | | | |
| China, good and fine | 4 | 6 | 9 | 3 |
| gd mid. to ord.... | 0 | 8 | 4 | 0 |
| Dutch trimd. ... | 10 | 0 | — | |
| Saffron, Spanish ... | 26 | 0 | 34 | 0 |
| Squills... ... ... | 0 | 1 | 0 | 2½ |
| Tamarinds ...per ct. | | | | |
| East India ... ... | 12 | 0 | 26 | 0 |
| Vanilla, large...per lb. | 22 | 0 | 25 | 0 |
| DYE STUFFS. | | | | |
| Galls, Buss. bl. per ct. | 72 | 0 | 90 | 0 |
| in sorts ... ... | 65 | 0 | 70 | 0 |
| white ... ... | 48 | 0 | 50 | 0 |
| China ... ... | 47 | 6 | — | |
| Japan ... ... ... | 46 | 0 | 47 | 0 |
| Madder Root ... ... | — | | — | |
| Bombay ... ... | 40 | 0 | 50 | 0 |
| Orchella, Angola ... | 60 | 0 | 65 | 0 |
| Bombay ... ... | — | | — | |
| Turmeric per cwt. | — | | — | |
| Bengal ... ... | 20 | 6 | 21 | 6 |
| Madras ... ... | 12 | 0 | 35 | 0 |
| Malabar ... ... | 11 | 6 | 14 | 0 |
| Java... ... ... | 19 | 0 | 20 | 0 |
| China ... ... | 30 | 0 | 35 | 0 |
| GAMBIER. | | | | |
| See Terra Japonica | | | | |
| GUMS ... per cwt. | £ | s. | £ | s. |
| Arabic... ... ... | — | | — | |
| E. I. fine pale ... | 4 | 0 | 4 | 4 |
| sorts, mid. to fine | 3 | 10 | 3 | 18 |
| garblings ... | 2 | 5 | 3 | 2 |
| Assafœtida, com. to gd. | 1 | 3 | 4 | 10 |
| Benjamin, Siam, 1st | | | | |
| and 2nd ... ... | 12 | 0 | 25 | 0 |
| Sumatra, 1st and 2nd | 7 | 0 | 11 | 0 |
| do. third ... | 2 | 10 | 6 | 0 |
| Copal, Angola red ... | 5 | 0 | 5 | 7½ |
| Manila ... ... | 1 | 12 | 2 | 10 |
| Dammar, Batavia, pale | 4 | 15 | 5 | 5 |
| Singapore ... ... | 4 | 0 | 4 | 10 |
| Gamboge, pkd. pipe... | 12 | 0 | 15 | 0 |
| Guaiacum ...per lb. | 0s | 8d | 1s | 4d |
| Kino ... per cwt. | 60 | 0 | 120 | 0 |
| GUTTA PERCHA. | | | | |
| genuine ...per lb. | 1 | 6 | 3 | 6 |
| HEMP ... per ton | £. | s. | £. | s. |
| Sisal ... ... ... | 44 | 0 | 49 | 0 |
| Bombay & Kurrachee | — | | — | |
| Manila ... ... ... | 47 | 0 | 52 | 0 |
| do., good & fine white | 73 | 0 | 90 | 0 |
| China grass ... ... | — | | — | |
| CORN ... per ton | | | | |
| Rope... ... ... | 18 | 0 | 33 | 0 |
| Yarn, good & fine... | 36 | 0 | 70 | 0 |
| ord. to fair ... | 21 | 0 | 29 | 0 |
| Bombay, cm. to fn. | — | | — | |
| Junk ... ... | — | | — | |
| Fibre ... ... | 15 | 0 | 34 | 0 |
| HIDES. | | | | |
| Sourabaya & Batavia | | | | |
| Ox and cow hides, | | | | |
| dry, best, 61b. to | s | d | s | d |
| 10lb. ... ... | 0 | 8 | 0 | 9½ |
| Seconds ... ... | 0 | 7 | 0 | 7½ |
| Thirds ... ... | 0 | 4 | 0 | 6 |
| Buffalo hides, yel- | | | | |
| low, best, 171b. | | | | |
| to 221b. ... | 0 | 6 | 0 | 7 |
| Seconds ... ... | 0 | 5 | 0 | 5⅝ |
| Thirds ... ... | 0 | 3 | 0 | 4½ |
| Dark, best, 201b. to | | | | |
| 281b. ... ... | 0 | 5 | 0 | 6½ |
| Seconds ... ... | 0 | 3 | 0 | 4¾ |
| Singapore, | | | | |
| Ox and cow hides, | | | | |
| dry, best, 61b. to | | | | |
| 10lb ... ... | 0 | 8 | 0 | 10 |
| Seconds & Thirds | 0 | 5 | 0 | 9 |
| Buffalo hides, best, | | | | |
| 171b. to 201b. ... | 0 | 5 | 0 | 6½ |
| Seconds ... ... | 0 | 4½ | 0 | 5½ |
| Manila, | | | | |
| Buffalo hides, best, | | | | |
| 181b. to 271b. ... | 0 | 4 | 0 | 5 |
| Seconds ... ... | 0 | 3 | 0 | 3¾ |
| HORNS, BUFFALO, | | | | |
| Calcutta, Madras and | | | | |
| Bombay, 11b. to 21b., | | | | |
| per cwt. | 25 | 0 | 41 | 0 |
| Singapore, 2½lb. to 4lb. | 35 | 0 | 47 | 0 |
| INDIA RUBBER, pr lb. | | | | |
| East India ... | | | | |
| Assam and Pegu ... | 0 | 10 | 1 | 2 |
| Penang, &c. ... ... | 1 | 3 | 1 | 6 |
| LAC. | | | | |
| STICKLAC per cwt. | 47 | 6 | 60 | 0 |
| METALS. | | | | |
| IRON ... ...per ton | £ | s. | £ | s. |
| Welsh Rails in Wales | 7 | 0 | 7 | 10 |
| Welsh Bars in Wales | 6 | 0 | 6 | 5 |
| Welsh Bars in London | 6 | 15 | 7 | 5 |
| Staffordshire Bst. Bars | | | | |
| in London ... ... | 7 | 5 | 7 | 10 |
| Staffordshire B. Nail | | | | |
| Rods... ... ... | 7 | 7½ | 7 | 12½ |
| Stafford-shire B. Hoops | 8 | 0 | 8 | 5 |
| Staffordshire B. Sheets | 9 | 0 | 9 | 10 |
| Scotch Pig No. 1 in | | | | |
| the Clyde ... ... | 2 | 11 | 3 | 0 |
| Swedes Bars in Lon- | | | | |
| don ... ... ... | 10 | 0 | 10 | 10 |
| Swedes Steel in kegs, | | | | |
| ½ in. and ⅝ in. ... | 15 | 0 | 15 | 5 |
| COPPER ... ... ... | s. | d. | s. | d. |
| Ore ... per unit | 13 | 9 | — | |
| | £ | s. | £ | s. |
| Chili Slabs per ton | 68 | 10 | — | |

| | £. | s. | £. | s. |
|---|---|---|---|---|
| METALS. | | | | |
| Spanish Cake... ... | 68 | 10 | — | |
| Australian Burra ... | 77 | 10 | — | |
| Australian Wallaroo... | 77 | 10 | — | |
| English tough quality | 74 | 0 | 75 | 0 |
| English best selected | 76 | 0 | 77 | 0 |
| English Sheets,— | | | | |
| Sheathing, &c. ... | 80 | 0 | 81 | 0 |
| English Bottoms ... | | | | |
| rolled ... ... | 83 | 0 | — | |
| English Bottoms ... | | | | |
| hammered ... ... | 87 | 0 | — | |
| | s. | d. | s. | d. |
| Yellow Metal Sheets, | | | | |
| 4 by 4 ft. ...per lb. | 0 | 6¾ | — | |
| Yellow Metal Sheath- | | | | |
| ings and Rods ... | 0 | 6¾ | 0 | 7 |
| LEAD ... ...per ton | £. | s. | £ | s. |
| Pig, W.B. ... ... | 20 | 5 | — | |
| Pig, L.B. ... ... | 19 | 12½ | — | |
| Pig, other brands ... | 19 | 0 | 19 | 7½ |
| Spanish soft, ex ship | 18 | 10 | — | |
| Sheet ... ... ... | 19 | 15 | — | |
| Shot (kegs extra) ... | 22 | 0 | — | |
| White (kegs extra) ... | 27 | 0 | 30 | 0 |
| Red (kegs extra) ... | 20 | 10 | 21 | 0 |
| SPELTER ... ... ... | — | | — | |
| Silesian ... ... | 20 | 15 | — | |
| English (smelted | | | | |
| from ores)... ... | 20 | 10 | — | |
| ZINC. | | | | |
| English Sheet ... | 25 | 10 | — | |
| MOLASSES (*duty 3s. 6d.*) | | | | |
| East India ... ... | — | | — | |
| OILS. | £ | s | £ | s. |
| Cocoa-nut, Coch. p.tn. | 44 | 10 | 45 | 0 |
| Ceylon ... ... | 42 | 0 | 43 | 0 |
| Sydney ... ... | 38 | 0 | 42 | 10 |
| Rapeseed—Eng. pale | 40 | 10 | — | |
| ,, brown | 38 | 0 | 38 | 10 |
| PLUMBAGO. | s. | d. | s. | d. |
| Ceylon, Lump ... | 12 | 0 | 25 | 0 |
| Dust ... ... | 6 | 6 | 11 | 3 |
| German ... ... | 4 | 0 | 5 | 0 |
| PROVISIONS, per cwt. | | | | |
| Butter— | £ | s | £ | s |
| Cork, 4th to 1st ... | 4 | 12 | 5 | 8 |
| Beef, India, per tierce | 7 | 5 | 8 | 0 |
| mess, and Ind. mess | 3 | 10 | 6 | 0 |
| Pork— | | | | |
| Pickled middles ... | 3 | 10 | 3 | 14 |
| Irish, mess. p. brl. | 5 | 10 | 5 | 15 |
| Foreign ... ... | 4 | 15 | 5 | 17½ |
| Hams, Irish ... ... | 4 | 0 | 5 | 10 |
| American ... | 3 | 16 | 4 | 2 |
| Lard, Irish bladder ... | 3 | 16 | 4 | 6 |
| keg and firkin ... | 3 | 10 | 3 | 18 |
| RICE ... per cwt. | s. | d. | s. | d. |
| Bengal, white ... | 7 | 9 | 13 | 6 |
| Ballam and Moonghy | 8 | 9 | 9 | 6 |
| brkn and ord. white | — | | — | |
| red cargo ... ... | 7 | 3 | 8 | 0 |
| Madras ... ... | 7 | 9 | 9 | 3 |
| Arracan ... ... | 7 | 6 | 10 | 0 |
| Moulmein ... ... | 9 | 0 | 10 | 3 |
| Rangoon and Bassein | 7 | 6 | 10 | 0 |
| Saigon... ... ... | 7 | 6 | 8 | 3 |
| Java ... ... ... | 10 | 0 | 15 | 0 |
| Siam ... ... ... | 6 | 9 | 8 | 3 |
| Patna-cleaned ... | 15 | 0 | 22 | 0 |
| Ballam do. ... | 10 | 0 | 12 | 0 |
| Rangoon do. ... | 10 | 0 | 20 | 0 |
| Java do. ... | 20 | 0 | 35 | 0 |
| Do. London cleaned... | 14 | 0 | 36 | 0 |
| SAGO (*duty free*) ... | | | | |
| Pearl, small ... ... | 18 | 6 | 20 | 6 |
| large and medium | 19 | 0 | 22 | 6 |
| SALT (at the works in | | | | |
| Cheshire, exclusive of | | | | |
| 3s. lighterage) per ton | | | | |
| common ... ... | 7 | 0 | — | |
| butter ... ... | 8 | 6 | — | |
| stoved, common ... | 10 | 0 | — | |
| handed ... ... | 12 | 0 | — | |
| Rock, large lumps ... | 6 | 6 | — | |
| Irish lumps ... ... | 4 | 0 | — | |
| SALTPETRE. per cwt. | | | | |
| Bengal, 6 p.c. or und | 20 | 0 | 20 | 6 |
| over 6 per cent. ... | 19 | 0 | 19 | 9 |
| Calcutta, 5 to 2 pr. ct. | — | | — | |
| 12 to 6 per cent. ... | — | | — | |
| Scinde, refined ... | — | | — | |
| Madras ... ... | 18 | 0 | 19 | 0 |
| Bombay & Kurrachee | — | | — | |
| British refined ... | 25 | 0 | 25 | 6 |
| SEED. | | | | |
| Rape per qr. 416lbs. | | | | |
| Calcutta ... ... | 59 | 6 | — | |
| Madras ... ... | 62 | 0 | — | |
| Bombay—Guzerat . | 64 | 0 | 65 | 0 |
| Feroze and Scinde.. | 61 | 6 | 62 | 6 |
| Japan ... ... | — | | — | |
| Teel per 384 lbs. | | | | |
| Sesame or Gngly ... | 59 | 0 | 64 | 0 |
| SHELLS per cwt. | | | | |
| Mother o'Pearl ... | — | | — | |
| China and Manila . | 120 | 0 | 200 | 0 |
| Singapore ... ... | — | | — | |
| Bombay ... ... | 45 | 0 | 130 | 0 |
| Panama ... ... | 20 | 0 | 40 | 0 |
| Tortoise per lb. | — | | — | |
| Manila ... ... | 14 | 0 | 22 | 0 |
| Other East India ... | 8 | 0 | 20 | 0 |
| West India... ... | 10 | 0 | 18 | 0 |
| SOY per gall. | | | | |
| China ... ... ... | 2 | 9 | 2 | 10 |

| | s. | d. | s. | d. |
|---|---|---|---|---|
| SOY. | | | | |
| Japan ... ... ... | — | | — | |
| SPICES. | | | | |
| Cassia Lignea, per cwt. | 124 | 0 | 132 | 0 |
| Vera... ... ... | 45 | 0 | 87 | 6 |
| Buds ... ... | 140 | 0 | 162 | 6 |
| Cinnamon per lb. | | | | |
| Ceylon, 1st quality. | 2 | 0 | 3 | 7 |
| 2nd ,, | 1 | 9 | 3 | 5 |
| 3rd ,, | 1 | 4 | 3 | 2 |
| 4th ,, | 0 | 10 | 2 | 5 |
| Cloves, Penang ... | 0 | 10 | 0 | 11½ |
| Amboyna ... ... | 0 | 4½ | 0 | 5½ |
| Zanzibar ... ... | 0 | 2⅝ | 0 | 3 |
| Ginger per cwt. | | | | |
| Cochin ... ... | 38 | 0 | 120 | 0 |
| Mace, 1st qual. per lb. | 2 | 9 | 3 | 6 |
| 2nd and inf. ... | 1 | 10 | 2 | 6 |
| Nutmegs. | | | | |
| 78 to 60 lb. ... | 2 | 3 | 4 | 2 |
| 80 to 90 lb. ... | 1 | 10 | 2 | 2 |
| 95 to 132 lb. ... | 1 | 5 | 1 | 9 |
| Pepper, black per lb. | — | | — | |
| Penang ... ... | 0 | 3⅞ | 0 | 3½ |
| Singapore ... ... | 0 | 3¾ | 0 | 4 |
| white ... ... | 0 | 5½ | 0 | 6½ |
| SUGAR per cwt. | | | | |
| *Duties:—* | | | | |
| *Ref. and Candy, 12s.* | | | | |
| *Raw, 1st cl. 11s. 3d.* | | | | |
| ,, *2nd cl. 10s. 6d.* | | | | |
| ,, *3rd cl. 9s. 7d.* | | | | |
| ,, *4th cl. 8s.* | | | | |
| Penang, yell. and gray | 35 | 6 | 40 | 6 |
| brown ... | 28 | 0 | 35 | 0 |
| Manila, clayed ... | 29 | 6 | 32 | 0 |
| superior ... | — | | — | |
| unclayed ... | 26 | 6 | 29 | 0 |
| Java, gray and white | 37 | 6 | 41 | 6 |
| brown and yel. | 28 | 0 | 37 | 0 |
| China and Siam, white | 35 | 0 | 40 | 0 |
| brown and yellow... | 27 | 0 | 33 | 6 |
| TALLOW per cwt. | | | | |
| East India ... ... | — | | — | |
| TAPIOCA (*Duty free*) | | | | |
| per lb. | | | | |
| Penang and Singapre. | 0 | 2 | 0 | 3½ |
| Pearl ... per cwt. | 24 | 6 | 27 | 6 |
| TAPIOCA FLOUR lb. | 0 | 2 | 0 | 2½ |
| TEA (*Duty, 6d. per lb.*) | | | | |
| Congou. | | | | |
| brown leaf, ord. ... | 0 | 10 | 0 | 11 |
| good ord. to bst md. | 0 | 11½ | 1 | 0½ |
| good export kinds . | 1 | 1 | — | |
| Kaisow, 1st & 2nd ... | 1 | 4 | 2 | 0 |
| bk. leaf, com. to gd. | 1 | 0½ | 1 | 2½ |
| medium to finest ... | — | | — | |
| Oopack and Moning . | 1 | 4 | 2 | 0 |
| Tayshan new make ... | 1 | 1 | 1 | 7 |
| Ning Yong and Oolg. | 0 | 10 | 2 | 2 |
| Souchong. | — | | — | |
| fair to good ... | 1 | 1 | 1 | 8 |
| fine to finest ... | 1 | 10 | 2 | 6 |
| Flowery Pekoe. | — | | — | |
| fair to good ... | 0 | 10 | 1 | 6 |
| fine to finest ... | 1 | 10 | 3 | 6 |
| Caper, scented ... | 0 | 7 | 2 | 0 |
| Orange Pekoe, plain . | 1 | 2 | 1 | 6 |
| scented ... ... | 0 | 11½ | 1 | 10 |
| Twankay. | — | | — | |
| common to good ... | 0 | 11 | 1 | 0½ |
| fine to Hyson kind . | 1 | 1 | 1 | 1½ |
| Hyson Skin. | — | | — | |
| common to fair ... | 0 | 9 | — | |
| good to fine ... | 0 | 11 | — | |
| Hyson, common ... | 0 | 11 | 1 | 1 |
| fair to fine ... ... | 1 | 3 | 2 | 5 |
| finest ... ... | 2 | 6 | 3 | 8 |
| Yg. Hyson, Can. kind | 0 | 7 | 1 | 4 |
| country kinds ... | 1 | 0 | 2 | 10 |
| Imperial ... ... | 0 | 9 | 2 | 6 |
| Gunpowder ... ... | 0 | 9 | 3 | 6 |
| Japan, uncoloured ... | 1 | 0 | 1 | 8 |
| Assam ... ... ... | 0 | 10 | 3 | 4 |
| TERRA JAPONICA. | | | | |
| Gambier per cwt. | 17 | 3 | — | |
| free Cubes ... ... | 19 | 6 | 22 | 0 |
| Cutch ... ... ... | 25 | 6 | 26 | 6 |
| TOBACCO. | | | | |
| (*Duty 3s. per lb., and 5 per cent. and ½ per cent., equal to about 3s. 1½d per lb.*) pr. lb. | | | | |
| East India leaf ... | 0 | 2 | 0 | 5 |
| Japan ... ... ... | — | | — | |
| Java ... ... ... | 0 | 4 | 1 | 0 |
| Manila cheroots ... | 6 | 0 | 7 | 6 |
| WAX per cwt. | £. | s. | £. | s. |
| BEES'. | | | | |
| English ... ... | 9 | 10 | 10 | 0 |
| German ... ... | — | | — | |
| American ... ... | 8 | 15 | 9 | 5 |
| Bombay & Madras | 8 | 10 | 9 | 0 |
| Bengal ... ... | 9 | 5 | 9 | 15 |
| E. I. white ... ... | 10 | 0 | 12 | 0 |
| VEGETABLE.—Japan | 3 | 7½ | 3 | 15 |
| Do. mixed ... ... | 2 | 5 | 3 | 5 |
| WOOD ...per ton | | | | |
| Red Sanders ... ... | 7 | 5 | 7 | 10 |
| Sapan, Bimas, &c. ... | 8 | 0 | 11 | 0 |
| Do., Siam ... ... | 9 | 0 | 12 | 0 |
| Cedar, Cuba ... per ft. | 0 | 5½ | 0 | 6½ |
| Ebony... ...per ton | | | | |
| Ceylon ... ... | 5 | 10 | 13 | 0 |
| Satinwood ... per ft. | 1s | 0d | 1s | 2d |
| WOOL ... ... per lb. | | | | |
| East India, white .. | 0 | 9½ | 1 | 2½ |
| yellow and gray ... | 0 | 3 | 1 | 1 |

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# Shipping Intelligence.

## ARRIVALS.

| Date. | Ship. | Captain. | From. | At. |
|---|---|---|---|---|
| July 5 | Lady Agnes | Friend | Colombo | Off Salcombe |
| — 6 | Modesty | Barr | Java | Clyde |
| — 7 | Underley | Tidmarsh | Colombo | Deal |
| — 6 | Jessie Jamieson | Bell | Rangoon | Falmouth |
| — 7 | Eureka | Young | Bangkok | Do. |
| — 7 | Berlin | — | Bassein | Liverpool |
| — 6 | Bonniton | — | Rangoon | Queenstown |
| Jun.24 | St. Paul | Martin | Singapore | New York |
| — 25 | Otto | Tresling | Batavia | Boston |
| July 8 | Kvernbiter | Torgensen | Sarawak | London |
| — 8 | Geo Kendal | Ward | Colombo | Deal |
| — 8 | Jane Leach | Morrison | Do. | Do. |
| — 7 | Genii | — | Rangoon | Liverpool |
| — | Chine and Havane | Robert | Macao | Havana |
| — 8 | Edith Marian | Browne | Colombo | London |
| — 9 | Revenue | — | Rangoon | Deal |
| — 9 | Loyola | Echevarria | Manila | Liverpool |
| — | Amsterstroom | Kretchner | Batavia, for Amstdm. | Deal |
| — 7 | Hudson | Vaughan | Rangoon, for Bremen | Do. |
| — 9 | Helenslee | Brown | Colombo, &c. | Do. |
| — 8 | T. B. Ord | Husband | Akyab, for Antwerp | Falmouth |
| — 9 | J. W. Schwensen | Voigts | Saigon, for Bremen | Do. |
| — 8 | Asina | Selkirk | Rangoon | Queenstown |
| — 10 | Russell | Collingwood | Colombo | London |
| — 10 | Euterpe | Kyle | Do. | Do. |
| — 7 | Bulwark | Kelly | Java, for Amsterdam | Off Dungeness |
| — 7 | Antelope | — | Do. do | Do. |
| — 7 | Areta | Aveta | Do. do | Do. |
| — 7 | Sir Geo. Pollock | Watt | Do. do | Do. |
| — 8 | Henriette | Brouwer | Padang, for Amstdm. | Do. |
| — 9 | Cecilia | Lakander | Sourabaya | Plymouth |
| — 9 | Tythonus | — | Rangoon | Liverpool |
| — | Neerland's Vlag | Humfrey | Java, for Rotterdam | Off Dungeness |
| — 9 | Tinnevelly | Bone | Rangoon | Falmouth |
| — 7 | Telanak | V. Galen | Banjoewangie | Texel |
| Jun.28 | Royal Berkshire | Grant | Padang | New York |
| Jly. 12 | Kirkham | Routledge | Galle | London |
| — 12 | Helen's Bank | Harris | Penang | Do. |
| — 10 | Jacob Roggeveen | V. Marken | Java, for Amstdm. | Deal |
| — 11 | Feliz | — | Manila | Liverpool |
| — 8 | Ulysse | Chacivelon | Saigon | Belle Isle |
| Jun.17 | Helvetia | Bailey | Hong Kong | San Francisco |
| — 17 | F. A. Palmer | King | Do. | Do. |
| Jly. 10 | Richard | — | Rangoon, for Bremen | Off Dungeness |
| — 9 | Ouderkerkad. Amstel | Dingemans | Batavia, for Rotrdm. | Off the Owers |
| — 12 | Viscount Canning | Gardiner | Maulmain | Falmouth |
| Jun.19 | Great Republic (str.) | Caverly | Hong Kong | San Francisco |
| Jly. 11 | Damio | Casey | Batavia for Amstdm. | Off Folkestone |
| — 10 | S. Van Heel | Munchen | Banjgie., for Flushing | Do. |
| — 10 | Johanna Engels | London | Rangoon | Antwerp |
| — 10 | Ceres | Dodds | Akyab | Do. |
| — 9 | St. Louis | Desplounsses | Do. | St. Nazaire |
| Jun.10 | Pegasus | Ellis | Yokohama | Callao |
| — 12 | Brewster | Collins | Do. | Do |
| Jly. 12 | Neptun | — | Rangoon, for Antwerp | Off the Wight |
| — 13 | Jorgen Bruhn | Bruhn | Akyab | Off Falmouth |
| — | Confidence | — | Maulmain | Queenstown |
| — 10 | Black Prince | Sadler | Rangoon | Cuxhaven |
| — 11 | Laurens Koster | Zweede | Batavia | Brouwershaven |
| — 5 | Reina de Los Angeles No. 2 | Kinell | Manilla | Cadiz |
| — | Indiana | Hamilton | Rangoon | Off Queenstown |
| — 13 | Edgar | Rhodin | Sourabaya | Falmouth |
| — 13 | Corsica | Havener | Rangoon | Do. |
| — 12 | Gerardina Wilhilmna | Spier | Banjoewangie | Texel |
| — | Concordia | Markstedt | Akyab | Belle Isle |
| — 14 | Queen of India | Hill | Bassein | Liverpool |
| — 1 | Cape Horn | Matzen | Sourabaya | San Francisco |
| — 11 | Hudson | Vaughan | Rangoon | Bremerhaven |
| — 13 | Ouderkerk a.d. Amstel | Dingeman | Batavia | Brouwershaven |
| — 10 | Tythonus | — | Rangoon | Liverpool |
| — 2 | Haze | Forsyth | Manila | San Francisco |
| — 3 | Old Dominion | Freeman | Hong Kong | Do. |
| — 3 | Hyacinth | Brown | Colombo | New York |
| — 17 | Stebonheath | Peacock | Maulmain | Queenstown |
| — 16 | Jacoba Cornelia | Jansen | Batavia, for Rotrdm. | Off Dungeness |
| — 22 | Edgar | Rhodin | Sourabaya | Kingrood |
| — 23 | Leaping Water | — | Batavia | Deal |

## DEPARTURES.

| Date. | Ship. | Captain. | For. | From |
|---|---|---|---|---|
| July 7 | City of Agra | Ellwood | Shanghai | Liverpool |
| — 7 | Corra Linn | Chant | Singapore | Do. |
| — 6 | Signe | Andrea | Batavia | Shields |
| — | Voorlichter | Duinker | Do. | Rotterdam |
| — | Stad Middelburg | Vries | Do. | Flushing |
| — 9 | Rockliff | Chapman | Yokohama | London |
| — 9 | Pepita | Cocker | Canton | Do. |
| — 7 | Drache | Petersen | Singapore | Cardiff |
| — 8 | Shield | Thompson | Galle | Sunderland |
| — | Abblasserdam | t'Hoen | Batavia | Rotterdam |
| — 9 | Ludwig | Hein | Hong Kong | Cardiff |
| — 9 | Glenaray | Freebody | Ceylon | Glasgow |
| — 12 | Ocean Beauty | Watson | Colombo | London |
| — 12 | United Service (str.) | Gaine | Singapore, China, &c. | Do. |
| — | Anna & Johanna | Dallayaux | Singapore | Rotterdam |
| — 13 | Princess of Wales | Shuter | Chefoo | London |
| — | St. Jan | — | Java | Amsterdam |
| — 10 | Glenaros | Ferguson | Hong Kong | Penarth Dock |
| — 12 | Naworth | Kelly | Singapore | Liverpool |
| — 14 | Laurel | Watt | Shanghai | London |
| — 14 | Lammermuir | Owen | Do. | Do. |
| — 14 | Mary Tatham | Tallack | Cardiff & Hong Kong | Do. |
| — 7 | Harfruen | Lorensen | Manila | Penarth |
| — 7 | Cyclone | King | Singapore | Do. |
| — 8 | Polly Lewis | Johnson | Do. | Do. |
| — | Nederland | — | Batavia | Amsterdam |
| — 14 | Florence Nightingale | Cameron | Hong Kong | Liverpool |
| — 16 | Canada | Gemmall | Cardiff & Hong Kong | London |
| — 15 | S. G. Glover | Miller | Hong Kong | Cardiff |
| — 15 | Tycho Brahe (s.s.) | Peel | Mauritius, Singapore, China, &c. | Liverpool |
| — 3 | Great Republic (str.) | — | Hong Kong, &c. | San Francisco |

## DEPARTURES—*Continued.*

| Date. | Ship. | Captain. | For. | From. |
|---|---|---|---|---|
| July. 17 | Constantia | Reay | Singapore | Cardiff |
| — 20 | West Australian | Andrew | Colombo, &c. | London |
| — 15 | Albyn's Isle | Houston | Singapore | Alloa |
| — | Johanna Christina | Rosingh | Batavia | Rotterdam |
| — 20 | Germania | Evers | Singapore | Cardiff |
| — 13 | Alice | Pounder | Do. | Penarth |
| — 23 | Geologist | Clarke | Hong Kong | London |

*(See Commercial Postscript and Correspondents Letters.)*

## LOADING.

**At LONDON.**—For Hiogo and Yokohama: Corsair. For Nagasaki and Hiogo: Chanticleer. For Yokohama: Napier, Mountain Ash, Osaka, Velocity. For Shanghai: Lauderdale, Dartmouth, Sarah Nicholson, Sir Wm. Wallace, Loudoun Castle, Hertfordshire. For Shanghai and Yokohama: Oberon (str.). For Hong Kong: Peterborough, Merse, Sophie, Fair Leader, Borealis, Cleta, Isles of the South. For Hong Kong and Foochow: Corypheus. For Singapore: Hesperia, Hopeful. For Penang: Parana. For Batavia and Sourabaya: Gladiator. For Colombo: Palmerston, Palestine. For Galle: Arabia.

**At LIVERPOOL.**—For Hiogo and Osaka: Isolina. For Yokohama: Edwin Bassett, Finzel. For Shanghai: Banian, Celestial Queen. For Singapore: Huddersfield, Glenlyon. For Manila: Maria, Juliana, Amigos, Trinidad. For Marseilles and Japan: Stord.

**At GLASGOW.**—For Singapore: Kate Carnie. For Penang: James Paton. For Batavia and Sourabaya: County of Elgin.

## SPOKEN.

JEVERLAND (N. Ger. barq.), Newcastle to Bangkok, June 7, 7 N., 23 W.
OCEAN GEM (barq.), for Japan, June 8, 8 N., 24 W.
HINDOSTAN, Bordeaux to Batavia, May 21, 3 S., 30 W.
JOHN PEACOCK, Cardiff to Shanghai, June 20, 25 N., 22 W.
NIEUWE WATERWEG (Dutch), Amstdm. to Batavia, May 15, 29 S., 30 W
DOUNE CASTLE, Clyde to Singapore, May 26, 11 S., 39 W.
SARAH SCOTT, Bangkok to London, April 8, 11 S., 104 E.
ESTRELLA, Manila to Liverpool, April 8, 11 S., 104 E.
SCOTTSWOOD, Ceylon to Havre, May 5, 33 S., 34 E.
ESAIDS TEGNER, from Saigon, May 26, 33 S., 15 E.
NABOB, Padang to Boston, May 9, 35 S., 29 E.
EUNOMIA, Colombo to Havre, April 20, 27 S., 59 E.
HENRY GRENFELL, Foochow to London, April 28, 26 S., 68 E.
ROBERT DRAPE, Rotterdam to Batavia, June 28, 47 N., 8 W.
N W R L (commercial code), (Dutch barq.), Batavia to Amst., June 10.
HENRIETTA (Dutch barq.), Java to Amsterdam, June 24, 45 N., 24 W.
FANNY KERSHAW, Liverpool to Batavia, 22 S. (?), 35 W.
GLENCLUNE, Cardiff to Japan, April 13, 36 S.
PERSIA (barque), Hamburg to Macassar, May 31, 14 N., 34 W.
STAD DOCKUM (ship), Amsterdam to Batavia, 41 N., 12 W.
ELLEN, London to Japan, June 5, 7 N., 24 W.
ACARD VAN NESS (?) (ship), Shields to Japan, 37 days out, May 1, 17 S., 30 W.
LIMOUZIN, Manila to Liverpool, June 12, 11 N., 29 W.
GRONDWET, Batavia to Middelburg, June 2, off Cape Recife.
JASON, Rotterdam to Batavia, June 29, 40 N., 6 W.
PAULINE CONSTANCE ELEONORE, Amstdm. to Bat., June 4, 50 N., 6 W.
HARMONIA, Hamburg to Shanghai, May 1, 2 N., 23 W.
ANNIE, of Scarboro', Sunderland to Galle, June 5, 9 N., 17 W.
JEANNIE, New York to Shanghai, April 27, outside the Straits of Sunda.
AMUR, Hong Kong to London, May 8, 6 N., 107 E.
TAMERLANE, London to Shanghai, 17 S., 31 W.
PRINCE GEORGE, Colombo to London, April 9, 25 S., 64 E.
RAVENSCLIFFE, Cardiff to Singapore, May 31, 7 N., 20 W.
PRIN DE LOS ANGELOS, Manila to Cadiz, April 29, 34 S., 17 E.
PETRONELLA, Sourabaya to Amsterdam, May 15, 23 S., 4 E.
KENNERNERLAND, Amsterdam to Batavia, June 26, 46 N., 10 W.
CHRISTINA, Amsterdam to Sourabaya, April 2, 2 N., 23 W.
PAULINE, Amsterdam to Java, July 4, 50 N., 6 W.
JAN V. SCHAFFELAAR, Batavia to Amsterdam, June 2, 44 N., 39 W.
INVINCIBLE, London to Hong Kong, May 27, 6 N., 24 W.
EMPRESS OF INDIA (ship), Cardiff to Singapore, May 28, 4 N., 24 W.
ARY SCHEFFER, from Sourabaya, June 1.
HEBE, Rotterdam to Java, July 2, in the Channel.
OCEAN, Rotterdam to Java, July 4, in the Channel.
LAMMINA ELIZABETH, New York to Hg. Kg., May 28, on the line, 28 W.
JACOBA HELENA, Rotterdam to Batavia, July 3, 48 N., 6 W.
WESTBURY, London to Japan, June 7, 39 N., 15 W.
SINDBAD, Amsterdam to Sourabaya, July 4, 7 N., 18 W.
DJAWA, Amsterdam to Batavia, June 6, 5 N., 29 W.
CATHARINA MARIA, Zierikzee to Batavia, June 5, 9 N., 26 W.
JOSEPHINE AMEDEE (of Marseilles), Havre to Hong Kong, May 21, 1 N., 30 W.
BURGEMEISTER HOFFMANN, Rotterdam to Batavia, May 24, 25 S., 24 W.
CLEOPATRA, Bordeaux to Batavia, March 1.
ANTRIM (of Liverpool), London to Shanghai, June 9, 4 N., 24 W.
MARIA LOUISA ANTOINETTA, Hamburg to Hong Kong, May 14.
SLIEDRECHT, Amsterdam to Samarang, July 5, 48 N., 9 W.
HOEK VAN HOLLAND, Rotterdam to Batavia, June 3, 7 N. 28 W.
UNDERLEY, Cardiff to Nagasaki, June 8, 15 S., 31 W.
MARARITAN (Dut. barq.), Hamburg to Hong Kong, May 28, 5 N., 26 W.
CORNELIS WERNARD EDWARD, Java to Holland.
MARY PEARSON, of Whitehaven, Liverpool to Batavia, 64 days out, May 11, 33 S., 23 W.
PELHAM, London to Penang, May 30, 36 S., 17 E.
PETER JOYNSON, Newcastle to Japan, 9 days out, July 2, 49 N., 12 W.
HAVELOCK, London to Japan, May 31, 5 N., 26 W.
BILDERDYK, Rotterdam to Batavia, June 4, 5 S., 32 W.
GRENADIER, Liverpool to Japan, June 6, 9 S., 34 W.
SCHELDE, Amsterdam to Samarang, June 13. 18 S., 34 W.
H. W. R. G. (ship), Siam to Falmouth, 25 N., 39 W.
CATHERINE (Span. barq.), Cardiff to Manila, May 4, 14 N., 28 W.

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### FREIGHTS AND CHARTERS.

Current rates of freight for vessels on the berth:—Per steamer to Japan, 100s. meast. To Yokohama: 40s. weight or meast. To Nagasaki: 40s. weight, 50s. meast. To Hiogo: 50s. weight or meast. To Tientsin: 60s. weight or meast. To Chefoo: 60s. weight or meast. To Shanghai: 35s. weight, 30s. meast; per steamer, 80s. meast. To Foochow: 50s. weight, 45s. meast. To Hong Kong: 35s. weight, 27s. 6d. meast. To Amoy: 50s. weight, 45s. meast. To Batavia: 25s. weight, 30s. meast. To Singapore: 30s. weight, 25s. to 30s. meast. To Ceylon: 20s. to 25s. weight, 20s. meast. At New York to China; $12 to $15 per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—For Shanghai: £44. For Hong Kong: £33. For Singapore: £25. For Galle: £25. From Newport, Cardiff, or Swansea per ton.—For Yokohama: £2. For Shanghai: £2 2s. 6d. For Hong Kong: £1 13s. For Singapore: £1 6s. For Galle: £1 6s.

### CASUALTIES.

A telegram from Galle, dated 4th July, states as follows:—"The Miss Preston, from Sunderland to Singapore, has been lost in the Straits of Sunda; crew saved."

Advices dated June 4, received at Amsterdam July 9, state that the Hollandia, Nieuwenhuis, from Amsterdam to Macassar, which put into the Cape of Good Hope with damage, had reloaded, and would proceed the following week.

Advices from Capetown, dated June 4, state that the Sydpolen, Silversparre, from Singapore to New York, which put into Table Bay May 27, for repair, was discharging.

A telegram received at Galle, dated July 17, states that the Alfred Storer, from Shields to Singapore, had been totally wrecked in the Straits of Sunda.

### MISCELLANEOUS.

At RIO DE JANEIRO.—June 11, Witch of the Wave, Bachalder, from New York, for Hong Kong, with damage to mainmast.

At ASCENSION.—May 24, Jacoba Cornelia (Dutch barque), from Batavia, and sailed 26 for Rotterdam.

Off ASCENSION.—May 20, Waterloo (Dutch ship), from Sourabaya, for Amsterdam; 24, Cornelius Gips (Dutch barque), from Batavia, for Rotterdam.

At ST. HELENA.—June 7, Carrick Castle, Peters, from Singapore, and sailed for London.

At TABLE BAY.—May 27, Sydpolen, Silversparre, from Singapore, for New York, for repairs.

At SIMON'S BAY.—May 20, Hollinside, Bains, sailed for Ceylon.

At ALGOA BAY.—May 21, Chryseis, Cowie, from Bangkok, and sailed 24 for Falmouth; 30, Queen of the West, King, from Colombo, put in for supplies.

Off RIO GRANDE BAR.—June 3, Guttenberg, from Hamburg, and sailed, 6, for Batavia.

At TABLE BAY.—June 4, Euphrosyne, Christie, and sailed for Batavia.

Fifty and sixty guineas have been paid at Lloyd's to effect reinsurances on the ship Gala, which sailed from Colombo, January 29, for London, and is considered overdue.

### LAUNCHES.

A fine barque of 460 tons register was launched last week from the building-yard of Messrs. Towers and Nesbit, Pallion. The launch was made in the smoothest and best of styles, and as she entered the water she was named The Stavers by Mrs. Hetherington. She is owned by Mr. G. Stavers, of Morpeth, and is intended for the China trade.

Messrs. William Denny and Brothers have launched from their building yard, Dumbarton, a handsome screw-steamship of 616 tons, builders' measurement, for Messrs. Jardine, Matheson, and Co., of Hong Kong. Her dimensions are:—Length of keel and forerake, 180 feet; breadth, 27 feet; depth moulded, 19 feet 3 inches. The vessel was named the Lismore.

### MISSING VESSELS.

Four vessels were last week "posted" at the Underwriters' Rooms as missing—involving a loss of four hundred lives, and from an underwriting point of view a loss of many thousand pounds. These four were the screw-steamer United Kingdom, from New York for the Clyde, full particulars of which, with the names of the passengers and crew, have been frequently published as she became more and more overdue; the screw-steamer Cheduba, from Calcutta for Rangoon, which left Calcutta on the 14th May, and is supposed to have foundered in the cyclone which swept over the Bay of Bengal on the 17th May. She, too, had a number of passengers; the ship Bombay, which left the Clyde on the 2nd of November last for Bombay; and the ship Golden Pledge, which sailed hence on the 26th January last for Castine, Maine. The United Kingdom formed one of the well-known "Anchor" line of Clyde packets, and was owned by Messrs. Handyside and Henderson, of Glasgow. The Cheduba was the property of the British India Steam Navigation Company, and was a Clyde-built iron steamer of 667 tons register. The Bombay was a ship of 890 tons, built in Dumbarton in 1859, and owned by Mr. Kerr, of Greenock. The Golden Pledge was a ship of 764 tons, built in New Brunswick in 1864, and was the property of Messrs. Thomson and Co., of Leith. She had undergone extensive repairs immediately before sailing.


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Dated this 12th day of July, 1869.

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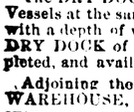

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| GALLE..... | Saturday, July 10, 2 P.M. And every alternate Saturday thereafter. | Sunday, July 4, 7 A.M. And every alternate Sunday thereafter. |
| MADRAS..... | | |
| CALCUTTA ... | | |
| PENANG ..... | | |
| SINGAPORE ... | | |
| CHINA ..... | | |
| JAPAN ..... | | |
| AUSTRALIA ... | Saturday, July 10, 2 P.M. And every fourth Saturday thereafter. | Sunday, July 18, 7 A.M. And every fourth Sunday thereafter. |

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And at Panama by the steamers of the
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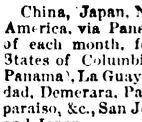

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Passengers and goods are booked

| | |
|---|---|
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THE PARTNERSHIP hitherto existing between JAMES DOW, JAMES H. WRIGHT, and WILLIAM S. MACLEAN, under the Firm of DOW and Co., ceases this day by efflux of time; the affairs of the Firm will be liquidated by Mr. JAMES DOW, who will sign the firm "in liquidation."

Shanghai, Dec. 31, 1868. DOW AND Co.

## NOTICE.

THE PARTNERSHIP hitherto existing between THOMAS BLAKE GLOVER, FRANCIS A. GROOM, EDWARD HARRISON, and RYLE HOLME, under the firm of GLOVER and Co., of Japan and Shanghai, ceases this day by efflux of time. The business in Shanghai will be conducted on and after the 1st Jan., 1869, under the style of GLOVER, DOW, and Co., in which Firm FRANCIS A. GROOM and JAMES DOW will be partners.

Shanghai, Dec. 31, 1868. GLOVER AND Co.

## TO PARENTS IN INDIA AND CHINA.

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Hong Kong, Aug. 15, 1867. CHAS. A. SAINT.

NOTICE TO ADVERTISERS.

THE DAILY CHINA MAIL.—Six pages; published every evening (except Sunday). Subscription, 24 dols. per annum. Circulates in Hong Kong and along the China and Japan coasts. Terms of advertising:—Ten lines and under, 1 dol.; each additional line, 10 cents; one-half of these charges for repetitions. In Chinese, 2 cents per character for any number of days during the current week.

THE OVERLAND CHINA MAIL.—Compiled from the *Daily China Mail*, is published twice a month on the morning of the English mail's departure, and is a record of each fortnight's current history of events in China and Japan, contributed in original reports and collated from the journals published at the various ports in those countries. It contains, besides, a Shipping List for Shanghai, Hong Kong, Canton, and Macao, and a complete Commercial Summary.

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HONG KONG.

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CHINA AND JAPAN.

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| Destination. | Ships. | Class. | Dock. | Last Shipping Day. |
|---|---|---|---|---|
| Hong Kong | Sophie..... | A1 14 yr. | W.I.D. | With des. |
| Shanghai ... | Sarh. Nichlsn | A1 14 yr. | W.I.D. | July 27 |
| Shanghai ... | Hertfordshre | AA1 | W.I.D. | With des. |
| Hiogo and Yokohama | Corsair ..... | AA1 | W.I.D. | With des. |
| Yokohama (Kanagawa) | Velocity..... | A1 14 yr. | W.I.D. | With des. |

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| Port. | Ship. | Class. | Dock. | Last Shipping Day. |
|---|---|---|---|---|
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| Shanghai ... | Carrick Cstl. | A1 16 yr. | E.I.D. | Aug. 30 |
| Shanghai ... | The Sir Jamsetjee Family | A1 14 yr. | E.I.D. | To follow |
| Hong Kong | Borealis ..... | A1 | E.I.D. | With des. |
| Hong Kong | Isles of South | A1 13 yr. | E.I.D. | Wit hdes. |
| Yokohama (Kanagawa) | Napier..... | AA1 | E.I.D. | With des. |
| Do. ..... | Osaka (new). | A1 17 yr. | E.I.D. | To follow |
| Nagasaki & Hiogo..... | Chanticleer.. | A1 10 yr. | W.I.D. | With des. |

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GELLATLY, HANKEY, SEWELL and CO. will despatch the following high-classed SHIPS from the East India Docks, as under:—

| Port. | Ship. | Class. | Tons. | To Sail. |
|---|---|---|---|---|
| Bombay..... | Salisbury ... | A1 13 yrs. | 1,113 | July 28 |
| Do. ..... | Euterpe ..... | AA1 | 1,197 | Aug. 10 |
| Do. ..... | Sam Mendel | AA1 | 1,033 | Aug. 25 |
| Calcutta..... | Alumbagh... | A1 13 yrs. | 1,137 | Aug. 5 |
| Shanghai ... | Dartmouth .. | A1 14 yrs. | 933 | July 28 |
| Hong Kong | Merse ..... | A1 13 yrs. | 628 | With des. |

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JOHN C. CAMPBELL will despatch the following splendid first-class VESSELS:—

| Destinatn. | Ships. | Class. | Tns. | Dock. | Date of Sailing. |
|---|---|---|---|---|---|
| Colombo .. | Palmerston | A1 15 yr. | 855 | W.I.D. | Aug. 5 |
| Malabar Coast | Star of Jamaica ... | A1 9 yr. | 306 | L.D.K. | Aug. 2 |

No. 22, Great St. Helen's, E.C.

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Malabar Coast. Will meet with the usual quick despatch.

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THE LONDON & CHINA TELEGRAPH.

THE ELEVENTH Vol. of this JOURNAL commenced on the 4th of January, 1869, The Subscription for three numbers per month is 30s. per annum, including Postage, and to the Export Supplement 12s. extra. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

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FRENCH MAIL EDITION.]

# The London and China Telegraph.

新聞紙

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON THE ARRIVAL OF THE FORTNIGHTLY ENGLISH, AND MONTHLY FRENCH MAILS FROM CHINA, JAPAN, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A SUMMARY OF NEWS FOR THE OUTWARD MAILS.

VOL. XI.—No. 321.] LONDON, TUESDAY, AUG 3, 1869. [Price 9d., with Sup., 1s. 3d.—Sub. 30s. per ann. postage, included. Sup. 12s. extra.

## Latest Advices.

| Ports. | From London | Arrived out. | HOMEWARD. Received this day. |
|---|---|---|---|
| JAPAN — Yokohama | April 15 | June 4 | June 8 |
| Yedo | — | — | June 7 |
| Osaka and Hiogo | | | |
| Hakodadi | | | |
| Nagasaki | | | |
| CHINA — Peking | | | |
| Tien-tsin | | | |
| Chefoo | | | |
| New-chwang | | | |
| Hankow | — | — | June 8 |
| Kiu-kiang | — | — | June 9 |
| Chin-kiang | | | |
| Shanghai | April 23 | June 6 | June 11 |
| Ningpo | | | |
| Foochow | April 23 | June 7 | June 9 |
| Formosa | | | |
| Amoy | | | |
| Swatow | | | |
| Hong Kong | April 23 | June 2 | June 17 |
| Canton | — | — | June 16 |
| Macao | — | — | June 16 |
| PHILIPPINES— Manila | | | |
| COCHIN-CHINA— Saigon | — | — | June 20 |
| SIAM — Bangkok | | | |
| BORNEO—Labuan | | | |
| Sarawak | | | |
| JAVA — Batavia | — | — | June 20 |
| Samarang | | | |
| Sourabaya | | | |
| MALACCA STRAITS— Singapore | — | — | June 26 |
| Penang | — | — | June 28 |
| CEYLON — Galle | — | — | July 6 |

### THE MAILS, &c.

The inward French mail delivered this morning is one day late, and by some accident the bulk of our despatches, correspondents' letters, &c., have not reached us. The mail, however, brings but very few days' later advices, and the news is meagre in the extreme.

The next inward mail will bring dates as follow:—Yokohama, June 16; Shanghai, June 18; Hong Kong, June 24; Singapore, July 2; Galle, July 11. It may be expected on Monday next, and will be the first of the P. and O. homeward mails conveyed direct from Yokohama to Hong Kong, by which a saving of five days is effected in the transit from Japan.

Telegrams in advance of the succeeding mail (Hong Kong, July 7) were received *via* Galle on the 27th ult.

## List of Passengers.

PASSENGERS OUTWARD.

Per P. and O. steamer *Bangalore*, from Southampton, July 24.—To Shanghai: Mr. Eustace. To Hong Kong: Mr. R. Johnson. To Ceylon: Mr. H. de Bangy.

Per P. and O. steamer *Ripon*, from Marseilles. August 1.—To Hong Kong: Mr. E. Spring. To Batavia: Mr. and Mrs. Pietermaat. To Penang: Mr. Brown. To Ceylon: Mr. W. J. Carver.

Per P. and O. steamer from Suez, August 8.—To Hong Kong: Mr. and Mrs. Bade, Mr. F. Dreyer, Miss Baillie.

Per P. and O. steamer *Syria*, from Southampton, August 21.—To Ceylon: Mr. W. Raikes.

Per P. and O. steamer *Bangalore*, from Marseilles, August 29.—To Shanghai: Mr. J. J. Tucker, Mr. Douglas Jones. To Singapore: Mr E. J. Tolson.

Per P. and O. steamer from Suez, Sept. 5.—To Hong Kong: Mr. and Mrs. C. C. Smith.

Per P. and O. steamer, from Southampton, Sept. 4.—To Hong Kong: Mrs Hackin.

Per P. and O. steamer from Marseilles, Sept. 12.—To Shanghai: Mr. Russell.

Per P and O. steamer from Southampton, Sept. 18.—To Hong Kong: Mr. J. Y. Vhaw. To Ceylon: Mr. M. Finch.

Per P. and O. steamer from Southampton, Oct. 20.—To Hong Kong: Mrs. E. Arthur. To Ceylon: Mr. E. Buchanan.

Per P. and O. steamer from Marseilles, Oct. 28.—To Ceylon: Mr. and Mrs. M. H Thomas, Miss Creswell, Mr. J. W. Gossett, Mr. Stanley Daniell, Miss Sconce.

## Summary of News from the Far East.

### CHINA.

#### SHANGHAI.

Our advices from Shanghai extend to the 11th June; the outward mail of April 23 was received there on the 6th June, and conveyed London telegrams to the 15th May. The following summary of news is from the *North China Herald*:—

The week has been a very uneventful one; indeed the large arrivals of tea from Hankow are almost the only point worthy of note.

It seems likely that the Shanghai market will be well supplied with teas. In addition to the cargoes of the *Hirado*, *Moyune* and *Rona*,—some 35,000 chests, the *Fire-Queen*, *Plymouth Rock* and *Hang-chow*, carrying about 50,000 chests, have all come in, having sailed without waiting for their regular days. Buyers need therefore be under no apprehension *re* deficient supplies; nor in any hurry to make contracts.

The homeward bound steamer *Erl King*, which came down from Hankow on Sunday (June 6), with the first of the new season's teas, got on shore near the Hellespont wreck, but fortunately got off again and went out to sea on the 9th; the *Forward Ho* and *Titania* having both since started.

Apropos of tea, our readers have no doubt been interested in the description printed by the London *Daily News*, of a gorgeous ball lately given by the Chinese embassy, in Paris. The excellence of the wines was a theme of universal comment; but "the rarity of the evening was some tea made in the Chinese way, with cold water!" Couldn't Mr. Burlingame introduce a few more novelties?

Mr. F. P. Knight has written a valuable letter on the troublesome question of residence in the interior. Mr. Knight suggests the appointment of Foreigners—to be employés of the Chinese Government—to act as Controllers of Foreigners. Arrests of Foreigners in the interior to be at once reported to these officers, who will see that the prisoners are properly treated, forwarded to their consuls if in fault, or compensated for their annoyance if innocent.

An illustrative case of domestic slavery happened here lately, on the occasion of the failure of the large pawnbrokers' establishment in Hong-que. Two young girls were found in the house. The creditors demanded that they should be sold as assets; the magistrate, however, would not sanction the barbarity, refusing on the ground that he could not then control their future career. They did not know anything about their parents, so were given by the authorities to a respectable family in the city.

We hear that the Church Trustees have resolved to apply to the Foreign-office for a renewal of the grant in aid of the chaplain's salary, which was surrendered by their predecessors some years ago. It will be remembered that the architect promised the new church should be ready by the first Sunday in June; and we believe it was so, and might have been formally opened had no other difficulty intervened. Doubts were expressed as to whether the organ could be well heard from the place assigned it in the new church. It has been fixed, and we are glad to hear that the transmission of sound is good.

A case largely affecting Foreign interests came before the Mixed Court. An office boy in the employ of Messrs. Walsh and Co. printers, was charged with stealing a quantity of paper. He declared at first that he was incited to do so by Enam, a native stationer, but withdrew his accusation next day, and the case, as against the latter, fell to the ground. We know nothing of the merits of the present case, but we are painfully aware that thefts of type and paper are by no means uncommon, and the inference that Chinese printers benefit by the crime is difficult to avoid. There can be no other market for the stolen property, and the re-

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ceivers cannot very well be ignorant that it is stolen property they are buying.

With reference to the demolishing of Mr. Jenkins' house, at Kinhwa, alluded to in our last issue, we learn it was accomplished through the influence of a combination of the literati. They first involved the landlord in their debt, and got him to make over the property to them, thinking thus to wrest it from the occupant. But this would not do; he held it by too good a title. The landlord could not make over to them what he had already transferred to another, by legal papers not easily set aside. Not to be foiled, they took the house down and removed it to a temple, where it was "deposited for safe keeping." At other places in the neighbourhood of Hangchow the missionaries have been threatened with similar proceedings. We shall look with interest to see what course the American authorities will take in the matter.

The party of gentlemen who have been exploring the Upper Yang-tsze returned to Hankow on the 30th May, having visited Chunking and confirmed the previous reports of its commercial importance. The news of the tea market is satisfactory, rates continuing much lower than last year and tending downwards.

The following letter has appeared, on the opening of the tea season:—

(To the Editor of the *North China Herald*.)

"Sir.—Will you allow me through your medium to lay a few facts before those whose fingers are again itching to open this market, in the forlorn hope that they may see that, by a little waiting, they may operate on almost whatever terms they choose to dictate to the teamen? The settlements at Hankow to 4th June amount to ten and a-half million pounds against eleven and a-half million pounds to 13th June last year, the comparative stocks at that port on above dates are 40,000 chests against 15,000 chests, and in addition to this excess we have to-day in Shanghai considerably over one hundred chops represented, against none last year, with steamers daily arriving fully laden. The Hankow settlements alone are at the rate of thirty millions of pounds per month, and we have not yet heard from Foochow. Suppose the transactions at that port are on the same scale, five months' London deliveries will have been bought in China in one month! I don't think it is necessary to be a Chaa-sze to know how to act under the above circumstances, and if Taipans would regulate their actions by facts as well as by their tea-tasters' palates, I think the Shanghai tea market would not be opened in a hurry this season. There is also another very strong reason for delay. Teas this season are notoriously badly made, so much so that in many instances the musters are already out of condition. Therefore, by letting teas remain here the Chinese will have to bear the risk of deterioration, and the exporter will know more accurately what value he is getting when he buys.—Yours faithfully, Experience."

## Imports.

Piece Goods.—No improvement can be noted in any class of manufactured goods, and the demand continues very languid. Grey Shirtings: Small sales from first and second hands are reported at a slight fall on last prices—say at Tls. 1.9.7 to Tls. 2.1 for 7 lb., and Tls. 2.1.8 to Tls. 2.2.2 for 8-4 lbs. Heavy Goods are also lower, and in very limited inquiry. The stock is to-day estimated at 1,075,000 pieces, including all recent arrivals. T-Cloths show a decline in value, but many holders refuse to entertain offers of current rates; 8 lbs. 36 in. are slightly firmer at the close, and tend upwards. In other descriptions the business is so limited as not to call for report.

Metals.—Nail Rod Iron: A large business is reported in Nail Rods during the past week, chiefly in parcels "to arrive;" some 25 to 30,000 piculs having changed hands at lower prices. Stocks are increasing, and small sizes are daily becoming more difficult to realise. Bars are in request; but for these, as well as rods, lower rates have to be accepted. Lead: Market is quiet at Hankow. Sales have been made at Tls. 6.6.5.

Coal.—Arrivals—Corona, Lady Bowen, John R. Worcester, and Gustav Adolph, all from Australia. Rates are consequently lower for Australian, and sales have been made at Tls. 5.80 for Newcastle kinds; Sydney are at little better quotations. Other kinds remain without alteration.

## Exports.

Tea.—During the past week there have been large arrivals of Black Teas from Hankow, for sale on this market. About 120 chops are now offering, and it is rumoured that several have been settled, but this requires confirmation. There is no doubt that the market will be freely opened here in a day or two, and seeing the heavy stocks it is but reasonable to expect buyers to secure Teas on terms more to their own advantage than the operations of late years have shown. The natives say they are heavy losers already. In Green Teas there is nothing to report.

Silk.—About 300 bales of the new season's Silk have arrived, chiefly 4½ to 5 "Lingho" Tsatlees. As yet no purchases have been reported, but the Chinese appear confident of obtaining Tls. 440 to 450 for this class of silk, it being said that offers of that price have been made by Foreigners. This would lay down the silk at considerably over London quotations. About 1,200 bales are expected down for the English mail of the 18th, when it is expected the market will be fairly open. The bulk of arrivals are for shipment on Native account, and a small proportion are contracts.

## Exchange and Bullion.

Business has been on very limited scale for this mail; and though the demand for Bank bills was inactive, private paper has been in great request, and found easy buyers at 6s. 1¾d. for credit, and 6s. 2d. for documentary paper. Rupees have been sold at 308. On Hong Kong 23¼ per cent. is the rate. Dollars show a great firmness at 76.40. Money tight.

Bullion.—Gold Bars: Peking, 98 touch, Tls. 171.50 per 10 Tls. Shanghai weight. Bar Silver: 111.4 Shanghai Tls., per 100 Tls. Canton weight Mexican Dollars, 76.40; Carolus Dollars, 78.45; Copper Cash, 1,510 per tael.

## HANKOW.

The following interesting memorandum regarding the lately-finished English church at Hankow is published in the *North China Herald*:—

This church, dedicated to St. John the Evangelist, was commenced in January, 1868, under the superintendence of Mr. Hugh Morrison, C.E, then resident at Hankow; but from delays in obtaining building materials the foundation stone was not formally laid until June, 1868, by W. H. Medhurst, Esq., H.B.M.'s Consul. The church is now completed, fenced in with a keeper's lodge, and the grounds very tastefully laid out; and on Thursday, the 20th May, was transferred from the building committee, Messrs. Beveridge, Ringer, and Aitken, to the church trustees, with a balance in hand of about 20 taels. The cost has been 5,700 taels, and about 500 taels in addition subscribed for pulpit, reading desk, &c., from England, including 40 taels from Mr. Gibb, for altar rail, 40 taels from H. Beveridge, Esq., for communion table, who also presented the tablets for chancel, and a very handsome surplice and scarf given by his friends in England.

The church was dedicated on the 7th of November, 1868, by the Bishop of Victoria, then visiting Hankow, and although in a very unfinished state was, by the great exertions of the committee and the superintending architect, so far prepared as to allow of the ceremony taking place, and was finally opened on Rogation Sunday by the Rev. Canon McClatchie, Consular Chaplain, assisted by the Rev. A. Hoehing, of the American Episcopalian Church, and the Rev. E. W. Syle, of Shanghai.

The church and lodge are executed from designs by Wm. Kidner, Esq., architect, Shanghai. The church up to plinth is built of lime stone, above that in brick plastered, with stone coping to gables and roof covered with American shingles. The nave, vestry, and organ chamber roofs are open timbered, seamed, and varnished. The ceiling of choir and vestry are groined; the vestry and organ chamber are divided from choir by very handsomely carved screens. The seats are open. The pulpit, reading desk, communion table and chairs are in carved wainscot, by Cox and Son, of London, who also supplied the font in Caen stone; altar rails decorated in blue and gold. The apse windows are covered by the Diaphanic process, sent out from England by Mr. Prince, of Hankow, fixed and completed by Messrs. Ringer and Cope.

The church is much admired by the residents and visitors, and reflects great credit on all who have been employed at the work, particularly W. Assiter, Esq., of the Legation and Consular Works Department, who, on his arrival in Hankow in October last, volunteered his services to the building committee to superintend the works of the church to completion, should he remain so long at Hankow. Fortunately for the community, Mr. Assiter has done so, and by his untiring zeal and active exertions the church has been so successfully completed. The building committee on Wednesday last presented Mr. Assiter with a letter of thanks, and a souvenir of the value of one hundred taels, as a mark of their regard for the very valuable assistance he has rendered them in connection with the church.

This is the second church built at a river port on the Yangtsze, and is another proof of the zeal and devotion of English Churchmen to provide Church services according to the Church of their native land.

## FOOCHOW.

Messrs. John Odell and Co.'s Circular, dated June 8, gives the following on the opening of the tea season at this port:—

Tea.—In our report dated 21st ultimo we advised that the new season's teas had commenced arriving, since when they have come to hand very freely, the total to date being 225,000 chests Congou, against 243,776 chests same time last season. The quality of the crop is, we regret to say, most indifferent. Most of the well-known chops of Kaisow have now come to hand, and though possessing real quality, cannot compare with those of last year's growth, and we are of opinion that many of the teas from this district and Sinchune have been damaged by heavy rains.

The "Ching Wo" Teas are in full supply, many parcels are really fine, but wanting in strength. The most marked depreciation in quality is in those Teas from the "Sucy Kut," "Yung How," "Kin Yong," and "Sa Yune" districts, nearly the whole of which are much mixed with old leaf.

Pakling kinds have come to hand much more freely than ever before known, and in consequence are, as a rule, very poor both in appearance and liquor. Souchongs are not expected to arrive in quantity for about a fortnight. Oolongs have not come to hand so freely as last season, but show a marked improvement in quality. Scented Teas: No fine parcels have as yet been placed on the market, the flower used in scenting being somewhat backward. Business has not yet been commenced, and we do not hear of any offers having been made. Teamen are much pressed, owing to want of funds; but there is so wide a difference between the views of buyers and sellers that, apparently, there is no immediate prospect of the market being opened.

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The English mail of 23rd April was delivered yesterday (June 7), and the accounts of the state of the London market are so unsatisfactory that intending buyers are likely to act even more cautiously.

# Commercial Report.

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## CHINA AND JAPAN MARKETS.

A supplement to Messrs. Olyphant and Cos'. Circular gives the following particulars of the changes that have taken place at each port during the few days that have elapsed since our last advices.

### Hong Kong.

Imports.—Since the departure of the English mail on the 9th instant transactions have been on a most limited scale. In raw cotton, Bombay staple only has been dealt in, and sales of this kind have been small, and at rates hardly up to those last advised. Cotton yarns have been very quiet, and only one small transaction has been reported; a slight enquiry exists, and holders are rather firmer at the close. In piece goods, sales from private hands have been of the most trifling nature; dealers have declined to make offers, and have supplied themselves from the public sales of damaged goods, and to effect settlements privately, holders would have to accept still lower rates.

Freights.—Tonnage is becoming more plentiful, and rates are slightly weaker. Arrivals have been principally small craft, while large vessels are still in fair demand to load from this to San Francisco. Homewards but little is doing.

Exchange.—Operations have been upon a very small scale, and with but small offerings of private paper, rates have gone slightly lower. We quote six months' sight Bank bills on London 4s. 7¼d.; private, 4s. 7⅜d. to 4s. 8d.

### Canton.

*June 15th.*—No change has taken place, and our markets remain as last advised; there are no indications of an opening of the tea market, and nothing has been done in silk.

### Amoy.

*June 12th.*—Teas come in but slowly, and arrivals foot up about 1,411 packages Scented Orange Pekoe and 3,604 packages Congo, for which no offers have as yet been made. A few hundred packages Oolongs have been received, but no musters have yet been shown, though the teas are said to contain less dust than last season's.

### Foochow.

*June 10th.*—Arrivals of new teas have continued until stocks amount to 236,000 chests of Congou and 20,000 half-chests of Oolong, and with this large quantity of tea offering our market is still unopened, and at present there are no indications when business is likely to begin. The only settlement has been the purchase of 405 chests old common siftings, taken at Tls. 9.3 to 9.6 o.b. for the flooring chop of an Australian vessel. No Souchongs have yet come to hand.

### Shanghai.

*June 10th.*—The latest dates from Hankow are to the 5th inst., up to which time settlements of tea amounted to 110,000 chests. Prices were declining, and considerable quantities of tea were being shipped to this port on native account. No business has as yet resulted at this, though reported offers will most likely lead to settlements. Our stock amounts to 40,000 chests. The departures for London with new teas have been the Erl King and Forward Ho. Raw Silk: The arrivals of new crop amount to some 500 bales, upon which stock the market was opened yesterday at Tls. 440 for red peacocks, and since then about 300 bales have been settled at prices ranging from Tls. 400 to 480 for medium chop Tsatlees. These rates show a decline from last year's opening prices of about Tls. 20 per picul.

Imports.—But very little business has been transacted in Grey Shirtings, and the speculative demand which existed for goods "to arrive," previous to the despatch of the mail of 3rd instant, seems to have entirely subsided. T-Cloths likewise meet with but little attention. Nothing whatever has been done in American Cotton Goods. In Woollens there is a slight demand for Long Ells of good assortment, at Tls. 6.50 to 6.55 per piece.

Exchange.—But little Sterling is offering, and the rate for 6 months' sight Credit Bills is at 6s. 1⅞d. to 6s. 2d. to private buyers and banks respectively. One bank is open to draw at 6s. 1¼d.

### Yokohama.

*June 7th.*—Imports.—The market has been very dull, the only inquiry in any article being in Cotton Yarns, of which stocks are very light.

Exports.—Some 1,000 piculs of new tea have come to hand from the adjacent districts, the quality of which is considered satisfactory; further increased supplies are shortly expected. Holders are asking about ten per cent. above last season's opening prices. Silk.—Settlements amount to about 60 piculs, leaving a stock of old of 200 piculs, held at previous prices. Advices from the interior continue favourable as to progress of the new crop.

# Shipping Intelligence.

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## ARRIVALS.

At Tientsin.—From London, June 24, Farningham (reported by telegram).

At Shanghai.—From London, June 4, St. Andrew's Castle, Maiden Queen; June 12, Ada; from New York, June 8, Jeanie (reported by telegram previous to July 2); from London, Rolla; from Cardiff, Lord Macaulay.

At Saigon.—From Marseilles, June 4, Denis; from Bordeaux, June 6, Auguste and Gustave; from Bourbon, June 11, Rosario.

## DEPARTURES.

From Hankow and Shanghai.—For London, June 9, Erl King (str.).

From Saigon.—For Bordeaux, June 12, Chateaubriand; for London, June 14, Empress.

From Penang.—For London, July 19, Maxima (reported by telegram).

## SHIPPING POSTSCRIPT.

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Arrivals not in the Tables.—July 29, at Falmouth, from Rangoon, Richard McManus; 30, Cameo; June 12, at Callao, from Yokohama, Wrestler; July 16, at San Francisco, from Hong Kong, Parsee; 17, Mispine (?); at New York, from Amoy, Aug. Friederich; 18, at Boston from Foochow, Gabalva; August 2, at London, from Shanghai, Undine; at Deal, from Manila, Solent; 1, at Falmouth, from Rangoon, Elizabeth Ann; —, at Deal, from Foochow, Henry Grenfell; 2, from Singapore, Belle of Southesk; from Colombo, Spirit of the North; at Falmouth, from Sourabaya, Henry; 1, off Falmouth, from Akyab, for Copenhagen, Dorothea Melchior; July 28, off Scilly, from Batavia, for Rotterdam, Triton; 29, at Brouwershaven, from Pasaroeang, Susanna and Johanna; 20, at San Francisco, from Hong Kong, Japan (str.); August 3, at London, from Singapore, Argo.

Departures.—From Amsterdam, for Sourabaya, Alcyone; July 29, from Sunderland, for Shanghai, Amadine; 31, from London, for Yokohama, Napier; 29, from Cardiff, for Hong Kong, Agatha Johanna; 30, from Liverpool, for Yokohama, Finzel; 17, from San Francisco, for Hong Kong, Nicoline; 2, from Rio de Janeiro, for Java, Finella; Aug. 2, from London, for Penang, Parana.

Laid on.—At London, for Penang, Alvington; at Liverpool, for Yokohama, Caractacus; for Hong Kong, Vistula; at Glasgow, for Yokohama, St. Dunstan; for Singapore, Loch Ken.

Spoken.—John Lidgett (ship), London to Shanghai, June 13, 26 S., 24 W.; Elizabeth (Dut. ship), Amsterdam to Batavia, June 26, 7 N., 26 W.; John Peacock, Cardiff to Shanghai, July 1, 8 N., 24 W.; Peruvian, New York to Yokohama, May 27, in Gaspar Strait; Californie, Sourabaya to Amsterdam, July 14, 39 N., 35 W.; Auguste, Samarang to Amsterdam, April 24, 7 S., 104 E.; Betty, Tjilatjap to Amsterdam, May 16, 26 S., 58 E.; Krimpen aan der Lek (Dutch barque), Rotterdam to Sourabaya, June 25, 8 N., 23 W.; Evening Star, London to Hong Kong, June 13, 1 S., 27 W.; Dos Hermanos, Liverpool to Manila, May 27, 26 S., 54 E.; John Watt, Cardiff to Yokohama, June 12, 38 N., 20 W.; Ensign, Cardiff to Nagasaki, June 13, 20 S., 30 W.; Hindostan, Bordeaux to Batavia, May 30, 26 S., 28 W.; Agra, Colombo to London, April 27, 19 S., 70 E.; Acacia, Colombo to Havre, May 17, 32 S., 31 E.; Eunomia, from Colombo, June 22, off Ascension, going in; Henry Reed, Cardiff to Shahghai, July 1, 8 N., 25 W.

## LATEST TELEGRAMS.

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### (Received via Galle, July 27.)

### JAPAN.

Yokohama, June 30.—The recapture of Hakodadi by the Mikado's troops is confirmed. The steamer *Hayomaro* has been totally lost near Yokohama. Several Europeans were drowned. The finances of the country are very disorganised, and paper money is being forced on the people under pain of death. Trade, both native and foreign, is paralysed.

### CHINA.

#### COMMERCIAL.

Hong Kong, July 7.—Gray Shirtings, 6½ catties, 8¼ lb., $2 83c. Water-twist, 16 24, $1 32½c. Cotton: Bengal fair medium, $1 7c. The Canton Tea-market opened 6 to 7 taels lower than last year, and the Foochow market 4 to 6 taels lower. Total export (China and Japan), 19,000,000lb. Exchange on London, bank bills, six months, 4s. 6½d.

Shanghai, July 2.—Gray Shirtings, 6½ catties, 8¼ lb., 220 taels. Cotton, Shanghai, 16 taels. Silk, quiet, but unchanged. Export to date (China and Japan, from commencement of season) 5,250 bales. Exchange on London, bank bills, six months, 6s. 0¼d. Freights: Tea, £2 10s.

## BIRTHS, MARRIAGES, AND DEATHS.

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### BIRTHS.

Ripley—On the 28th July, at Surbiton, the wife of John Anthony Ripley, Esq., of a daughter.

### MARRIAGES.

Batchelor—Roth.—On the 14th July, at St. Stephen's, Bayswater, Henry Crou h Batchelor to Elisabeth Ann, widow of Ernst Roth, Esq., and daughter of the late Henry Orme, Esq. No cards.

### DEATHS.

Balfour—On the 29th July, at 32, South-street, Park-lane, London, George Edmond Balfour, Esq., merchant, Manchester, of Woodhayes Hall, Cheshire, and Sidmouth, Devon, eldest son of the late Robert Balfour, Captain, R.N., of Southfield, Stirling.

Little—On the 24th July, at Guernsey, Mary, third daughter of Robert Little, Esq., M.D., Singapore, aged 13. Friends will please accept this intimation.

Souza—On the 28th July, at St. Jean-Dieu, Paris, Alfred de Souza, eldest son of M. F. de Souza, Singapore.

Steward—On the 20th June, at his residence, 2, Little Stanhope-street, May Fair, Thomas Steward, Esq., in the 76th year of his age.

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# PARLIAMENT.

## HOUSE OF COMMONS.

### THE RED SEA ROUTE TO INDIA AND CHINA.

(July 26th.) Sir J. Elphinstone drew attention to the practice of sending naval officers out to India *via* the Red Sea during the summer months, when the heat was so intense that it had been determined that Her Majesty's military forces should not be subjected to it, and stated, in accordance with the recommendations of the committee which sat in 1858, a service of magnificent transports had been established for the purpose of conveying our troops to India by the Red Sea route. That sea was 1,240 miles long, was of immense depth, and throughout the greater part of its length it ran between inaccessible mountains. He need scarcely say that the heat of this trough in the summer was almost unbearable. To make matters worse, the wind for nine months in the year blew down towards the ocean, and the result was that a vessel starting from Suez keeping pace with the wind found herself in a calm without having a single breath of air to blow the smoke from her deck, while the heat on her deck was usually 100 deg. From continual evaporation the density of the water in the sea was one-fourth more than that of the ocean, and consequently the speed of the vessels was impeded to a considerable extent, while the heat of the surface water was usually 3 deg. above that of the atmosphere, varying from 80 deg. to 106 deg. of heat. As might be imagined, the mortality attending a six days' voyage along this sea was very great, especially during the months of June, July, August, and September. Any one who ordered an officer to go this voyage during those months incurred a very grave responsibility, which he should be sorry to take upon himself. An honourable member of that House, who was connected with a large commercial firm in India, had authorised him to say that no mercantile firm in India would send out an assistant in these months, except upon the greatest possible emergency. He trusted that the right hon. gentleman would take the matter into his earnest consideration, and endeavour to follow, as regarded the naval officers, the course that had been already taken with respect to the officers of the army. He had no personal acquaintance with Sir H. Kellett, and he had only brought the question forward in the general interests of the navy.

Mr. Childers said that the interesting remarks of the hon. gentleman as to the density of the water of the Red Sea should have been addressed to the Peninsular and Oriental Company rather than to any member of the Government, inasmuch as the Government had no ships in the Red Sea at present, while the Peninsular and Oriental Company had one each way in it every week. He had to inform the hon. baronet that no such practice as that of sending naval officers out to India *via* the Red Sea during the summer months prevailed at the Admiralty. The custom of the Admiralty was to send naval officers out, both in the summer and the winter months, by the long sea route. Three-fourths of the officers sent out during the last year had gone by that route. The Government transport ships between this country and India did not run in the summer months, but only in the eight cooler months, and as it was easy to manage that the reliefs should be sent out in these latter months, the Government avoided as much as possible sending out either officers or men during the four summer months. Directions had been sent to India that the authorities there should as far as possible avoid sending home men in the hot months. But when his hon. friend asked him to give a pledge that under no circumstances whatever should an officer be sent by the Red Sea in the summer months, he must decline to give any such pledge. It had been arranged that Sir Henry Kellett should go out by the Red Sea route and meet Sir Henry Keppel at Singapore. A departure from that arrangement would have led to much inconvenience. During the last twenty years it had been the invariable custom for the officer appointed to Sir H. Kellett's command to go by the Red Sea route.

### THE ROUTE TO WESTERN CHINA, &c.

(July 27th.) Mr. Baines asked the Under-Secretary for India whether he objected to lay on the table of the House papers relating to the route of Captain W. C. M'Leod from Moulmein to the frontiers of China, and to the route of Dr. Richardson on his fourth mission to the Shan provinces of Burmah, or extracts from the same.

Mr. Grant Duff: My attention having been called to the documents by the hon. member for Wakefield I found that, so far back as 1867, Colonel Yule wrote of them in the following terms:—"As the only modern records of visits to the obscure regions of which they treat, and the sole trustworthy materials for their geography, surely they ought to be published." I have little doubt that if the events of the mutiny had not called off the attention of the Indian Government from the Indo-Chinese Peninsula, Colonel Yule's suggestion would have been followed up, and now, in happier times, I am glad to be able to show my respect for the opinion of that very distinguished man by laying the papers on the table of the House.

### OFFICERS OF THE ARMY IN JAPAN.

(July 29th.) On the order of the day for going into Committee of Supply,

Colonel North, in rising to bring under the consideration of the House the present position of the officers of the army stationed in Japan as to pay and allowances, said that as the question did not involve either religion or politics it need not take up much time. Both the Secretary of State for War and the Field Marshal Commanding-in-Chief had recommended that the rates allowed for Japan should be assimilated to those granted in China. The officers originally received the same pay and allowances as those in China, but a short time ago a deduction of 25 per cent. was made from the allowances granted to the officers stationed in Japan, on the ground of certain advantages enjoyed by them, which had, however, all disappeared, while the cost of living there remained very high. The first to suffer were the officers of the second battalion of the 9th Regiment, who in October, 1867, in a memorandum which was laid before Major-General Guy, and by him transmitted to the Military Secretary of the Horse Guards, represented that the necessary expenses to which officers serving in Japan were subjected far exceeded even those which prevailed in China. Notwithstanding this they had been subjected to a reduction of one-fourth of the allowances granted in China, so that they had to meet largely increased and increasing expenditure upon reduced allowances. That letter led to a request from the War-office to Maj.-Gen. Brunker to obtain trustworthy evidence of the cost of living in China and Japan respectively. Maj.-Gen. Brunker, in a letter dated "Head-quarters, Hong Kong," stated that he had assembled boards of officers in both countries, and that the Hong Kong board reported that the cost of living at that station had increased from twenty-five to thirty per cent. during the last ten years. The report of the Yokohama Board showed that the salaries of the *employés* of the banking and mercantile houses varied from £300 to £500 per annum, exclusive of board, lodging, and medical attendance, which income they received also while on leave in England one year in six, their passage money being also paid out and home. On the 17th of June, 1868, Major-General Brunker made his report to the Horse Guards. It had been stated that the allowances granted to the officers in Hong Kong and China were necessary, because it was impossible for them to do their duty without the use of "chairs," and that the officers in Japan did not require "chairs," and were, therefore, not put to that expense. The winter, however, at Yokohama was long and very severe, and the price of coal was enormous, amounting sometimes to twenty-two dollars a ton. The officers at Yokohama were also obliged to pay for the water they used. Upon the arrival home of the 9th Regiment, at the half-yearly inspection, held at Dublin on the 6th of October, 1868, a respectful remonstrance was made to General M'Murdo, who was then the general in command, against the reduction of twenty-five per cent. from the China scale of allowances enforced against the officers serving in Japan. The officers stated that the Commission at Hong Hong had sent in its report, but that no reply had yet been received to their representations. On the 18th of November, 1868, a letter was received from Secretary Sir J. Pakington, stating that he had applied to the Lords of the Treasury for their consent to allow the rates allowed for Japan to be assimilated to those granted in China. On the 22nd of March, 1859, General Peel, the then Secretary at War, pressed, in the strongest manner, that the Indian allowances should be granted to officers of the British army in China, and on the 24th of March that request was granted. On the 12th of April Mr. Herbert expressed his opinion that the Indian allowances to those troops should be continued, and on the 7th of May that proposal was approved by the Treasury, who, however, suggested that the Indian troops should be removed from Hong Kong at the earliest opportunity. The result of the removal of the Indian troops from that station had been most disastrous to the European troops, who had then to perform escort duties themselves, hundreds of men in each battalion dying or being rendered incapable of performing their duty in consequence. On the 7th of March, 1862, the War-office forwarded the commuted allowance recommended by a committee, of which the Treasury expressed their approval in April of that year. On the 4th of September, 1862, Sir G. Lewis proposed that the Indian rate then in force should be continued as long as the exceptional high prices of provisions and lodging should continue, and on the 17th of September it was decided that the Indian allowances should be continued to the end of the financial year. In December, 1862, the Secretary for War stated that he was unable to recommend any reduction in the allowances to the British troops serving in China. On the 12th of July, 1863, the Treasury announced that they did not object to continuing those allowances for another year. The hon. and gallant member then read a number of extracts from letters from Hong Kong and Yokohama, showing the inconvenience and expense to which officers and men stationed at the latter place were put. He merely asked that the regiment stationed at Yokohama should receive the same rate of pay as that stationed at Hong Kong. The necessaries of life at the former place were at a most exorbitant price, and the troops stationed there merely asked to be placed on the same footing on which they stood before the 30th June, 1866, when their pay was equal to that of the troops at Hong Kong, it being at present about one-fourth less.

Mr. Stansfeld said the speech of his hon. and gallant friend was considerably wider than the terms of the notice which he had placed upon the paper, and it was to this only that he should attempt to offer a reply. The arrangement of which his hon. and gallant friend complained was entered into between the War-office and the Treasury in the spring of 1866. By that arrangement the allowances on the China station, as fixed in 1865, were raised, and it formed part of the proposals which led to that arrangement that the increased allowance in China could be fairly met by allowing only three-fourths of such increased allowance to the officers stationed in Japan. His hon. and gallant friend had spoken at considerable length and with very natural feeling of the sufferings to which British regiments at Hong Kong were exposed by reason of the climate. But it was precisely because of the dangers arising from the climate in China that the pay and allowances had been fixed at the generous and liberal scale at which they now stood. In Japan, on the contrary, the climate was not specially dangerous to Europeans. His hon. and gallant friend inquired why the Treasury in 1868 had refused to sanction the proposal which then came from the War-office to assimilate the allowances in Japan to those which had been sanctioned in China. That decision, which was given by the late, not by the present Treasury Board, was given on the ground that the allowances both in China and Japan had been very recently settled, after considerable inter-departmental discussion and inquiry, both in the War-office and upon the stations, and that no sufficient cause had been shown or assigned in the communications with the War-office for assimilating the allowances in Japan to those sanctioned on the China station. His right hon. friend the Secretary of State for War having enabled him to read, not only the inter-departmental correspondence, but all the minutes

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of the War-office itself, and the figures bearing upon the question, he thought it only fair and candid to say, as far as his own opinion was concerned, that upon the information communicated to the late Treasury Board, or now in possession of the Secretary of State for War, no sufficient ground had been shown for assimilating these allowances. Bearing in mind the difference in point of climate between the two stations and all the other circumstances, he was very much disposed to think that if the allowances in Japan were raised, the next thing would be a demand for a further increase in China.

Colonel NORTH reminded his right hon. friend that when the arrangement was in contemplation in 1866 a rate of exchange existed in Japan which gave to the officers there an advantage equal to 25 per cent.

General HERBERT observed that an injustice done in one part of the globe was not remedied by an injustice done in another. (Hear.) A gross injustice had been done to English officers in China by calling upon them to serve at a lower rate than officers sent from India. The subject of the pay and allowances to troops in China had been considered by the committee of which he was a member, and an amendment which he moved to the report, to the effect that the troops employed in China should be placed as nearly as might be upon the same footing as those employed in the East Indies, was only rejected by the casting vote of the chairman. Under these circumstances the recommendation now made by his hon. and gallant friend was, he thought, worthy of attention. It was most undesirable that troops serving upon the same station should be in the receipt of different rates of pay and allowances, and the suggestion that Japan was not more uncomfortable than some of the stations in India was a very poor ground for refusing to do justice to officers on these Japanese stations. (Hear, hear.) He begged to draw the attention of the Secretary of State for War to this fact. The number of troops quartered in Japan was very small, and he believed that discovering the exact time for which this 25 per cent. was to be deducted in the case of troops sent from China to Japan, and restored in the case of troops sent from Japan to China, both being portions of the same command—(hear, hear)—caused as much trouble and clerical work at the War-office as would exhaust a considerable portion of the saving effected by this miserable economy. (Hear, hear.)

Colonel NORTH gave notice that when the House met again he should take the earliest opportunity of moving an address to the Crown upon this subject.

Sir J. ELPHINSTONE said it would be well if the authorities who had to decide questions of this kind were themselves to visit the colonies. (Hear.) In this case, as he understood, in consequence of a dispute as to pay and allowances some native Indian troops, who alone could do duty in a state of health in the Chinese climate, had been withdrawn from the station. The duty thus devolved upon the European troops, and entailed upon them such lamentable suffering that in eight and a half months 193 died or were invalided in one battalion, and in four and a half months 259 died or were invalided in another. (Hear, hear.) The reason why all these men died or were invalided was simply that the Indian regiments, who could perform sentry and other duties in that climate without risk to health had been withdrawn to save money to Her Majesty's Treasury. (Cheers.) As to Japan, although it had a temperate climate, it must be remembered that there was a very long winter, and the officers were obliged to keep up expensive fires. Coals often cost as much as 22 dollars a ton, and of wood there was almost none; officers, therefore, were obliged to clothe themselves much more warmly than they would otherwise do. House rent, again, and other necessaries of life were so costly that the only advantage in going to Japan lay in the exchange of an exceedingly bad climate for one that was somewhat better.

Mr. CARDWELL wished to point out the extreme importance in discussions of this kind of confining themselves as much as possible to the point really brought before the House. His hon. and gallant friend gave notice of a motion the object of which was to call attention to the inequality of the allowances in China and Japan, for the purpose of having them assimilated; but the larger portion of his speech turned upon the inadequacy of the allowances to troops in Hong Kong, as compared with those given in India. The inference which he drew from this was that in dealing with the pay and allowances at any one station they were only dealing with one portion of a very large and complicated question, and the moment that the House of Commons decided to grant an increase at any one point they must expect a fresh proposal for increase elsewhere, based upon the success of the previous application. Dr. Murray's report pointed out that Hong Kong was a peculiar station, differing from all other stations, and requiring special allowances and indulgences not needed elsewhere. The moment, therefore, that an increase was granted at Japan a further application based upon Mr. Murray's report might be expected from Hong Kong. The matter, however, was never officially dealt with by the present Government at all, but was decided before they came into office. The scales of allowance were the result of a correspondence that had taken place in 1866 between the War-office and the Treasury. In that correspondence the War-office proposed to equalise the allowances in Hong Kong and Japan, but the Treasury refused. The ground on which a larger scale was allowed in Japan was not a difference in prices, but the existence of circumstances which were detailed by Dr. Murray. For instance, in Hong Kong the climate rendered it necessary that coolies should be employed to carry chairs for the use of the officers. The difference of climate caused a different rate of expenditure.

## BASSES LIGHTS (CEYLON) BILL.

(June 29th.) Mr. AYRTON, in asking the House to read this Bill a second time, explained that an attempt was made some years ago to construct a lighthouse like that now contemplated, but owing to a want of due foresight or skill the scheme failed. A floating light was then established on the Little Basses Rock, and had been made the subject of a vote in the estimates. But it was found to be insufficient, and it was deemed necessary to have a fixed light on the Great Basses. It had, after careful consideration, been determined that the money necessary for the purpose should be advanced by the Commissioners of Loans, and that the money required for the interest and repayment of the loan should be secured upon the tolls. As the British Government was not exclusively interested in the matter the guarantee of repayment would be made by the British and the Indian Governments conjointly. The estimated cost of the new light would be about £70,000, and the fund for paying the interest and ultimately repaying the principal due in respect not only of this light but also of the floating light on the Little Basses would be amply sufficient for the purpose. (Hear, hear.)

Mr. STEVENSON asked upon what shipping the tolls would be levied.

Mr. SHAW LEFEVRE replied that the dues would be levied in the same way that the tolls were now levied in respect to the Little Basses light.

Sir J. HAY, as a naval officer, could state that no lighthouse could be erected which would be likely to be of more advantage to the country.

The Bill was then read a second time.

## CHINA.

(July 30th.) Mr. BAINES rose to call attention to memorials from several Chambers of Commerce recommending the construction of a railway from Rangoon, through British Burmah, to Western China, and to ask the Under Secretary of State for India whether the survey authorised by the Secretary of State for India, and commenced in 1867, was ordered to be completed, or what was being done for the construction of a railway or telegraph through British Burmah to the Western Provinces of China. The hon. gentleman referred to eminent authorities for the purpose of showing that the formation of the route from Rangoon to the Western Provinces of China was exceedingly desirable and perfectly practicable. In 1860 Captain Sherard Osborn pointed out the great dangers and difficulties of the navigation of the Chinese seas, and remarked that, in the event of war between France and this country, the possession by the former of the coast of Cochin China might have the effect of cutting off English commerce. The Rangoon route was as practicable as it was desirable. Captain (now Colonel) Williams, an engineer of the Indian army residing at Burmah, said that of the three routes the direct land route from Rangoon to Chian-Hung, of which he made a survey, was the best and the cheapest, upwards of 250 miles, or a moiety of the whole, being within British territory, and the remainder occupied by a people who with their chiefs were well affected to the British Government. Captain Watson, another English officer, expressed the same view. For some inexplicable reason the Indian Government set itself against the surveying of that route, although all that was asked for by the Chambers of Commerce was a single tramway; but at length Lord Salisbury, with that bold, good sense which distinguished his administration of Indian affairs, ordered that a survey should be made. Accordingly, one was made by two English engineer officers, Captains Williams and Luard, for a distance of 245 miles of British territory; and they reported that 200 miles consisted of good country for making a railway, while the difficulties of the remaining forty-five were not to be compared with those of the ghauts in India. Orders went out from Calcutta and from London that the survey should be stopped, and it was therefore abandoned; but the report to which he had just alluded was to the effect that a railway might be made at a cost which was small compared with the magnitude of the object. General Fytche, the Chief Commissioner of British Burmah, after having opposed the scheme, declared himself in favour of it, and strongly recommended Lord Lawrence to resume the survey. The noble duke who was now at the head of the India-office had taken an enlarged and just view of this subject, and in a despatch to the Governor-General, dated the 29th of April, he expressed himself in favour of prosecuting the survey provided it could be done without involving political complications or ideas of annexation, for which he (Mr. Baines) would remark, the Chambers of Commerce had not the least desire.

Mr. Serjeant SIMON said the Chambers of Commerce only asked for inquiry on the part of the Government. At present we had no other inlet into China than by the sea coast, and the consequence was that very few of our manufactures were sent there. The proposed route would have the effect of greatly facilitating our intercourse with Burmah and China. He thought it most reasonable on the part of the merchants of this country to ask for such facilities, and he contended that the new markets which would be thrown open would be most valuable to this country.

Sir S. NORTHCOTE stood before the House in the capacity of a culprit, for it was in his time that what hon. members opposite seemed to look upon as a retrograde step had been taken. But it was the duty of the Indian Government to consider not merely the interests of commerce, but the political aspects of such questions as that of making a survey through a country which did not belong to us. It must be remembered that at the time the survey was stopped the country was in a state of open rebellion against the King of Burmah, and it was for the Indian Government to judge whether it was expedient for us to continue an enterprise which must have had a tendency to embroil us in the quarrel. In fact, if we had gone into the country we must have mixed ourselves up with the quarrel between the King of Burmah and his vassals. Then there was the question of annexation. There was a great weight of opinion at the time in India in favour of the annexation of Burmah, and if the surveyors had gone into the country it would have given a colour to the prevailing rumours, and umbrage to the King of Burmah. Besides, of what use surveying for a railway unless there was a prospect of being allowed to make it? Would any company in this country have provided capital for a railway from Rangoon to the Western frontier of China without a Government guarantee? Would the House of Commons sanction such a guarantee? There was a very important line proposed—namely, the Euphrates Valley—and there would not be the slightest chance of obtaining a guarantee for that line. Then there was the Government of India, but weighted as that Government was with existing guarantees, it was not likely that it would guarantee the proposed line. This was the state of things that presented itself to

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the Indian Council when the project was submitted to it. The Governor-General advised that the survey should be stopped, and he (Sir Stafford Northcote), although anticipating a good deal of obloquy from the commercial interests of this country, felt that the best thing he could do would be to stop the survey.

Mr. G. Duff knew that a great deal of interest attached to this subject in the large manufacturing towns of Lancashire and Yorkshire, but did not think that so much extravagant expectation would have been entertained if it had not been for undue reticence on the subject. The attention of the present Secretary of State had been directed to the subject for the first time by a despatch from the Governor-General of India, enclosing correspondence from the Chief Commissioner of British Burmah, who proposed a plan which found favour neither with the Government of India nor the Secretary of State in Council. If any of the Chambers of Commerce would give to the House any information whatever about the province of Yunang they would be extremely grateful, but if instead of giving them information they simply made themselves speaking trumpets, all they could do was to answer their letter with courtesy, and regret that British manufacturers and merchants should find time for so extremely vain a labour.

## LABUAN.

July 30th.) In Committee of Supply, on the vote for £68,298, for grants in aid of expenditure in certain colonies,

Sir C. Adderley wished to have some explanation on certain points in connection with this vote, which he believed would be useful and interesting to the Committee. He had no objection to make to the vote. The items in it were steadily diminishing, and he hoped soon they would cease to appear on the votes altogether. The net decrease this year was £6,000, and that decrease arose in this way. Labuan, for the first time, ceased to be a charge upon the English Treasury. The Governor, lately a member of that House, Mr. Pope Hennessy, had written to him expressing just pride in having within so short a time taken off this charge. That colony had since its first establishment been a charge of £4,800 a-year on the Imperial Treasury, and the Governor had now succeeded in removing the charge altogether. He confessed he had himself from the first doubted very much the value of the colony; but he would not revert to the causes which had induced this country to assume that settlement. We had objects in view connected with humanity and enterprise, but there was really no value in the colony except as a coal mine, and upon this point he wished to know whether the coal company was more flourishing than it had been, and whether the Admiralty had found that the coal could be used for ships on the Eastern stations instead of Welsh coal.

Mr. Monsell said he could corroborate what the right hon. gentleman had stated in regard to the entire success of Mr. Pope Hennessy in the Government of Labuan. By his energy and good sense he had been able to develop those coal mines, which were so important for the future prosperity of Labuan. He had effected this through getting a number of convicts from the Straits Settlements and employing them in the coal mines. The result had been that coal had been produced in considerable quantities, and, although it did not equal the coal of this country, it had been used in Her Majesty's ships, and had been found fitted for use in steamers.

## THE SUEZ CANAL.

(August 2nd.) Mr. Gourley asked the Under Secretary for Foreign Affairs whether he had received any official information as to the probable navigable depth of water expected in and through the Suez Canal; and when it was to be opened for general commercial purposes.

Mr. Otway would give his hon. friend all the information on the matter of which he was possessed, only premising that it was not official. Mr. Fowler, the engineer, who was in Egypt at the beginning of the present year, in an account of the canal, published in *The Times* on the 1st of February, describes its depth as 26 feet. He says:—

"With minute exceptions the whole of the canal is now being excavated, and completed according to one or other of the following sections:—The first section is 22 miles in length (the difficult part of the work), 196 feet in width at surface of the water, and 26 feet deep for 72 feet at the bottom. The second section is 77 miles in length, 327 feet in width at surface, and a similar depth of 26 feet, for a similar width of 72 feet at the bottom."

They had heard from other sources, however, that the depth did not exceed 18 feet. It had also been stated that the opening of the canal had been fixed by the company for the 17th of November next, though there was reason to doubt whether the works would be sufficiently advanced by that date to warrant the canal being then opened for general navigation.

# CHINA DESPATCHES.

(Globe.)

We have received from the Foreign-office another series of despatches and reports touching the inexhaustible subject of commercial intercourse with China. More and more the information and opinions of those practically acquainted with the conditions of that Empire, its people and Government, increase the doubts as to the success of the new reliance on the Imperial Government at Peking, if they do not render us sceptical of the wisdom of the policy inaugurated by Lord Clarendon. Mr. Burlingame prevailed upon a credulous Foreign Minister to loosen our hold upon Chinese trade by glorifying the enlightened intentions of the Celestial Government. Others, who represent English interests and are in a position to know the sympathies and action of the Chinese, make bold to declare that it is the Imperial Government and its representatives throughout the Empire that constitute the real obstacle to an extension of Foreign trade. How stands the case?

That a magnificent field for enterprise is closed to us in the interior of China every account confirms and deplores. Mr. Consul Alabaster, in an overland journey from Chef-oo to Chin-kiang, on his way south to Swatow, passed along the line of the Grand Canal from the Yellow River to the Yang-tse, and he reports to Sir R. Alcock, at Peking, an enormous commercial wealth and traffic in a succession of large cities, lying as a temptation to our merchants on the banks of the canal. A large portion of the country was cultivated, cotton and other manufactures flourished, cattle droves were wending northwards: these were some of the signs of prosperity which greeted the consul in the Shantung district, although the country was disturbed by the embers of a rebellion; but in a three-days' journey from the Yellow River to Chinkiang he saw a hundred times the number of people, and a thousand times the amount of trade, that he had witnessed in Shan-tung. At length the British consul reached Yang-chow, the salt city of China, "celebrated for its wealth, luxury, and turbulence, three times sacked by the rebels, and still considered by Foreigners one of the finest accessible towns;" and his reception was characteristic:—

I found the people more ill-disposed than anywhere I had yet visited, and was called "yang-kuei-tsze," or foreign devil, in the most offensive sense. From my start I had always been called a devil, but rarely hitherto as an insult; it is a common term for Foreigners, and I was several times on my way even spoken of by people seeking my aid under the impression that I was a doctor, as "his Excellency the Devil" ("Kuei tsz'ta jen"); but at Yangchow the people seemed to mean it as an insult, and more than one stone was thrown at me by the following crowd as I wandered through the streets. This was the only missionary station I had come across on my journey, although many places seemed adapted for mission work. I had brought a supply of books with me, and always found them gratefully received when, in return for some slight service, I presented one; nowhere had I found religious intolerance; and although in one place in Shan-hai I heard Christianity spoken of as a senseless profession, I in all other places found it spoken of as an excellent religion, leading men to do good.

Consul Markham, who made a special tour through Shantung, gives most important evidence. The only incivility that he experienced was from the local mandarins, who, he is convinced, "have their cue from the Central Government." He scarcely heard an opprobrious epithet used, although he passed through many large cities and towns never before visited by a European, and was many times among multitudes from all parts of the country. In contrast with the conduct of the mandarins, the merchants visited him, and expressed their willingness to deal with Foreigners, questioning him closely regarding steamers, railroads, and Foreign inventions generally. From his observations, Mr. Markham is "firmly of opinion, and in spite of anything that may be said to the contrary, that it is the intention of the Chinese Government to enter upon a retrograde policy, and that they wish to curtail as much as possible their relations with Foreign Powers, restricting their intercourse to within the narrowest possible limits;" and he is "perfectly certain that the introduction of Foreign inventions, conveying new systems and new ideas into China, would not tend to shock the feelings and prejudices of the people, but, on the contrary, would have a most beneficial effect on all classes."

Scarcely less significant is the report by Mr. E. L. Oxenham. In a six weeks' journey overland from Peking to his Consular post at Hankow he traversed four of the provinces lying north of the Yangtsze, having followed the great trade route from north to south for 630 miles to the Han river, and thence proceeded by boat for 520 miles to his post. Sir R. Alcock admits that such a journey must have given Mr. Oxenham an excellent opportunity of noting the extent and character of the commerce, the condition and something of the temper of the inhabitants, the physical aspect of the country and its state of cultivation after having been swept over by succeeding waves of insurrection, and the capabilities existing for Foreign modes of locomotion. And it is manifest that the opportunity was not lost, for the British Minister, in allusion to Mr. Oxenham's observations in conjunction with Mr. Alabaster's, informed Lord Clarendon that they supplied "many missing links and more recent information from personal experience than any we possessed of the state of these provinces—the re-establishment of order and industry. Both give encouraging facts as to the facilities and advantages many of the inland centres of trade offer for the extension of Foreign commerce, and, with a few exceptions, especially in Southern Honan and on the banks of the Grand Canal towards Yang-chow, the perfect security with which the country may be traversed by Foreigners, the absence of any hostile feeling in the populations, and a willingness, in most places, to see the extension of Foreign trade to their doors." But, isolated as they are, the bulk of the people in the interior districts seems to be actually ignorant of the presence of the British merchant in that empire, or of our position at Peking. They know nothing of us, except that mortal hatred which is excited by the traditions of Canton. Hence, as Sir R. Alcock points out, "the additional motive for the desire to penetrate more freely into the interior," and "the importance of greater facilities of access and means of extended intercourse."

With such facts before us, we must decline to judge the Imperial Government at Peking by its professions. It has had the opportunity of showing the beneficence of its intentions now that the Treaty of Tientsin has been under revision. Moreover, it has had our requirements distinctly placed before it, and the advantages of Foreign intercourse have been already demonstrated. Early in the present year the Chamber of Commerce at Shanghai put forth the points essential to be considered in the revision of the treaty, and that communication has elicited an important despatch from Sir R. Alcock bearing on the whole question of Foreign intercourse with China. His Excellency had urged the expediency of opening certain ports on the coast and rivers to Foreign trade, and it was believed the Chinese contemplated opening the inland waters within the limits of any customs' district to foreign vessels "not propelled by steam." This restriction the Shanghai Chamber pronounces as prohibitory, "fatal to the development of trade," and "but too suspicious a symptom of the old exclusive policy of this Government." On this point Sir R. Alcock wrote Lord Clarendon on the 23rd March last:—

The objection of the Chinese Government to steamers only applies to the inland waters not hitherto open to Foreign vessels. But, as regards inland residence, the objections appear to be inseparable in connection with extra-territorial rights. The Tsungli Yamen state they are willing that Chinese and Foreigners should be placed on an equal footing, but not that the latter should have exceptional advantages and privileges. They contend that, if the Foreign merchant claims the one he must forego the other in common justice to their own people. Thus both as regards inland steam navigation and residence, the first may be had whenever the Chinese traders

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themselves employ steamers on those waters, and the latter whenever Foreign Powers are willing to place their subjects under the laws of the country and amenable to the territorial authority, as Chinese themselves would be in any Western State. Of course, the objections to any such arrangement while the Chinese laws and their administration continue what they are now must be manifold. But with these irreconcilable differences there does not seem any chance of agreement.

Sir R. Alcock disposes of the fallacious notion that the Russian treaty secures to British subjects the right of inland residence, and the French treaty a similar right to British missionaries to dwell in the interior. The Russian treaty referred to places only, as in Western Tartary north of Turkestan, which are no longer under Chinese rule; while the so-called right of the missionaries is said to be "by no means so clear and unquestionable as has been assumed." Sir R. Alcock quite agrees in the importance of railroads and telegraphs, in addition to inland steam navigation and the working of mines, as also in the necessity for the reform of abuses in the levy of transit dues at the inland barriers; but adds:—"No efforts hitherto made by me or by my colleagues in Peking, and they have been both earnest and continuous, have prevailed with the Chinese Government, or succeeded in removing their objections to initiatory steps in any of these directions, if I except coal mines, some of which they are willing to work themselves with Foreign machinery and superintendence." His Excellency concludes:—

It remains to be seen whether the recent assurances made by Her Majesty's Government, that there was, so far as Great Britain was concerned, neither a desire nor intention to apply unfriendly pressure to China to induce her Government to advance more rapidly in her intercourse with Foreign nations than was consistent with safety and with due and reasonable regard for the feelings of her subjects, will have any effect in removing this Government's disinclination to listen to any propositions for making a beginning on railroads and telegraphs. . . . . .

But, as regards the desires of the merchants and the progress of any negotiations here for the realisation of their wishes, it will be very plain to them that, when Her Majesty's Government has officially informed the Chinese envoy that they fully admitted the Chinese Government were entitled to count upon the forbearance of Foreign nations, and that no unfriendly pressure should be brought to bear by Great Britain to induce them to advance more rapidly than might be held safe and consistent with a due regard to popular feelings, it does not rest with Her Majesty's representative to adopt any course opposed to such declaration.

Thus, the onus of the consequences of the new Chinese policy is cast upon Her Majesty's Government; and, unless the future belies the past and the present, that responsibility will be heavier than their worst apprehensions have foreshadowed.

## MAJOR-GENERAL CAVENAGH AND THE VOLUNTEERS.

At the close of the annual competition of the 5th Kent Volunteer Artillery the prizes were presented to the winning competitors by Major-General Cavenagh, late Governor of the Straits Settlements, who delivered the following interesting address. The ceremony took place at Sydenham, on the 24th instant:—

"Associated as I have been from boyhood with your beautiful county, I esteem it a great honour to have been allowed the gratification of presenting your prizes; indeed, it is a source of sincere pleasure to me to be identified in any way with that fine force, the formation of which, no one can doubt, has mainly contributed to enable our country to retain its proper place in the roll of nations. Not only is our regular army small as compared with the armed forces of Continental Powers, but called upon as it is to guard the largest Colonial Empire in the world, the actual number available for the protection of the mother country must necessarily be but a mere handful; and, gallant and devoted as our soldiers have ever proved themselves, were our coast menaced with invasion, that handful, unaided, could hardly be expected to contend successfully with the thousands that might be hurled against them. Hence arose the opinion, at one time very prevalent in Europe, that the power of Great Britain was on the wane; that her sons cared little for the national honour, and thought only of their commercial profits; and that, in fact, the national cry being peace at any price, she might almost submit to be insulted with impunity. Suddenly, and I may say spontaneously, the Volunteer force sprung into existence, and it was at once felt that the lion was only sleeping, and that, anxious as we are to live on terms of peace and amity with the whole world, should occasion demand, putting aside all party differences—all private interests—Englishmen of all ranks and classes, from the peasant to the peer, were prepared to make the requisite sacrifice, and to relinquish their peaceful pursuits for the purpose of acquiring a sufficient degree of military knowledge to admit of their affording support to their brethren of the line, and, if necessary, sharing with them the dangers and glories of the battle field, that truly, as of yore, there was no want of strong arms and willing hearts to defend our shores in the event of their being sullied by the footprint of a foreign invader. From that date all rumours of invasion ceased, and the name of Great Britain became again respected. There is little prospect of our relapsing into our former state of lethargy; at the same time, we should not remit our exertions to place all the branches of our national forces, Regulars, Militia, and Volunteers, in the highest state of efficiency, satisfied that by so doing we shall continue to preserve our country from those scenes of rapine and bloodshed incidental to war in all its phases, from which, whilst other countries have suffered, under Providence, our more favoured land has been for so many years happily spared.

"But it is not only at home that the Volunteers have been ready to maintain the national interests. At present there are corps in almost all our colonies; and the Volunteer movement has spread everywhere where Englishmen are located, so that drill has become the interlude to our national pastime, cricket, and skill in the use of the rifle almost as common as proficiency in handling the bat. I have myself had the honour of commanding two Volunteer corps, the Calcutta Volunteer Guards and the Singapore Rifles, both raised in times of emergency, the former during the Mutiny, and the latter on the occasion of serious disturbances amongst the Chinese. I have consequently had an opportunity of testing the worth of Volunteers. Indeed, to the Calcutta Volunteers I was greatly indebted for the successful result of my endeavours to preserve the peace of the metropolis of India throughout the struggle for empire that was so long raging around it. I may mention an incident that all must acknowledge to be most creditable to men and officers. On one occasion I received at midnight a communication to the effect that it was believed that a large body of native troops were about to mutiny and advance upon the capital, from which they were only sixteen miles distant, and I was requested, if possible, to despatch some cavalry to patrol the road by which the mutineers might be expected. The sole cavalry under my orders was a Volunteer troop that had only been formed the preceding day, and although armed and otherwise equipped, was still without uniform. I forwarded the necessary order to the captain, and, notwithstanding the lateness of the hour and the fact that the men were dispersed at their homes, in an incredibly short time they were all mounted, and the troop started in the required direction, prepared, if desired, to attempt, at all hazards, to bar the progress of a disciplined force composed of troops that, under British leaders, had often proved themselves good soldiers in many a hard-fought campaign.

"After the satisfactory report of your inspection which I have just read, advice may perhaps almost seem out of place, but, as a soldier, I hope I may be pardoned saying a few words to impress upon you the necessity of paying due attention to drill, and practising, when on duty, strict subordination. The goose step, I grant, is neither a pleasing nor a graceful motion, and it may appear irksome to be required to obey the orders of one's next door neighbour, who may be a sergeant or a corporal; but drill and discipline are simply the means to an end—that end, the power of acting in concert, and affording mutual support. Without that power no armed body can be efficient; and the individual gallantry and intelligence of its members can prove but of little avail in the day of need.

"As you must be wearied after your long march, I will not trespass further on your patience, but conclude by expressing my conviction that should that day of need ever come, the Volunteers of the 5th Corps of Kent Artillery, whether 'men of Kent or Kentish men, will all show themselves worthy to bear the emblem of the White Horse, and manfully strive to do their duty to their Queen and country.

# LEGAL.

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## COURT OF CHANCERY—July 26.

(Before Lord Justice Giffard.)

IN RE THE CHINA STEAM SHIP AND LABUAN COAL COMPANY (LIMITED). DRUMMOND'S CASE.

This was an appeal from the Master of the Rolls. The question was whether the Hon. F. C. Drummond was to be included in the list of contributories of the company for 25 shares for which he had subscribed the memorandum of association. Mr. Drummond was a director of the company, which was formed in 1865 to purchase the business of the Labuan Coal Company and another company. Mr. Drummond was a shareholder in the Labuan Coal Company, and the business of that company was sold to the new company for shares in the new company. In respect of his interest in the Labuan Company, 479 shares in the new company were allotted to Mr. Drummond, 478 being fully paid up and one partly paid up. The question was whether the contract to take 25 shares, into which Mr. Drummond had entered by signing the memorandum of association, was fulfilled by the allotment of the 479 shares. The Master of the Rolls held that it was not, and Mr. Drummond appealed.

Mr. Jessel, Q.C., and Mr. Speed were for Mr. Drummond; Mr. Roxburgh Q.C., and Mr. Wickens were for the official liquidator.

Lord Justice Giffard was of opinion that Mr. Drummond was in the same position as if, after singing the memorandum of association, he had had 479 unpaid shares allotted to him, and had then paid them up in full. In such a case the obligation to take 25 shares would have been satisfied by the allotment of the 479 shares, and this was really the same case. The order of the Master of the Rolls must be reversed, and Mr. Drummond must be omitted from the list of contributories as to the 25 shares.

## COURT OF BANKRUPTCY.—July 28.

(Before Mr. Commissioner Holroyd)

IN RE GEORGE MELBOURNE.

The bankrupt was a merchant of 117, Leadenhall-street, and of the firm of Morgan, Melbourne and Co., Batavia. This was an adjourned sitting for examination and discharge.

Mr. Bagley, for the assignees, said that the bankrupt's transactions had been of considerable magnitude, and his liabilities amounted to at least £500,000. Although he suspended payment in January last, the creditors complained that they still remained in ignorance of the position of the bankrupt's affairs. He had traded jointly with Mr. Lichtenberg, who had absconded to California; and with Mr. Tolson, who, however, repudiated the alleged partnership, and was now living in Ostend. The bankrupt had lived in good style in Holland-park, and the furniture at his residence had realised £4,000. The assignees were very desirous that proper accounts should be prepared, and had consented to the appointment of an accountant to assist the bankrupt in the preparation of the accounts.

Mr. Atlee, who supported the bankrupt, said that he had been suffering from illness, but was desirous of giving all necessary information. It was true that he had lived in style, but the business had for a time been sufficiently profitable to justify his expenditure.

The further hearing was adjourned until November.

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NOTICES TO CORRESPONDENTS.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be accompanied by the name and address of the writer.

A Register is kept of the addresses of all persons connected with the Far East, and reference can be made to the same by personal application at the Office or by letter.

*Any information required by Subscribers, in reference to Commercial or General Matters in* China, Japan, Singapore, *and other parts of the* Far East, *will be supplied on application at the Office, where files may be seen of the Journals published in those countries.*

THE LONDON AND CHINA EXPRESS,

PUBLISHED on the departure of the Fortnightly English Mails *viâ* Marseilles, and Monthly French Mails, contains a Summary of European, American, Continental, and General News, Commercial and Shipping Reports, and Special Notices of Trade with the Far East.

Subscriptions, 54s. per annum, including Postage. Export Supplement, 12s. extra

# The London & China Telegraph.

*LONDON, TUESDAY, AUG. 3.*

## DUTCH RULE IN JAVA.

For a long time our Rotterdam Correspondent has continued to report the recurrence of agitation in favour of a more liberal colonial policy on the part of the Dutch Government. The narrow view taken of all commercial questions, the blind adherence to the system of forced labour, the chronic mismanagement of the Indian army, and the obstinate resistance to the granting of any encouragement towards the extension of railways, telegraphs, and other improvements, seem to be fixed articles of faith with the Conservative party in Holland, although far more suitable to the Middle Ages than to the quick-moving and progress-loving spirit of the nineteenth century. Indeed, as regards the last-named question, the Liberals seem to have been until very lately almost as obstructive as their opponents, and in fact on almost all questions of Indian policy it has been remarked that the difference between the ideas of Liberals and Conservatives is so small that both seem to agree in thinking that the Dutch possessions in the East are only to be looked on as a source from which a heavy annual contribution is to be drawn, with as little trouble as possible, and without the necessity of making any return whatever. Java, in fact, is a sort of milch cow to Holland, as Cuba is to Spain. But these benighted views are clearly not destined to last long. A party of progress has arisen, whose spokesmen do not scruple to declare that unless very liberal reforms are speedily carried out the integrity of the Dutch possessions in the Far East will be seriously endangered. A well-written pamphlet by M. Des Amorie van der Hoeven — a name well known in the East— inculcating strong views on this point, happened, by a curious coincidence, to appear just as the first intimation was received of the recent disturbances in Java, and created no little sensation. The announcement that a revolution had broken out was soon found to be an exaggeration; but a straw will show which way the wind blows, and a feeling of uneasiness has been aroused that will not readily subside. The *Handelsblad* and other Liberal organs have at last taken up the question, and denounce the cultivation system as a blot on the national fame. A new Agrarian Law for India is now under discussion, but the opinions of public men on the subject are so widely divergent that many months must elapse before it can assume any defined shape. Since the recent change in the position of parties many wholesome reforms have been inaugurated at home, yet, strange to say, the opposition to these much needed colonial measures seems to be almost as strong as ever.

The letters from Java, addressed to the *London and China Telegraph*, and recently published in this journal have been largely quoted in the Dutch papers, and we are told have created a good deal of sensation, as they tend to open the eyes of the people to the fact that it will not do to perpetuate the system of "squeezing" Java that has been in vogue ever since it came into the possession of Holland. Discontent has long been rife among the colonists, and is on the increase. The voices raised against the policy of the Government are not simply those of a few English or other Foreigners, but proceed from the Dutch themselves in every part of the island. They feel daily that they suffer from the want of development of the land and general resources of the country. The tracts of land unimproved are immense, and the Government will neither sell nor improve it. The estates which are leased out are only for ten years, and as the occupier has to run the risk of getting a renewal, what outlay will he make on such a holding? The coffee crop has been a failure for two years, and now the Home Government has sent out orders that the native producers are to be made to suffer for the inferior quality of the coffee. The price paid to the natives for all coffee brought in has hitherto been thirteen guilders per picul, irrespective of the quality, but now they are to be paid only *one half* that amount for inferior descriptions. On what legal or equitable grounds this can be done is not easily seen, and the course is universally condemned. The system which the Government pursue in the cultivation of coffee has left it far behind the produce of Ceylon.

Until the policy of the Government is changed, and more liberal principles prevail, the commerce of the island cannot increase. Forced labour must be abolished and the soil let out to the enterprise of individuals. The institution of such a policy would be more calculated to develop the resources of the country, and would prove more lucrative to the Government than the present system of "squeezing," which is simply killing the goose that lays the golden eggs. Sooner or later a change must come, including, perhaps, a change of masters. The lords of this fertile soil must be sadly blind and unpractised not to be able to read the signs of the times. The injustice of this system, although the foremost, is only one among many grounds of complaint. Notwithstanding that the country possesses the finest facilities for railways, there is now only a small section, under fifty miles in length, in the vicinity of Samarang. The line from Batavia to Buitenzorg, the seat of the Governor-General, about forty miles in extent, is not yet commenced, although it would, by the sale of lands in the vicinity, be a source of considerable profit. Considering how few engineering difficulties there are in the way, and the comparative cheapness of labour in Java, railways should have been brought into use years ago, to give those facilities for the transport of goods which are the greatest stimulants to trade. Banking facilities, again, are studiously limited, the Java Bank being the only one allowed to issue notes, though several other banks of good repute are established there. The unreasonable delays and maladministration of the law form another grave source of dissatisfaction; common police cases, that ought to be summarily dealt with, sometimes taking four or five months to settle.

It is a grievous pity that a country possessing such unbounded wealth, and so many natural advantages, should be reduced to such a miserable condition by the blind, selfish, narrow policy of those who rule, or rather misgovern it. It is high time that the Dutch took a lesson from our own system, under which British India enjoys all the blessings of free trade, an enlightened legal code, and State aid to railway and other beneficial enterprise. Some of our smaller colonies certainly have many causes for complaint with regard to the details of local government, such as the defective constitution of Legislative Councils; but these are paltry inconveniences compared with the weight of oppression under which Java is doomed to suffer.

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The notion of a "Pacific Cable" to connect California with Japan and China was started some months since in America, but laughed at on this side as altogether chimerical. However, if the *Moscow Gazette* is to be believed, something of the sort is to be attempted. That journal states that Mr. Perry Collins, formerly agent for the United States Government for the Amoor district, has left Washington for London and St. Petersburg, in order to make preparations for laying down a telegraphic cable between Russia and America. His plan is "to immerse a series of cables in the Pacific, starting "from the western coast of America, and proceeding by the "Aleutian and Kurile Islands and Japan to China and "Siberia." It is added that "several capitalists have offered considerable sums for this great work."

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Mr. Burlingame is still in Paris. It is whispered that he has got "snubbed" by Prussia and Russia, and that the Embassy will therefore not go either to Berlin or St. Petersburg. We are assured that there is no foundation for the report to which a contemporary has given currency, that a young Parisian lady of good position and fortune is about to marry one of the Chinese attachés, much against the wishes of her family.

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## THE TELEGRAPH TO INDIA AND CHINA.

The complete success that has attended the submergence of the French Atlantic Cable has given a fresh stimulus to telegraphic enterprise; and the promoters of the plan for a direct submarine line from England to Egypt, without touching the Continent of Europe, have wisely taken advantage of the favourable opportunity for bringing their undertaking before the public. This, which will form the last link in the chain of electric communication with India, is called the Falmouth, Gibraltar, and Malta Telegraph Company (Limited). As the name implies, its object is to connect Falmouth (and through that port the whole telegraph system of the United Kingdom) with Gibralta and Malta, with a station also at some point on the coast of Portugal. The approximate length of cable required from Falmouth to Gibraltar is 1,431 nautical miles, and from Gibraltar to Malta, 1,025 miles—total, 2,456 miles, or nearly one thousand miles less than the cable just completed by the *Great Eastern* and her consorts. The lines of the Anglo-Mediterranean Telegraph Company already unite Malta to Egypt, and the cables of the British-Indian Submarine Telegraph Company are to be laid between Egypt and Bombay by the end of April next. It only remains to connect England with Malta in a similar manner, and this the present company expects to accomplish by the 31st of May, 1870, after which date, if all goes well, telegrams will pass direct between England and Bombay through a single wire, under English control throughout, and communication will be almost instantaneous. The present undertaking is ported by the Anglo-Mediterranean and British-Indian Submarine Telegraph Companies, and an agreement has been made with them for twenty-one years for co-operation in working and division of through rates. The cost of the section between Falmouth and Malta is fixed at £660,000, and it will be made by the Telegraph Construction and Maintenance Company. The *Great Eastern* cannot lay it, for she will at the time of its completion be laying the main cable of the British Indian Company between Aden and Bombay. This vessel is now at Sheerness, preparing to receive the British Indian cable, of which nearly 400 miles are already manufactured; this section will be on board by the end of November, when she will proceed to her destination *via* the Cape. The remainder of that line—the Red Sea sections—will be laid by the *Chiltern* and the *Scanderia*, and the former vessel will probably be retained in the Red Sea as a repairing ship, as the *Hawk* is in the Mediterranean.

All this promises well for the early extension of the line to China; indeed, the prospectus of the Falmouth company distinctly states that arrangements for the construction of extension lines to China and Australia are now pending, and as the investing public seems to have at last awoke to the remunerative character of these undertakings, the sooner they are brought forward the better. We have often pointed out the ease with which a cable might be submerged between Ceylon and the Straits; in corroboration of which Commander Bullock, of H.M.'s surveying ship *Serpent*, reports that he steamed from Penang to Galle, taking soundings, and found a flat bottom, all the way across, at a depth of 2,200 fathoms. This is an extension that cannot be much longer neglected.

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A further improvement has been made in the means of communication with the East by way of Brindisi, and the Foreign-office has caused the following particulars to be printed for the information of the public:—"In order to "ensure with greater certainty the connection of the trains "between Susa and Brindisi with those of the railways be- "yond the Alps and the Italian steamers to the East, it "has been decided that from the 1st of next August there "shall be—1st. Every Sunday a special train from Susa to "Brindisi, which, leaving Turin at about midnight, shall "take passengers to Brindisi, so that they may meet the "steamer for Alexandria at one o'clock in the morning, in "case, by a delay in the arrival of the international train at "Susa, the journey cannot be effected by the ordinary train "leaving Turin at forty minutes past nine. 2nd. On the "return journey, if the steamer from Alexandria should not "arrive at Brindisi on Wednesday before the departure for "Susa of the train at ten o'clock at night, there will be, at "about four o'clock on Thursday morning, a special train "which will take passengers to Turin and Susa in time "to leave by the international train from Susa to Saint "Michel."

## THE SUEZ CANAL.

It is authoritatively announced that the Suez Canal is now so far completed as to leave no doubt that it will be opened for traffic on the 17th of next November. The passenger dues will be at the rate of ten francs for each passenger; and the rules of navigation, and the tariff charges for pilotage, anchorage, and tonnage will be published very shortly. We hear that at Marseilles, Trieste, Venice, and other Mediterranean ports preparations are being made to send steamers through to India, as soon as the Canal opens, and even in New York a company is said to be in course of formation for establishing direct communication, *via* the Canal, between the United States, India, and China. We are not aware that any steps have yet been taken by any of the English companies in the same direction. Here it is generally felt that to undertake any preparations of a costly nature would be premature until it is proved to demonstration not only that the Canal can be opened, but that it can be kept open. It would be extremely unwise, for instance, for the P. and O. Company to make any change in its service on the strength of the announcement above quoted. Doubtless the waters of the two seas will mingle before November, but that is a totally different thing from the completion of the Canal to its full width and depth. Another difficulty to be taken into consideration is the difference of climate between the two seas, and the consequent wide difference in the organisation of the services on either side of the Isthmus. The Lascar crews, that are alone fit for the Indian side, would during the greater part of the year be useless on the passage to Southampton *via* the Bay of Biscay; and, on the other side, no European "hands"—especially stokers, &c.—could stand the summer heat in the Red Sea. To meet these and other difficulties a total revolution in the system of the mail service would be necessary, and it would be rash to attempt this until the advantages to be derived from it are made somewhat clearer than they seem at present. Whether used for the mail service or not, it will probably not be many months before the Canal is available, at any rate, for ordinary steamers of moderate draught.

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When civil war or rebellion breaks out in China or Japan the British Minister is always prompt in issuing a "neutrality proclamation," warning British subjects to take no part in the hostilities, and to abstain from supplying munitions of war to either party. The French manage things differently. Enomoto, the rebel or pirate who has so long held Hakodadi against the Mikado's forces (our latest telegrams announce the recapture of the place, but give no particulars), has been from the first assisted by a number of French officers; and so far from taking any steps to prevent French subjects from thus making war on a friendly Sovereign, M. Outrey continued, even to the date of our last advices, to allow Frenchmen openly to leave Yokohama to join the rebels. The capture of Hakodadi has of course put an end to this anomalous state of things, but it could hardly have continued much longer without an awkward collision. As it is, we fear the Mikado's Government cannot have been highly impressed with the good faith of the Western Powers, and we hope Sir Harry Parkes has not failed to assure them that England does not favour such practices as those at which M. Outrey, for reasons best known to himself, has connived.

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A movement is on foot for the introduction of Chinese labourers into the Southern States of America. A number of these labourers are already employed there, and the planters are said to be exceedingly well pleased with them. The *New York Times* says they are not only patient and faithful workers, but seem well adapted to the climate and industries of the South. The Mississippi Valley, it adds, would feed and pay a hundred millions of these Mongolians, and China has a hundred millions she could easily spare. The whole question of Chinese immigration is at last attracting the serious attention of the American press, and the balance of opinion seems to be decidedly in favour of encouraging the movement.

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Major-General Cavenagh, late Governor of the Straits Settlements, distributed the prizes after the meeting of the 5th Kent Volunteer Artillery. The ex-Governor made a very interesting speech, of which we give the text in another part of our paper.

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One Herr Wirckman recently published at Hamburg a curious pamphlet to prove that those nations which succeed best in extending their commercial relation with foreign countries are those that possess no naval forces, no foreign Consuls-general, and aim at no political influence; in support of which ingenious theory the author instances the success of the Swiss, Germans, and Belgians, who, he points out, can get no real support from their Consuls or navy, and who prosper, he infers, by virtue of their superior honesty and abstinence from all interference with the natives. This is a delightful picture, and would no doubt have special charms for Lord Clarendon and Mr. Bright. But the vision is somewhat rudely dispelled by a China correspondent of the *Pall Mall Gazette*, whose letter we reprint in another column, and who very justly shows that although the subjects of Hamburg, Switzerland, and other small States undoubtedly do prosper and make money in China and Japan, it is by no means owing to their entire want of political support and influence, but rather to the shrewdness with which they have availed themselves of the advantages conquered by the armaments, and maintained by the political influence of the greater Powers. The letter is well worth reading.

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Apropos of the departure of Sir Henry Kellett for China' Sir James Elphinstone raised a small discussion in the House of Commons on the inhumanity of the practice of sending officers out to the Eastern stations by the Red Sea route during the summer months, accompanying his remarks with some statistics as to the heat and oppressiveness of the climate, temperature and density of the water, &c. In reply, Mr. Childers humorously observed that, as the Government had no ships in the Red Sea just now, the hon. member should have addressed his valuable remarks on it to the P. and O. Company, who ran one steamer each way in it every week. This is stupid as well as flippant. Do not the P. and O. Company work under a Government contract, which compels them to run steamers in the Red Sea at all seasons? Besides, a member of the Cabinet ought to know that, under the contract alluded to, the company has to run *two* vessels each way every alternate week.

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Mr. Bowring lately asked the Under Secretary for the Colonies whether his department had last year issued a circular to Colonial Governors, defining the duties and responsibilities of *ex officio* members of Legislative Councils; and whether any intimation had been received from the Governor of Hong Kong that he had communicated the same to the *ex officio* members of his Council. Mr. Monsell replied that such a circular had been issued, but that no information had been received from the Governor of Hong Kong as to whether its contents had been communicated to the members. The inward mail, received on the 30th May last, brought news of the circular having been received and published in Hong Kong in April, 1869; so that, if issued "last year" it must have been a long time in reaching its destination.

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It is now settled that Sir Henry Kellett, the new Commander-in-Chief for the China station, will proceed by the Overland route some time this month. We understand the *Narcissus* has been decided on for his flagship; she is a screw frigate carrying 35 guns, and recently bore the flag of Admiral Ramsay, on the South American station. The appointment is gazetted of Mr. James W. Lishman, paymaster, to be secretary to Vice-Admiral Sir Henry Kellett.

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The *Drio-joh*, a fine armour-plated steam corvette, built at Aberdeen for the Prince of Higo, sails this week for her destination. If the course lately taken by Japanese politics be not interrupted, it seems probable that the Prince of Higo, by the time this vessel arrives, will have no use for her, in which case we presume she will become the property of the Mikado. Mr. Edward Harrison, late of Nagasaki, is a passenger by her.

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Breakfast.—Epps's Cocoa.—Grateful and Comforting.—The very agreeable character of this preparation has rendered i a general favourite. The *Civil Service Gazette* remarks:—"The singular success which Mr. Epps attained by his homœopathic preparation of Cocoa has never been surpassed by any experimentalist. By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected Cocoa, Mr. Epps has provided our breakfast tables with a delicately-flavoured beverage which may save us many heavy doctors' bills." Made simply with boiling water or milk. Sold by the trade only in ¼ lb., ½ lb., and 1 lb. tin-lined packets, labelled—James Epps & Co., Homœopathic Chemists, London.—Advt.

# Foreign Intelligence.

## GERMANY.

(FROM OUR OWN CORRESPONDENT.)

Hamburg, July 27.

In the absence of any political events of importance in Germany, it being the *saison morte* when Sovereigns and their Ministers are at the bathing places and their country seats, I cannot do better than give you some extracts from the valuable statistical returns of the commerce of this city last year, just published by the Board of Trade here; and I am enabled to add, that at the instance of the statistical department of the Zollverein, arrangements may perhaps be made for extending these returns in future to the exports, so that it may be possible to see how the goods imported are disposed of, and where they are sent for final use and consumption.

Hamburg Trade Returns for 1868.

The number and tonnage of vessels that arrived at Hamburg in 1868 from the Far East were as follows:—

| From | Vessels. | Commercial Lasts.* |
|---|---|---|
| China | 18 | 2,668 |
| Philippine Islands | 1 | 117 |
| Dutch India | 5 | 976 |
| British India | 25 | 6,345 |
| French India | 4 | 819 |
| Siam | 4 | 716 |
| | 57 | 11,641 |

| Sailed to | Vessels. | Lasts. |
|---|---|---|
| China | 31 | 4,249 |
| Japan | 2 | 253 |
| Philippines | 2 | 345 |
| Netherlands India | 2 | 215 |
| British India | 15 | 2,990 |
| Siam | 3 | 433 |
| | 55 | 8,470 |

*Direct Imports from China.*

| | Value in Marks Banco. |
|---|---|
| Tea, 11,504 chests 770 packages | 577,210 |
| Cigars, 10 chests | 2,870 |
| Cassia lignea, 25,882 chests | 1,133,440 |
| Cassia flores, 225 chests | 23,180 |
| Cinnamon, 31 chests | 1,920 |
| Candied ginger, 3,554 chests 52 casks 20 pkgs. | 106,810 |
| Galls, 316 chests | 14,530 |
| Vermilion, 30 chests | 3,700 |
| Starannis, 1,330 chests | 87,980 |
| Oil of Cassia, 286 chests | 67,520 |
| Oil of star anniseed, 150 chests | 54,700 |
| Cocoanut oil, 44 casks | 3,620 |
| Rattans, 71 packages | 3,290 |
| Walking sticks, 56,210 | 1,650 |
| Silk manufactures, 12 chests | 4,220 |
| Mats, 902 packages | 23,230 |
| Paper, 80 chests 19 packages | 7,760 |
| Porcelain, 88 chests | 8,940 |
| Fireworks, 4,290 chests 148 packages | 19,750 |
| Other articles | 41,300 |
| | Marks Banco 2,187,620 |

*Direct Imports from the Philippine Islands.*

| | Value in Marks Banco. |
|---|---|
| Coffee, 198 bags | 8,820 |
| Raw sugar, 8,520 mats | 56,150 |
| Redwood, 282 centners | 2,230 |
| Hemp, 100 bales | 7,360 |
| Other articles | 7,740 |
| | Marks Banco 82,300 |

*Direct Imports from Siam.*

| | Value in Marks Banco. |
|---|---|
| Rice, 63,804 bags | 347,630 |
| Redwood, 167 centners | 1,520 |
| Other articles | 380 |
| | Marks Banco 349,530 |

*Direct Imports from Saigon.*

| | Value in Marks Banco. |
|---|---|
| Tobacco, 8 casks 1 chest | 4,560 |
| Rice, 67,656 bags | 314,910 |
| | Marks Banco 319,470 |

*Direct Imports from Netherlands India.*

| | Value in Marks Banco. |
|---|---|
| Raw sugar, 47,709 mats 1,384 baskets | 565,450 |
| Rice, 1,963 bags | 30,360 |
| Pepper, 301 bags | 8,250 |
| Arrac, 100 casks 17 chests | 18,420 |
| Indigo, 19 chests | 11,800 |
| Turmeric, 507 bags | 6,550 |
| Gum Damar, 352 chests | 22,780 |
| Tin, 600 blocks | 26,000 |
| Hides, 6,623 | 33,910 |
| Rattans, 9,760 bundles | 6,460 |
| Other articles | 4,650 |
| | Marks Banco 734,650 |

* The Hamburg commercial last is equal to three English to

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*Direct Imports from British India.*

| | Value in Marks Banco. |
|---|---|
| Rice, 142,098 bags ... ... ... | 1,811,060 |
| Raw ginger, 464 bags ... ... ... | 9,020 |
| Indigo, 71 chests... ... ... ... | 94,270 |
| Turmeric, 600 bags ... ... ... | 10,440 |
| Shellac, 244 chests ... ... ... | 25,960 |
| Ricinus oil, 200 chests ... ... ... | 9,230 |
| Kips, 181,384 ... ... ... ... | 579,940 |
| Buffalo horns, 19,910 ... ... ... | 9,330 |
| Rattans, 10,989 bundles... ... ... | 4,380 |
| Cotton, 8,038 bales ... ... ... | 1,162,620 |
| Other articles ... ... ... ... | 4,070 |
| Marks Banco | 3,720,320 |

*Direct Imports from Singapore.*

| | Value in Marks Banco. |
|---|---|
| Rice, 19,881 bags ... ... ... | 173,920 |
| Sago, 2,317 chests ... ... ... | 42,910 |
| Pepper, 10,385 bags ... ... ... | 219,640 |
| Terra japonica, 2,557 packages... ... | 86,920 |
| Gum damar, 182 chests ... ... ... | 6,780 |
| Tin, 1,355 blocks ... ... ... | 85,800 |
| Rattans, 9,238 bundles ... ... ... | 5,890 |
| Walking canes, 148,946... ... ... | 15,660 |
| Other articles ... ... ... ... | 6,300 |
| Marks Banco | 644,320 |

*Total Imports of the following Articles:—*

| | Quantity in Centners. | Value in Marks Banco. |
|---|---|---|
| Coffee* ... ... | 1,262,277 | 40,593,390 |
| Tea* ... ... ... | 30,233 | 3,417,060 |
| Raw sugar ... ... | 620,374 | 9,777,650 |
| Refined sugar ... ... | 76,179 | 1,704,930 |
| Sugar candy* ... ... | 6,320 | 161,700 |
| Rice* ... ... ... | 490,302 | 3,858,510 |
| Sago* ... ... ... | 16,268 | 238,240 |
| Pepper ... ... ... | 18,329 | 326,430 |
| Cassia lignea* ... ... | 17,720 | 1,351,070 |
| Cassia flores* ... ... | 452 | 50,610 |
| Cinnamon* ... ... | 1,299 | 193,150 |
| Cardamoms* ... ... | 211 | 116,140 |
| Cloves ... ... ... | 3,890 | 85,630 |
| Mace ... ... ... | 291 | 39,800 |
| Nutmegs ... ... | 435 | 36,830 |
| Ginger ... ... ... | 5,121 | 130,860 |
| Candied ginger* ... | 2,139 | 149,950 |
| Redwood* ... ... | 118,303 | 978,670 |
| Galls ... ... ... | 1,588 | 92,610 |
| Terra catechu ... ... | 7,435 | 158,030 |
| Terra japonica... ... | 17,062 | 219,560 |
| Vermilion* ... ... | 1,362 | 221,530 |
| Galanga root ... ... | 42 | 620 |
| Cassia vera* .. ... | 1,270 | 59,390 |
| Star annis* ... ... | 1,700 | 98,480 |
| Tonquin beans* ... | 134 | 17,470 |
| Cubebs ... ... ... | 197 | 8,400 |
| Camphor, raw... ... | 1,790 | 166,720 |
| Do. refined* ... | 203 | 28,240 |
| India rubber* ... ... | 17,801 | 2,078,730 |
| Gutta percha*... ... | 480 | 43,900 |
| Oil of annis ... .. | 19 | 14,110 |
| Oil of cassia ... ... | 216 | 91,860 |
| Oil of cloves ... ... | 57 | 9,240 |
| Oil of star annis ... | 137 | 92,230 |
| Mother-of-pearl shells . | 3,116 | 92,600 |
| Tortoiseshell ... ... | 31 | 32,020 |
| Buffalo horns ... ... | 851 | 20,070 |
| Rattans ... ... | 25,623 | 376,240 |

N.B. Those articles marked with an asterisk were larger both in quantity and value in 1867.

The net weight of the goods imported in 1868 was 52,934,928 centners (against 50,637,887 centners in 1867), of which 27,421,121 (or 52 per cent.) was by sea and 25,513,807 (or 48 per cent.) by land carriage. The value of the goods imported was 473,633,720 marks banco by sea, and 344,410,550 marks banco by land—together, 818,040,270 marks banco, or about £60,600,000.

The total number of sea-going vessels that arrived at Hamburg in 1868 was 5,297 (against 5,055 of 636,037 lasts in 1867), their tonnage 681,185 lasts, or 2,043,555 tons, and their crews amounted to 67,351 men. During the same year the number of vessels that sailed from Hamburg for foreign countries was 5,287, of 679,486 lasts, or 2,038,458 tons, and 67,430 men (against 5,071 vessels of 637,583 lasts in 1867.

It is interesting to notice the great increase of late years in the number of steamers that took part in the navigation of this port, and their tonnage. Last year there arrived here 2,150 steamers from abroad, of the aggregate tonnage of 1,400,980 tons (average 652 tons), whilst ten years ago the number was only 1,133 of 516,366 tons (average 466 tons); so that the increase in the number is nearly double, three times the tonnage, and 40 per cent. in the average size of each steamer. It further appears from the above returns that the 2,150 steamers took part in the navigation last year to the extent of 1,400,900 tons, whilst the 3,147 sailing vessels could only carry 642,575 tons; so that virtually more than two-thirds of the trade last year was carried on by means of steamers (68½ per cent.), and less than one-third (31½ per cent.) by sailing vessels.

## HOLLAND.

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(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, July 30.

"La politique chaume" is at present the watchword of "Own Correspondents," as is customary when we are on the eve of the dog days, and members of Parliament are so utterly overcome by the temperature as to think the mere sitting in their fauteuils an unbearable exertion. With a haste which could only be justified by the overwhelming heat the First Chamber has disposed of the business before them; it was hot, very hot, too hot for the discussion which some of the measures required. The M.P.'s, the Royal family, and some members of the Cabinet are enjoying their summer's holiday at their country seats. In the meantime the papers are discussing the several Bills which have been laid before the members, but which will not be debated until the opening of the new session in September. The principal measure is the Agrarian Law for India, with reference to which opinions are so different that it is utterly impossible to discover the "thread of Ariadne" among the chaos of demonstrations and reasonings. But this much is certain—not one paper approves entirely of the Bill. For the Conservative papers it is too Radical, and the Liberal journals are demonstrating that it is too irresolute. But before the Chambers can deal with this subject many months must pass away. The only article worth calling your readers' attention to appears in the last number of the *Tydschrift voor Nederlands Indie*, which criticises the Agrarian Bill in a style which is a convincing proof that the old divergence between Van de Putte and Thorbecke still exists, and perhaps may lead to the rejection of the Bill and the resignation of Mr. de Waal. Moreover, the Conservative papers continue to publish rumours respecting alterations in the Cabinet, and they assert most positively that the present Minister of Foreign Affairs, Mr. Roest Van Limburg, will accept the post of Minister at the Court of Florence. But, at the same time, it is said that it is impossible to find a successor. Some of the papers, however, think that the ex-Minister Cremers would accept the portfolio. There is also a widely-spread *on dit* to the effect that Mr. van Mulken will resign the portfolio of the War Department; but I need not say that I give you these rumours for what they are worth, although they are to some extent supported by the fact that neither of these Ministers assisted at the opening of the International Exhibition at Amsterdam.

The letters from Java addressed to *The London and China Telegraph* have created considerable sensation in Holland, and they are now making the round of the Dutch papers. They will tend in my opinion to open the eyes of the Dutch to the fact that it will not do to go on "squeezing" Java as we have been accustomed to do for a series of years. The *Staats Courant* published to-day favourable news about that portion of the crew of H.M.S. *Amstel*, who, as I told you in a former letter, were thought to have been murdered by the natives of Commendah (coast of Africa). It is now ascertained that one of the officers, Mr. Drabbe, and six soldiers were drowned, by the capsizing of the boat, and that the other officer, Mr. Zeegers Veeckens, who was made prisoner with the rest of the crew, has been set at liberty on payment of a ransom amounting to £1,000. This favourable issue is principally due to the mediation of the Governor of the English colony at the Cape Coast.

In a former letter I told you that Mr. Van Reenen had declined re-election as President of the Second Chamber. A rumour now states that he will also resign his seat in Parliament, in order to give a better chance to Mr. Pynappel of being elected at Amsterdam. It is also said that Mr. Philipse has resigned the Presidency of the First Chamber. He has already given up his post as President of the Provincial Court of South Holland. His Majesty has approved of the appointment of Mr. H. P. J. van den Berg as Consul for Wurtemberg at Samarang. The Town Council of Delft has appointed Mr. J. Spanjaard, of Amsterdam, teacher at the institution for East Indian functionaries at Delft, in the place of the late Mr. D. Koordars. His Majesty has appointed the following gentlemen as Dutch ministers of Protestant congregations in the East Indies:—Messrs. J. Faber Djz, of Ossendrecht; Y. Radersma, of Britsum; J. de Jong, of Nieuwe Niedorp; S. H. A. Begeman, of Ankeveen; W. P. M. Moulyn, of Schoonoord.

### THE INTERNATIONAL EXHIBITION AT AMSTERDAM.

The International Exhibition of articles of domestic and mechanical utility was opened at Amsterdam on Thursday the 15th without any pompous ceremony. His Royal Highness Prince Henry, on his arrival at the "Palace of Industry," was received in the hall by Baron Mackay and the committee, the Ministers, the Corps Diplomatique, the civic authorities, and a large number of distinguished foreign visitors, who had been invited to take part in the ceremony. An address was delivered by Baron Mackay, president of the Central Committee at the Hague, explanatory of the origin and progress of the Exhibition, and the satisfactory manner in which it had been supported by foreign countries. The Prince graciously replied, congratulating the various commissions upon the success of their several sections. Thereupon the Prince was conducted through each section and received an explanation from his guides. In the evening a grand banquet was given in the Park *locale*, at which the Prince presided, supported by the same distinguished company which had been present at the opening Covers were laid for 250 guests. The usual loyal and patriotic toasts were drunk, and speeches were made by several gentlemen, with one or two exceptions, in French; everybody complimented everybody else and the working classes, who had produced all the wonderful things which may be seen at the Exhibition. The proceedings of the day terminated with a brilliant display of fireworks. There are fourteen countries exhibiting; the Netherlands numbering 928, Belgium 338, France 308, Great Britain 201, Austria 144, North Germany 129, out of a total of 2,325 exhibitors. The Dutch occupy the central space, and the rest is divided principally between the other-named countries, of which France, owing to some misunderstanding as to the day of opening, had hardly a single case unpacked in the extensive

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space marked out for her. There is little or nothing from the United States. To a certain extent the Exhibition must be regarded as a failure. The original idea of the promoters was to confine it to the display of articles of domestic economy, in order to teach the poor how to improve their condition, but finding some difficulty in getting a sufficiency of such articles to fill the space at their command, the plan was changed, and the result is that there is little, if anything, to distinguish the Amsterdam Exhibition from others of a similar character which have been held before. The most successful exhibitor was undoubtedly an Austrian, who exhibits good Vienna beer in glass mugs in a temple near the principal entrance to the grounds. This gentlemen allows everybody to taste for themselves as often as they please, at 20 cents the glass. He did an enormous trade, and it was fortunate for the Amsterdam breweries that his stock was exhausted in a few days.

COMMERCIAL.

The Money and Stock Markets remain dull, there having been no transactions of any importance. The rate of discount remains unaltered, money being very abundant. Dutch Two-and-a-Half per Cents., 56½; Three per Cents., 66¾; Four per Cents., 86½; Trading Company, 115¼; Netherlands Bank, 231; E.I. Railway, 93½.

PRODUCE MARKETS.

Coffee.—The market is very dull, the demand for consumption being unimportant. Good ordinary Java from the last auction has been offered in large quantities at 35½c. to 36c. The transactions only comprise 628 b. Java, ex Doelwyk, at 34c. to 39¾c., and 358 casks Ceylon.

Raw Sugar.—The Trading Company offered 47,755 mats on the 22nd inst. in public auction. The whole quantity was sold at and above the valuation, brown and yellow realising ¼f. and white ¾f. under May prices. 18,000 mats were sold for export and speculation, and the rest was bought by refiners. Before the auction 2,500 mats Java changed hands at ¼f. to ¾f. under May prices, and 913 mats Cheribon ex Dunedin, at secret prices. The stock on the 15th inst. was 55,049,585 kilo. The prices paid in auction are as follows:—No. 5, 31¼f.; No. 6, 32f.; No. 7, 32½f.; No. 8, 32¾f.; No. 9, 34½f.; No. 10, 34f.; No. 11, 34½f.; No. 12, 35f.; No. 13, 35¾f.; No. 14, 36f.; No. 15, 35¾f.; No. 16, 36f.; No. 17, 36f.; No. 18, 36¼f.; No. 19, 36¼f.; No. 20, 36¾f.

Rice.—There is a good demand, and the market is animated. The following parcels have been sold:—1,273 b. Java, ex Rotterdam, at 7¼f.; 422 b. do., ex Petronella, at 7¼f. to 8¼f.; 1,274 b. Java, damaged, ex North American, at 2¾f. to 3f.; 4,400 b. Java, ex Kinderdyk.

Tea.—The private auction, at which 4033/4, 21/8, and 70/12 chests Java were offered, went off as follows:—

| | | | |
|---|---|---|---|
| Boey ... ... | 61c. to 88c. | Pekoe ... ... | 291c. to 349c. |
| Congou Boey ... | 86 to 99 | Orange Pekoe ... | 81 to 127 |
| Congou ... | 85 to 122 | Tonkay ... | 77 to 132 |
| Kempoey ... | 97 to 104 | Schin ... ... | 63 to 95 |
| Soepoey Pekoe | 114 to 204 | Hysant ... ... | 83 to 146 |
| Souchong ... | 85 to 146 | Uxim ... ... | 137 to 151 |
| Pekoe Souchong | 150 to 202 | Joosjes ... ... | 113 to 143 |

The prices paid are very high, and the general opinion is that the result of the forthcoming auction on the 28th, when a cargo of China will be offered, will be very favourable.

The following is the result of the Dutch Tea Sale on the 28th inst. of 1521/4, 1997/12, and 100/16 China Teas imported from Foo-Chow-Foo, per *Victoria*:—198/4, 154/12 kisten fine new season's Kaisow Congou, 80 to 82 cents; 428/4 finest new season's Kaisow Congou, 85 to 92; 109/12 choice new season's Kaisow Congou, 92 to 93; 130/12 finest new season's Kaisow Congon, 85; 138/4, 175/12 extra finest new season's Kaisow Congou, 87 to 99; 95/4, 118/12 superfine new season's Kaisow Congou, 92 to 93; 258/12 extra finest new season's Lapseng Souchong, 105 to 106; 244/4, 711/12 superfine new season's Lapseng Souchong, 111 to 220; 192/12, 100/16 extra superfine new season's Lapseng Souchong, 130 to 144; 318/4 extra superfine new season's Kaisow Congou, 97 to 101; 100/4 superfine new season's Kaisow Congou, 97 to 98 150/12; extra superfine new season's Kaisow Congou, 101 to 107. 282 lots sold, 36 bought in.

Java Tobacco. — Dull, without business of importance. Stock, 16,655 b. Java.

Camphor.—190 chests floating from China sold at prices that did not transpire.

Arrack. - 104 casks Sourabaya, ex Spanker, sold at secret prices.

Indigo.—The good result of the London auctions greatly influenced our market. The stock is small, and holders decline to operate, in waiting for higher prices.

Java Curcuma.—A parcel of 477 bales very good quality will shortly be offered in auction. Ordinary quality is worth 9¼f. to 9½f.

Tin is again somewhat firmer. Some thousands of slabs Banca have changed hands at 79f. to 79½f. 300 slabs Billiton sold at 77f.

Rattans.—The Trading Company will offer in auction 35,100 bundles. The market is firm; the transactions include the following parcels:—150 pic., ex Rotterdam; 164 pic., ex Cheribon; 200 pic., ex County of Elgin; 450 pic., ex Burmah; 87 pic., ex Nyverbeid; and 46,000 kilo., ex North American.

Hides.—The market is animated. 68 p. Batavia buffalo, ex Noach II.; 1,450 p. Samarang do.; and 863 do. rinder, ex Twee Gezusters, have been sold.

SHIPPING INTELLIGENCE.

Arrivals.—July 14, at Texel, from Batavia, Daimio; 16, at Brouwershaven, from Rangoon, Bonniton, Tinnevelly; at Hellevoet, from Batavia, Waterloo; 19, at Brouwershaven, from Batavia, Jacoba Cornelia; 21, at Flushing, from Akyab, Jurgen Bruhn; 25, at Brouwershaven from Batavia, Cornelis Gips.

Freights.—For Batavia, 18f. to 25f.; for Samarang, 25f. to 30f.; for Sourabaya, 30f; for Padang, 35f. to 40f., per last of 2,000 kilo., with 15 per cent. premium; for Singapore, 30s. to 35s.; for Hong Kong, 35s. to 40s.; for Melbourne, 40s., per ton of 1,015 kilo. dead weight—per ton of 40 feet 5s. higher. For Singapore and Hong Kong with 15 per cent. premium, and Melbourne with 5 per cent.

# Monetary and Commercial.

The Lord Chancellor has ruled that the estate of the late Mr. Gibb, a deceased director of Overend, Gurney, and Co., cannot be held liable in the liquidation of that concern; a decision which has been received with satisfaction by the mercantile community. Mr. Gibb could neither be charged with neglect of duty nor with bringing other people into losses which he himself avoided. His attention to the business was constant, and notwithstanding his long and acute mercantile experience, such was his confidence in the inherent stability of the company that at the hour of the closing of its doors he was not only one of the largest shareholders, but also among the largest creditors as a depositor.

A bill having been filed on behalf of the shareholders in Overend, Gurney, and Co. (Limited), to make the directors responsible to the shareholders for the losses they have sustained by reason of the directors having purchased the business of the old firm, though it was insolvent to the extent of £2,000,000, the directors demurred to the bill, but Vice-Chancellor Malins overruled their demurrer. They have now appealed to the Lord Chancellor, who has decided that the demurrer lodged on behalf of the directors ought to have been allowed by the Vice-Chancellor. His lordship remarked that fraud was not alleged in the bill against the directors, and he said that though they might have acted imprudently, power had been given them to purchase the business on such terms as they might see fit. This decision affords another illustration of the risks to which the subscribers for shares in joint-stock companies are exposed. In this instance no such power was voted by the shareholders to the Board, for no meeting of shareholders was held. The Lord Chancellor is reported to have said, "No doubt the speculation into which they (the shareholders) entered was hazardous, but that was the characteristic of all trades, and especially of bill-broking." His lordship appears to be much more learned in the law than in the usages of commerce. Hazard is not the characteristic of "all trades;" and, of all trades, there are few that, under legitimate conditions, are less hazardous than that of a bill broker. In fact, a bill broker, *i.e.*, a person who acts strictly as broker between the man who has money to employ and the man who has bills for discount—is absolutely free from all risk. But Overend, Gurney and Co., instead of being simple bill brokers, were gigantic money dealers and speculators.

Mr. Pender, having accepted the chairmanship of the new company for laying the submarine telegraph cable between Falmouth and Malta, with a view to complete the system of submarine telegraphy to India, has retired from the direction of the Telegraph Construction and Maintenance Company, who are to be the contractors for making and laying the line.

The shares of the Falmouth and Malta Telegraph Company have risen ⅛ to ⅜ premium.

At the meeting of the London and Westminster Bank, on the 21st inst., Mr. Bonamy Dobree in the chair, the report showed an available total of £161,285, after setting apart £2,000 towards the buildings of the bank, and including a previous balance of £4,320. A dividend was declared at the rate of 6 per cent. per annum, and a bonus of 5 per cent. upon the paid-up capital of £2,000,000, leaving £1,285 to be carried forward. The deposits held are £19,860,660, being within £55,290 of the total at the corresponding date of last year, and the reserve stands at one million.

The ordinary general meeting of the proprietors of the City Bank has been held at the London Tavern, Mr. J. Jones in the chair. The report, which was unanimously adopted, stated that, after payment of interest on current and deposit accounts, and providing for bad and doubtful debts, there remained a gross profit of £47,488; from which the directors, after making provision for current expenses, and for rebate of interest on bills discounted but not yet due, placed £5,000 to the reserve fund, and declared a dividend at the rate of 7 per cent. per annum free of income-tax, leaving £271 to be carried forward.

The directors of the National Bank have announced that the profit and loss account for the half-year, including £18,161 brought from last account, shows an available total of £45,202 from which they have declared a dividend absorbing £37,500, being at the rate of 5 per cent. per annum, or 15s. per share on the 50,000 shares forming the capital of the Bank.

The directors of the London and County Bank have decided on paying the usual dividend of 6 per cent., with a bonus of 2½ per cent., being together 8½ per cent., or £1 14s. per share for the half-year ended June last, carrying forward £6,000.

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The discussion raised by Mr. Graves in the House of Commons regarding the Board of Trade Returns seemed to demonstrate their worthlessness for any practical business purposes, although their cost is stated to be not less than £50,000 a-year. An opinion was expressed that the annual tables are less unreliable than the monthly ones; but as it is said that some inquiries recently instituted by parties interested in the cotton trade have resulted in showing that the aggregate value of the cotton manufactures exported during the past year was in the official account fully twenty millions sterling in excess of the correct sum, it is evident that in neither case can any confidence be placed in them. The Board of Trade have hitherto had the discredit of the matter, but it appears that the returns mainly proceed from the Statistical Department of the Customs, in relation to whom they have not had power of adopting any corrective measures. It may be hoped that the inquiry now ordered by the Treasury will lead to the establishment of an efficient organisation, and that toward that end some experienced official of the Board of Trade will be associated with the investigation.

## THE SILK MARKETS OF FRANCE.

It is beyond doubt now that the quantity of silk produced this year in France is very much larger than it was last year; the cocoons are nearly all sold, and quotations are on the rise.

The quantity of silk conditioned at Lyons during the last week of June amounted to forty-five tons, and in the first week of July very nearly the same quantity; the returns for last week have not reached us. At Marseilles there can scarcely be said to be any business doing at all; the only goods registered as entered this month are 26 bales, weighing in all less than a ton and a-half; of these, fourteen bales were from China. The last quotations we have from this port are three weeks old—namely, 1 bale of Syrian silk at 105f., and 24 bales of Haisson at 75f.

## NEW YORK TEA MARKET.

The following is from Messrs. Beebe's Circular, dated 16th inst.:—The demand for all descriptions of tea has been very moderate during the past fortnight, and sales from first hands are limited to 4,600 half-chests Green, 4,300 half-chests Japan, and 1,100 half-chests Oolong. No material change in values has thus far been realised, though at the close Oolongs and finest Greens are held at higher figures. We have no further arrivals to report by this mail.

# Shipping Intelligence.

## ARRIVALS.

| Date. | Ship. | Captain. | From. | At. |
|---|---|---|---|---|
| Jly. 22 | Petronella | Strootman | Sourab., for Amstdm. | Off Scilly |
| — 23 | Maasnymph | Tofield | Akyab | Do. |
| — 24 | Augusta | — | Rangoon | Liverpool |
| — 24 | M. W. Sass | Arendsen | Saigon | Falmouth |
| — 24 | Castlemaine | Gill | Rangoon | Do. |
| — 25 | Plelades | Stitson | Do., for Bremen | Do. |
| — 26 | Shakespeare | Dalgleish | Saigon, for Rotterdm. | Do. |
| — 26 | Hindoo | Grundberg | Bassein, for Antwerp | Do. |
| — 25 | Benjamin Bangs | Rooks | Rangoon | Off do. |
| — 26 | Antiope | — | Do. | Liverpool |
| — 13 | Sarah and Maria | Gode | Manila | San Francisco |
| — 14 | Albany | Watt | Bangkok | Do. |
| — 12 | Onward | Whyte | Hong Kong | Portland, Oregon |
| — 27 | Carrick Castle | Peter | Singapore | London |
| — 26 | Octavia | — | Akyab | Falmouth |
| — 26 | Idaho | Murphy | Do. | Do |
| — 26 | Cambalu | — | Rangoon | Liverpool |
| — 25 | Malta | McDonnell | Do. | Queenstown |
| — 25 | Volunteer | Ralph | Akyab | Do. |
| — 24 | Herrington | Myles | Colombo | Havre |
| — 24 | J. C. Munro | — | China, &c. | London |
| — 28 | Everest | Clarke | Shanghai | Do. |
| — 27 | Hypatia | — | Rangoon | Liverpool |
| — 26 | Cornelis Gips | Romyn | Batavia | Brouwershaven |
| — 28 | Vanguard | McKenzie | Penang | London |

## DEPARTURES.

| Date. | Ship. | Captain. | For. | From |
|---|---|---|---|---|
| — | China (s.s.) | — | China | Shields |
| Jly. 19 | Neptune's Bride | Havelock | Galle | Do. |
| — 23 | Laju | Scott | Shanghai | Glasgow |
| — 26 | Corypheus | Ross | Hg. Kong & Foochow. | London |
| — 24 | Iho Iho Maru | James | Nagasaki | Aberdeen |
| — 14 | Nicoleno | — | Hong Kong | San Francisco |
| Jun. 24 | Mary Hillegonda | Walters | Batavia | Rio de Janeiro |
| July 27 | Peterborough | Orchard | Hong Kong | London |
| — 27 | Palestine | Massey | Colombo | Do. |
| — 22 | Jennie Eastman | — | Yokohama | Newport |
| — 35 | Golden City | — | Java | Shields |
| — 28 | Fair Leader | Newman | Hong Kong | London |
| — 28 | Loudoun Castle | Thyne | Shanghai | Do. |
| — 28 | Oberon (str.) | Keay | Do., & Yokohama | Do. |
| — 28 | Therese | Meyer | Cardiff and Chefoo | Do. |
| — 26 | Pero | — | Galle | Shields |
| Jun. 19 | Toronto | Jarman | Penang | Buenos Ayres |

*(See Commercial Postscript and Correspondents' Letters.)*

## LOADING.

At LONDON.—For Hiogo and Yokohama: Corsair. For Nagasaki and Hiogo: Chanticleer. For Yokohama: Napier, Mountain Ash, Osaka, Velocity. For Shanghai: Carrick Castle, Lauderdale, Dartmouth, Sarah Nicholson, Sir Wm. Wallace, Hertfordshire. For Shanghai, Hiogo and Yokohama: Alonso (str.). For Hong Kong: Merse, Sophie, Borealis, Cleta, Isles of the South, Queen of the Age. For Singapore: Hesperia, Hopeful. For Penang: Parana. For Bangkok: Lotus. For Batavia and Sourabaya: Gladiator. For Colombo: Palmerston, Thomas Blythe, Britomart. For Galle: Arabia.

At LIVERPOOL.—For Hiogo and Osaka: Isolina. For Yokohama: Edwin Bassett, Finzel. For Shanghai: Banian, Celestial Queen. For Singapore: Huddersfield, Glenlyon. For Manila: Maria, Juliana, Amigos, Trinidad. For Marseilles and Japan: Stord. For Galle: Arlington.

At GLASGOW.—For Hong Kong: Grace, Peille. For Penang: James Paton. For Batavia and Sourabaya: County of Elgin.

## SPOKEN.

CATHERINE (Span. barq.), Cardiff to Manila, May 4, 14 N., 28 W.
PRINCESS OF WALES (barq.), of London, London to Chefoo, steering W. July 19, 8 miles S.W. of the Start.
VANGUARD, Penang to London, April 30, 26 S., 55 E.
ALBERT, Bangkok to Falmouth, May 14, 33 S., 33 E.
ALBERT, Amoy to New York, May 22, 35 S., 27 E.
SYDPOLDEN, Singapore to New York, May 24, 36 S., 22 E.
OLANO, Manila to Liverpool, April 27, 12 S., 107 E.
STENTON (?), Ceylon to London, May 29, 32 S., 37 E.
MADAGASCAR, Singapore to Hamburg, June 10, 22 S., 69 E.
DIONE, Colombo to London, April 21, 25 S., 58 E.
ORTELIUS, Singapore to New York, May 31, 33 S., 15 E.
BETTY, Batavia to Amsterdam, May 16, 26 S., 58 E.
ROBERT RICKMERS, Saigon to Falmouth, June 18, 19 S., 2 E.
SAVEA, Bordeaux to Japan, June 4, 36 S., 20 E.
SATTARA, Ceylon to London, May 13, 29 S., 43 E.
SOPHIA HELEN, Batavia to Falmouth, June 12, 28 S., 7 E.
NICOLAS WITZEN (Dutch bq.), Batavia to Amsterdam, June 5, 33 S., 15 E.
GERTRUDE, Saigon to Falmouth, April 2, in the Straits of Sunda.
EMBLYN, Philippines to London, April 14, in the Straits of Sunda.
MEROO (barq.), Penang to London May 12, 28 S., 42 E.
COWLITZ, Ceylon to London, June 12, 29 S., 8 E.
LEFROY, Amoy to New York, June 18, 20 S., 2 E.
NABOB, Padang to Boston, May 21, 36 S., 21 E.
UNDINE (ship), from Shanghai, near Algoa Bay.
VIRGILIA, Bangkok to Falmouth, April 19, 8 S., 105 E.
MONKCHESTER, Shanghai to New York, May 20, 51 E.
GEFLE, Sourabaya to Amsterdam, June 2, 32 S., 30 E.
VALLEYFIELD, Penang to London, July 24, 46 N., 20 W.
GUSTAF (Swedish), Hamburg to Shanghai, off Cape de Verd.
RUSCO CASTLE, Sunderland to Galle, June 15, 4 N., 27 W.
BEEMAH, London to Shanghai, June 20, 8 N., 26 W.
BILDERDYK (Dutch ship), Rotterdam to Batavia, June 11, 16 S., 33 W.
AGRA, Manila to New York, March 30, 12 N., 107 W.
PEDRO PLANDOLIT, Liverpool to Manila, June 13, 9 S., 33 W.
SATELLITE (of Caernarvon) Liverpool to Japan, June 16, 8 S., 31 W.
HINDOSTAN, Bordeaux to Batavia, May 30, 26 S., 28 W.
ANNA, Sunderland to Galle, June 15, 1 N., 27 W.
BATAVIA, Holland to Java, July 15, 49 N., 5 W.
H. LOVE, Cronstadt to the River Amoor, May 30, off Chapel Island.
GLADIATOR, Liverpool to Shanghai, June 6, 18 S., 35 W.
TYCHO BRAHE, (str.) Liverpool to Mauritius, Singapore, &c., steering S., July 19, 38 N., 13 W.

## FREIGHTS AND CHARTERS.

Berth freights to the Eastern ports continue dull, and the demand for tonnage is very slack. Coal freights from the Northern outports are not quite so firm, and rates have slightly declined.

Current rates of freight for vessels on the berth:—Per steamer to Japan, 100s. meast. Per sailing vessel to Yokohama: 40s. weight or meast. To Nagasaki: 40s. weight, 50s. meast. To Hiogo: 50s. weight or meast. To Tientsin: 60s. weight or meast. To Chefoo: 60s. weight or meast. To Shanghai: 35s. weight, 30s. meast; per steamer, 80s. meast. To Foochow: 50s. weight, 45s. meast. To Hong Kong: 35s. weight, 27s. 6d. meast. To Amoy: 50s. weight, 45s. meast. To Batavia: 25s. weight, 30s. meast. To Singapore: 30s. weight, 25s. to 30s. meast. To Ceylon: 20s. to 25s. weight, 20s. meast. At New York to China; $12 to $15 per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—For Shanghai: £44. For Hong Kong: £33. For Singapore: £24. For Galle: £25. From Newport, Cardiff, or Swansea per ton.—For Yokohama: £1 19s. For Shanghai: £2 2s. For Hong Kong: £1 15s. For Singapore: £1 5s. For Galle: £1 5s.

## MISCELLANEOUS.

At ST. HELENA.—June 14, Brilliant, Warren, from Yokohama, and sailed for Boston; 16, Henry Grenfell, Shiell, from Foochow, and sailed for London; Triton, Schey, from Batavia, and sailed 17 for Rotterdam; Ilmari, Niska, from Penang, and sailed 18 for Falmouth; 19, Hydra, Bockwoldt, from Bangkok; Lota, Barber, from Bangkok, and both sailed for Falmouth; Salvadora, Virutia, from Zebu, and sailed 21 for Santander; Alpha, Nielson, from Singapore; Italia, Zulueta, from Macao, and sailed 21 for Havana; 20, Aldsurie, Menzies, from Penang, and sailed 21 for London; Staatsraad van Ewyck, Ham, from Batavia, and sailed 21 for Amsterdam; Sarah Scott, Riches, from Manila, and sailed 28 for London; 21, Cornelis Wernard Eduard, Swart, from Batavia, and sailed 22 for Rotterdam; Mary Ann Wilson, Ritson, from Yloilo, and sailed 22 for London; 22, Queen of the Sea, Tomlinson, from Colombo, and sailed for London; Persian Empire, Murray, from Colombo, and sailed 23 for London; Red Deer, Spence, from Bangkok, and sailed for Falmouth; Gerard Pieter Servatius, De Goode, from Batavia, and sailed 23 for Amsterdam; 23, Nieuwe Waterweg II., Zwart, from Sourabaya, and sailed 24 for Amsterdam; Sarepta, Greig, from Colombo, and sailed for Havre; Haamsteal, Geerling, from Batavia, and sailed 26 for Rotterdam; 24, Bezoekie, Reckers, from Batavia, and sailed 25 for Rotterdam; 26, Yokohama, Blouet, from Bangkok, and sailed for Falmouth; Chinaman, Fentie, from Shanghai, and sailed 28 for New York; Webfoot, Slurrock, from Saigon, and sailed for Falmouth; Aria and Betsy, Ran, from Batavia, and sailed 29 for Amsterdam; 29, Liberator, Robertson, from Colombo, and sailed for London; 30, Oceaan, Smit, from Batavia; 19, Elshout, Akkerman, from Batavia, making a little water in her topsides, repaired and sailed for Amsterdam.

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## ARTICLES OF IMPORT.

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### TEA.

The market during the fortnight has been very firm. The telegrams from China of the moderate exports have induced holders to be very strong, whilst the trade, being light in stock, have been compelled to purchase to a moderate extent for immediate wants. Although there has not been the least excitement, or even much activity prevailing, the result has been an advance of fully ½d. per lb. in common Congous, and about 1d. per lb. in medium black-leaf kinds, other descriptions showing no material alteration. Congous: Siftings and broken-leaf kinds have met with a fair inquiry, and prices are a shade dearer. Fair to good common have been in demand, and the quotation has advanced to 1s. 1¼d. to 1s. 1½d., and there being but little now to be had at the former figure. Fair to good flavoury kinds have been wanted at from 1s. 2d. to 1s. 3d. per lb. Good to fine Kaisows have been difficult of sale; finest show no alteration. Pak Lins have been sold at about previous prices. Amoy kinds show an advance of ½d. per lb. Common to fair black-leaf kinds have been taken at rather higher prices; fair to good medium have been more saleable, and about 1d. per lb. advance has been established for them; fine to finest show no quotable alteration. In new-make Congous there has been more doing, and prices 1d. per lb. above those recently current are now obtainable. Oolongs remain without improvement. Common Souchongs continue in fair request, but the finer kinds are difficult of sale. In Flowery Pekoes there has been but little done. Scented Capers have been rather more saleable at somewhat improved prices. Scented Orange Pekoes—the Foochow kinds have been in request at the low prices ruling. Canton kinds have been rather more in demand at slightly better rates. Uncoloured Japans remain quiet in the absence of fresh supplies. Green Teas: There have been no fresh arrivals, and the amount of business has been consequently limited to a few sales out of old stocks, at about previous prices.

### SILK.

There is no improvement in the market; the same wave of life exists, and daily business is of the most limited kind. Importers and holders generally show much firmness with good silk, and will not accept low rates which are made to them; while common and undesirable silk is continually being offered without meeting with response from the trade; it just amounts to this, that the only buyers are consumers, who will not be tempted to buy a bale more than they want, and then only of the description they want; and there being no disposition among dealers to look forward, there is no speculation, and consequently a dull, dragging market. Quotations are unaltered for Asiatic Silk generally since departure of last China mail. The telegrams from China to 8th July have had no appreciable effect upon the market, although in themselves strengthening to holders.

Coffee.—There is but little alteration to report, Ceylon being still only in moderate request, and prices are in consequence slightly lower. The following are the latest rates paid at the public sales:—Plantation Ceylon, triage, &c., 40s. to 56s. 6d.; gray, 60s. to 66s.; coloury, 66s. 6d. to 80s.; peaberry, 74s. to 82s. 6d.; native Ceylon, good ordinary, 51s. to 51s. 6d.: garblings, 25s.

Cotton.—On the 24th inst., owing to an improvement in the Manchester market, the Liverpool market exhibited an accession of activity, and prices rose ⅛d. to ¼d. per lb. A quieter tone has since been established, and the advance has been lost, so that prices are about on a par with those current at the date of our last. During the past few days great steadiness has prevailed. The current quotations are as follows:—Surat, 8½d. to 11¾d.; Madras, 9½d.; Bengal, Scinde, &c., 8¾d. to 8¾d.; fair Dhollerah, 10⅜d.; fair Oomrawuttee, 10½d.; fair Broach, 10½d.; fair Bengal, 9d.; fair Egyptian, 13¾d.; fair Pernam., 13⅛d.; middling Boweds, 12⅝d. to 12¾d.; middling Orleans, 12⅞d. In the London market a steady business has been done throughout the interval, prices showing no material variation from those of our last report.

Camphor.—There is little inquiry for China and Japan at the current rates, but holders are firm.

Cocoa-Nut Oil.—There has been a moderate business in Ceylon at £43.

Gums.—Benjamin: Steady; of 108 cases Sumatra at auction, two-thirds sold at £8 to £9 12s. 6d. per cwt. for middling to fine 2nd quality, and £5 middling 3rd. Copal: Nothing of any consequence doing. Damar: Scarce, firm, and wanted; no business. Gamboge: Some little inquiry; not any offered at auction.

Galls.—Prices for Japan are lower, 306 packages having been sold at auction at 42s. to 45s. per cwt. for ordinary to good qualities. There is some inquiry for China, but also at lower rates.

India-rubber.—The market is dull, and the sales since our last have been confined to about 40 packages Assam at 9¼d. per lb. for ordinary.

Japan Wax.—The market is steady; there have been no public sales, but there is some inquiry privately at previous rates.

Manila Hemp.—Prices have slightly advanced, a moderate private trade having been effected at £50 to £51 per ton for fair to good roping. At the public sales 937 bales were withdrawn.

Plumbago.—The market for Ceylon is still unchanged, prices being maintained at the decline recently established. Of 911 barrels offered at the auctions, one-half sold, realising 11s. to 25s. per cwt. for ordinary to fine lump, 10s. for chips, and 7s. to 11s. 6d. for dust.

Pepper.—Black: Firm, with inquiry, but only moderate business. 652 bags Penang at auction, retired; 50 bags Tellicherry sold at 4¼d. to 5d. per lb. White: Shows some little recovery, 582 bags Singapore at auction, sold at 5⅞d. to 5⅞d. per lb., with a few lots fine at 6d. to 6⅛d.; 73 packages Tellicherry sold at 6¾d. to 1s. 4¾d. Limited trade privately.

Rice.—The demand is very slow, and transactions are within a narrow compass at the low rates previously established, viz., 6,000 bags good old Rangoon at 8s. 6d.; 9,500 bags Moulmein at 9s. 9d.; 100 tons garden Siam at 8s. 1½d., and 100 tons Askoolic at 9s. An arrived cargo of 1,700 tons Rangoon has been taken at a comparatively high price for London, namely, 9s. 1½d. ex ship, and a cargo of Saigon has been sold on secret terms.

Rattans.—Stout canes neglected, and only saleable at very low comparative rates; 3443 bundles Penang sold at auction at 2s. 5d. to 4s. 2d. per 100.

Rhubarb.—China has sold irregularly but generally at somewhat improved prices; of 194 chests at auction, three-fourths sold at 4s. to 6s. 3d. per lb. for fair to good, and 1s. 6d. to 2s. 11d. ordinary middling.

Shells.—Mother-o'-Pearl: Singapore, not in any supply: Manila rather better; of 510 cases at auction, about half sold at £6 10s. to £7 5s. per cwt. Tortoise, &c.: Steady; of 13 cases Singapore at auction, 6 sold at 13s. 6d. to 14s. 6d. per lb. for good to fine, in sorts, and 9s. to 11s., low to ordinary, 2 cases Manila retired; 4 cases Manila Turtle Shell sold at 1s. 6d. to 1s. 10d.

Sapanwood.—The market is dull; 43 tons Siam in public sale were withdrawn, and of 39 tons Ceylon offered a small portion only sold at £9 10s. per ton.

Sugar.—The steady tone of the market reported in our last has been maintained. Middling useful qualities continue in request and command full prices, while such common kinds as Clayed Manila have again been rather more looked after, and are saleable on better terms than they have been for some time past. Penang: About 2,000 bags have been sold at 31s. to 32s. 9d. for middling to good brown. Manila: 7,000 bags clayed sold, duty 8s., at 29s. 6d. to 30s. 3d.; duty 9s. 7d., at 32s. 6d.; and 10,000 bags common Cebu and Ilo Ilo sold at 27s. to 27s. 6d. Java: 746 baskets from Holland were nearly all bought in—yellow at 38s. to 40s., white (duty 11s. 3d.) at 40s. 6d. to 41s. 6d., rather below which prices two-thirds were afterwards sold. China: 753 bags, of low brown quality (from Swatow), realised 26s. 6d. to 27s. per cwt.

Spices.—Cassia Lignea: Firm, with limited private trade at full prices. Buds, limited business upon former terms. Cinnamon: We quote 1st sort 1s. 8d. to 3s. 6d. per lb., 2nd 1s. 6d. to 3s. 5d., 3rd 1s. 4d. to 3s. 2d., 4th, 5th and Jungle 10d. to 2s. 5d., market steady. 141 bales at auction sold; Chips without material change. 1,302 packages mostly sold at 2d. to 3½d. for low and ordinary. Cloves: Penang quiet; of 30 cases at auction, two sold at 10¾d. per lb. for good. Zanzibar have proved in admirable demand, and are ½d. per lb. dearer. 5,547 bags sold at auction at 2⅝d. to 3d. for middling to fair, with a few lots of good at 3⅛d. to 3¼d. per lb. Mace: Firm; 4 cases Penang at auction sold at 2s. 8d. to 2s. 9d. per lb. for fair reddish, and one case low Java at 1s. 11d. Nutmegs: Generally 1d. to 2d. per lb. dearer, with good business privately. 5 cases Penang at auction sold at 1s. 4d. to 1s. 5d. per lb. for low small.

Terra Japonica.—Cutch: Continues very flat, and of 249 packages at auction a few only sold at 26s. 6d. per cwt. for fine Pegue. Gambier: Cubes in very moderate demand, and of 2,828 packages at auction one-fourth sold at 19s. 6d. to 21s. 3d. per cwt. for ordinary to fair. Block has not sustained the improvement indicated in our last; business has been done at 17s. to 17s. 3d.: 455 bales at auction retired.

Tin.—The market for Straits is firmer, the current quotations being £132 to £132 10s., showing an advance of £2 per ton, at which price business has been transacted to some extent. Banca is quiet at £136 per ton.

## ARTICLES OF EXPORT.

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### MANCHESTER GOODS.

From the departure of last mail up to the 21st inst. the market was quiet but steady. After the 21st there was an improvement in the demand for both yarns and goods, but especially for the latter, and a slight advance was established. During the last few days, however, there has been little disposition to purchase at the advanced rates which, notwithstanding, continue to be firmly maintained. Sellers who hold stocks can now dispose of stock at slightly under the prices asked by manufacturers, and yet realise as much as 2d. per lb. more than they could a month ago, and in some cases are availing themselves of the opportunity.

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| Destination. | Ships. | Class. | Dock. | Last Shipping Day. |
|---|---|---|---|---|
| Hong Kong | Sophie..... | A1 14 yr. | W.I.D | With des. |
| Hong Kong | Everest ..... | A1 13 yr. | W.I.D. | With des. |
| Shanghai ... | Hertfordshre | AA1 | W.I.D. | With des. |
| Hiogo and Yokohama | Corsair ..... | AA1 | W.I.D. | With des. |
| Yokohama (Kanagawa) | Velocity..... | A1 14 yr. | W.I.D. | With des. |

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|---|---|---|---|---|
| Shngh. Higo. & Yokohama | Alonso (s.s.) | A1 18 yr. | E.I.D. | Aug. 20 |
| Shanghai ... | Carrick Cstl. | A1 16 yr. | E.I.D. | Aug 30 |
| Shanghai ... | The Sir Jamsetjee Family | A1 14 yr | E.I.D. | To follow |
| Hong Kong | Borealis ..... | A1 | E I D. | With des. |
| Hong Kong | Isles of South | A1 13 yr. | E.I.D. | Wit hdes. |
| Yokohama (Kanagawa) | Osaka (new). | A1 17 yr. | E.I.D. | To follow |
| Nagasaki & Hiogo ..... | Chanticleer .. | A1 10 yr. | W.I.D. | With des. |

For Freight or Passage apply to KILLICK MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

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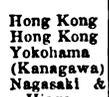

JOHN C. CAMPBELL will despatch the following splendid VESSELS:—

| Destinatn. | Ships. | Tns. | Class. | Dock. | Sailing about |
|---|---|---|---|---|---|
| Colombo .. | Palmerston | 894 | A1 15 yr. | W.I.D. | Aug. 10 |
| Do. ..... | Spirit of the North ... | 571 | A1 10 yr | W.I.D. | Aug. 20 |
| Do. ..... | Granville... | 696 | A1 15 yr. | W.I.D. | Sept. 20 |
| Do. ..... | Q of Ceylon | 422 | A1 10 yr. | W.I.D. | Oct. 20 |
| Malabar Coast | Star of Jamaica ... | — | A1 9 yr. | W.I.D. | Aug. 4 |

No. 22, Great St. Helen's, E.C.

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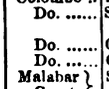
To follow the Ocean Beauty. Will be despatched about the 10th Aug.



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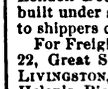
Malabar Coast. Will meet with the usual quick despatch.



DIRECT for COCHIN, CALICUT, TELLICHERRY, CANNANORE, and MANGALORE, the beautiful clipper ship STAR OF JAMAICA, A1, 9 years; 306 tons register; A. SACK, Commander; West India Docks. This splendid vessel offers a most desirable opportunity to shippers of fine goods.

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To follow the "Palmerston." With immediate despatch

DIRECT for COLOMBO, the favourite China Clipper Ship SPIRIT OF THE NORTH, A1 10 years; 571 tons register, A. MATHEW, Commander; West India Docks. This magnificent clipper is well-known in the Ceylon trade for her rapid passages, and for the good order in which she always delivers her cargo.

For Freight or Passage apply to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

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With immediate despatch. Having a considerable portion of her cargo engaged.

FOR SHANGHAI, direct, the favourite and powerful clipper ship SIR WILLIAM WALLACE, A1, coppered and copper-fastened, 967 tons register; A. H. TAYLOR Commander; loading in the East India Docks. This magnificent vessel, built under special survey in 1866 by Messrs John Duthie, Sons and Co., of Aberdeen, for the China trade, has proved herself thoroughly adapted for it by smart passages and sound delivery of cargo.

For Freight or Passage apply to NORRIS and JOYNER, 60, Cornhill, E.C.

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With immediate despatch.

FOR YOKOHAMA (KANAGAWA) DIRECT, the well-known clipper MOUNTAIN ASH, A1 10 years, 437 tons register; JACOB CARE, Commander. Loading in the East India Docks. This splendid vessel is noted for her rapid passages in the China and Japan trade, and sound delivery of cargo.

For Freight or Passage apply to Messrs. RUCKER, OFFOR, and Co., 115, Leadenhall-street, E.C.; or to NORRIS and JOYNER, 60, Cornhill, E.C.

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FOR SHANGHAI, the celebrated Clipper Ship, LAUDERDALE, A1 15 years; 851 tons register; J. J. SMITH, Commander, East India Docks.

For Freight or Passage, apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

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Regular line of Packet Ship.

FOR HONG KONG, the splendid composite clipper, CLETA, A1 16 years, 519 tons register; C. H. MIDDLETON, Commander; East India Docks. This ship sails very fast, and presents a favourable opportunity to shippers of fine goods.

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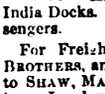
Regular line of packet ship.



FOR HONG KONG, the splendid new composite clipper, NORMAN COURT, A1 16 years, 800 tons register; ANDREW SHEWAN, commander; East India Docks. Has superior accommodation for passengers.

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## THE LONDON & CHINA TELEGRAPH.

THE ELEVENTH Vol. of this JOURNAL commenced on the 4th of January, 1869. The Subscription for three numbers per month is 30s. per annum, including Postage and to the Export Supplement 12s. extra. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

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# The London and China 新聞紙 Telegraph.

**JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.**

PUBLISHED ON THE ARRIVAL OF THE FORTNIGHTLY ENGLISH, AND MONTHLY FRENCH MAILS FROM CHINA, JAPAN, &c.

**IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A SUMMARY OF NEWS FOR THE OUTWARD MAILS.**

VOL. XI.—No. 322.] LONDON, MONDAY, AUG 9, 1869. [Price 9d., with Sup., 1s. 3d.—Sub. 30s. per ann. postage, included. Sup. 12s. extra.


## Latest Advices.

| Ports. | From London. | Arrived out. | Homeward, Received this day. |
|---|---|---|---|
| JAPAN — Yokohama | April 23 | June 11 | June 13 |
| Yedo | — | — | June 12 |
| Osaka and Hiogo | — | — | June 10 |
| Hakodadi | — | — | May 22 |
| Nagasaki | — | — | June 14 |
| CHINA — Peking | — | — | June 8 |
| Tien-tsin | — | — | June 12 |
| Chefoo | — | — | June 13 |
| New-chwang | — | — | May 28 |
| Hankow | April 15 | June 5 | June 14 |
| Kiu-kiang | — | — | June 15 |
| Chin-kiang | — | — | June 16 |
| Shanghai | April 23 | June 7 | June 17 |
| Ningpo | — | — | June 15 |
| Foochow | April 23 | June 7 | June 20 |
| Formosa | | | |
| Amoy | — | — | June 21 |
| Swatow | — | — | June 22 |
| Hong Kong | May 15 | June 28 | June 24 |
| Canton | — | — | June 23 |
| Macao | — | — | June 23 |
| PHILIPPINES— | | | |
| Manila | April 23 | June 8 | June 19 |
| COCHIN-CHINA— | | | |
| Saigon | — | — | June 12 |
| SIAM — Bangkok | — | — | June 12 |
| BORNEO—Labuan | — | — | June 17 |
| Sarawak | — | — | June 19 |
| JAVA — Batavia | — | — | June 26 |
| Samarang | — | — | June 19 |
| Sourabaya | | | |
| MALACCA STRAITS— | | | |
| Singapore | May 21 | June 23 | July 2 |
| Penang | May 21 | June 21 | July 4 |
| CEYLON —Colombo | June 18 | July 12 | July 12 |
| Galle | June 18 | July 11 | July 13 |

### THE MAILS, &c.

The present mail is delivered on its due date. We received some portion of our despatches on Saturday, *via* Brindisi, but too late to enable us to publish on that day. By the Pacific line, *via* San Francisco, we have later advices from Yokohama than those above quoted, namely, to June 30; but there is no news of importance beyond what we publish below.

The next inward mail, due here on the 23rd inst., will bring advices from Yokohama to June 30; Shanghai, July 2; Hong Kong, July 8; Singapore, July 16; Galle, July 25.

Telegrams have been received, *via* Galle, from Hong Kong, to July 16; and *via* Kiachta, from Shanghai, to July 15. The next outward mail closes on Friday next.

## List of Passengers.

### PASSENGERS INWARD.

By this mail to Marseilles, per P. and O. steamer *Massilia*, arrived Aug. 6.—From Shanghai: Mrs. Pickwoad and two daughters, Mr. B. G. Kinnear. From Hong Kong: Examiners Signor Gregorio, Rev. P. F. Martinez, Mr. P. Solares. From Singapore: Major Suttle, Mr. A. Velge, ex-Governor F. de Sibra. From Ceylon: Mr. Hudson.

To Southampton, per P. and O. steamer *Poonah*, expected to arrive Aug. 13. List not to hand.

### PASSENGERS OUTWARD.

Per P. and O. steamer *Delhi*, from Southampton, August 7.—To Hong Kong: Dr. C. A. Lees, R.N., Mr. F. J. A. Waring, R.N., Dr. C. Wheeler, R.N., Mr. R. C. McClement, R.N. To Ceylon: Lieut. D. Monro, Capt. Maule.

Per P. and O. steamer from Suez, August 22.—To Yokohama: Mr. Heinrich Von Siebold.

Per P. and O. steamer *Syria*, from Southampton, August 21.—To Hong Kong: Dr. L. H. Franklyn, Mr. Marcus Wolff. To Ceylon: Mr. W. Raikes, Miss A. Walker, Miss Crowe.

Per P. and O. steamer *Bangalore*, from Marseilles, August 29.—To Shanghai: Mr. J. J. Tucker, Mr. Douglas Jones. To Singapore: Mr E. J. Tolson. To Batavia: Mr. T. Van der Chijs, Mrs. Van Haeften.

Per P. and O. steamer from Suez, Sept. 5.—To Hong Kong: Mr. and Mrs. C. C. Smith.

Per P. and O. steamer *Poonah*, from Southampton, Sept. 4.—To Hong Kong: Mrs. Hackin. To Ceylon: Mr. and Mrs. G. W. R. Campbell.

Per P. and O. steamer *Delhi*, from Marseilles, Sept. 12.—To Shanghai: Mr. Russell.

Per P. and O. steamer *Ceylon*, from Southampton, Sept. 18.—To Hong Kong: Mr. J. Y. V Shaw. To Ceylon: Mr. M. Finch.

Per P. and O. steamer *Syria*, from Marseilles, Sept. 26.—To Penang: Mr. and Mrs. H. Frohlich.

Per P. and O. steamer from Southampton, Oct. 2.—To Hong Kong: Mrs. E. Arthur. To Ceylon: Mr. E. Buchanan, Miss Macartney, Mr. J. Duncan's two children.

Per P. and O. steamer from Marseilles, Oct. 10.—To Ceylon: Mr. and Mrs. M. H. Thomas, Miss Creswell, Mr. J. W. Gossett, Mr. Stanley Daniell, Miss Sconce.

Per P. and O. steamer, from Suez, Oct. 17.—To Ceylon: Mr. Duncan Davidson.

## Summary of News from the Far East.

### JAPAN.

#### YOKOHAMA.

The latest advices from Yokohama by the mail received to-day are to the 13th June. The outward mails from this of the 9th, 17th, and 23rd April were received on the 31st May, 4th, and 11th June respectively. The *Japan Herald* gives the following summary of news:—

The most interesting news we have to give relates to the commencement of operations against the pirates in Yedo. After the attempt to cut out the *Stonewall* on May 5th, the Mikado's fleet assembled in Awamori Bay, and thence proceeded to Esashi, the farthest point from Hakodadi which the enemy had reached. Esashi was taken without difficulty on the 22nd, and arrangements were then made to move against Matsmai. A body of troops was sent overland, while the bulk of the force, on board the fleet, proceeded to the attack by sea. The land detachment was met withal, however, in the mountains by Enomoto's men, and, taken at some disadvantage, suffered a repulse, with a loss of about sixty killed and wounded. Meanwhile the fleet reached Matsmai, and on the 28th, after an hour's bombardment, stormed it, the garrison being pursued to some distance. Matsmai is about sixty miles from Hakodadi, and as the Japanese appear to be still ignorant of the importance of rapidity of action in war, we have not yet heard of the assault on the latter place, but it was expected to take place on the 4th inst. The *Albion* steamer was sent up from Awamori Bay, by orders of the Government, with a request that all Foreign residents would leave the port for a time, some few days before the attack on Esashi, and the majority did so. About fourteen remained behind, however, and having hoisted the flags of their respective nationalities upon their houses and godowns, were in hopes of being spared in the bombardment. No doubt proper compensation will be given for any loss of Foreign property, but the experience of Canton has taught merchants that it is better to save, if possible, than to claim. The rest, with the women and children, were in Awamori Bay when last heard of, some on board the *Albion* and others on board the English, French, and American men-of-war. The gunboat *Dove* went up a few days ago to Hakodadi, so that we are in hourly expectation of getting reliable information of the further progress of the Imperial forces. Of the rumours of news said to have come down overland it is, of course, not necessary for us to take any notice. There seems no reason whatever to doubt of the ultimate success of the Mikado's troops. They are in great, in overwhelming force, and as the behaviour of the pirates during their short occupation of Hakodadi and Matsmai has not been such as to ingratiate them with the people, they have no hold on the island of Yedo whatever, and with the fall of Hakodadi the whole trouble will cease, and peace be universal in Japan.

While on the subject of the restoration of peace, we may mention a curious proof which has come to our knowledge of the truth that few people are better fitted, apparently, to bear with equanimity the vicissitudes of fortune than the Japanese.

We have lately heard of three instances of adherents to the Tokugawa clan, one a small Daimio, the other two Hatamotos, who, instead of committing such an absurdity as harakiri, have bent to the blast of evil fortune, and, having lost all their possessions, are content to seek a livelihood among the lower ranks of the people. One, who had saved a little money from the wreck of his fortune, is a pawnbroker in Yokohama, another is a sweetmeat maker in Yedo, and possessing a wife or concubine of great talent in arranging evening entertainments, has established a corps of singing girls and posturers which is rising rapidly in public favour. A third is a servant in a Foreign store in the Foreign concession at Yedo. How are the mighty fallen!

We are glad to be able to state that ample apology was given

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by the highest personage in the State himself for the insults suffered by Captain Stanhope and Mr. Consul Robertson on the Tokaido. As it proved that the train which met them was in attendance upon the ladies of the Mikado's Court, nothing more could be demanded beyond the apology, but the terms of this were most full, and, as we said in our last, such precautions have been taken against a repetition of outrage against Foreigners, that the Tokaido is as safe as the New Road.

We regret that we are unable to announce, at the same time, the detection and punishment of the men who have lately attacked Frenchmen in the streets, nor of the incendiaries who attempted to fire the French Legation. These outrages were, doubtless, the work of isolated fanatics, whom it is very difficult, if not impossible, to discover, particularly in the absence of any, even the faintest, clue. We have recently pointed out the extreme danger to Japan of a collision, or even of the threat of a collision, with France, and there is no doubt that the Mikado's Government would very severely punish the perpetrators of these outrages if they could be caught.

The important question of the currency is still occupying the attention of the Foreign and native authorities. Having established the Mint at Osaka, built premises, and erected machinery, the Government naturally objects to its removal to Yedo; but, on the other side, it is considered of such paramount importance that it should be here, where it can be under the immediate control of the Imperial Treasury, instead of being left to the care of subordinate officers at a distance, that we may consider it certain that this difficulty will be overcome. With regard to the other demands of the Chamber of Commerce, no change has taken place in the intentions of the Government since we last wrote on the subject.

The Committee in charge of the Municipal Reform question met the Foreign Ministers last week, and are believed to be satisfied with their reception; but they await now a written reply to their memorial.

We hear from Hiogo that on June 1st another sale of land on the Foreign concession took place. We see, and with pleasure, that only in very few instances did the lots go for much above the upset price of eight boos per tsubo. The exorbitant price of the land allotted to us for our residence in this country is one of the best founded and heaviest grievances we have to allege against the Japanese.

Mr. James Sinclair Downie, of Yokohama, has been charged before this Court, for having, contrary to the Treaty, proceeded into the country beyond the limits, without the necessary permission, and assaulted the Japanese officials when in the execution of their duty. The case was heard before Mr. Robertson, and the sentence was stoppage of permission to proceed beyond Treaty limits for a month.

On the 7th instant (says the *Japan Herald*) the smartest shock of earthquake that has been felt in Yokohama for some years startled our worthy citizens. The vibration was so great as to set chandeliers, &c., swinging at a sharp pace for some minutes, and we have even heard that the movement of clocks was arrested by the motion. We are informed that portions of one or two scaffoldings or sheds were thrown down, but believe that no accident has resulted. It would be interesting to know the extent of the shock.

From Hiogo we learn that the P. and O. steamer *Sultan* has been sold for the sum of 70,000 dollars. The purchasers are Messrs. Aspinall, Cornes, and Co., the enterprising agents of the P. and O. Company at this port.

A Nagasaki correspondent, writing under date of the 4th June, states that the great bridge between Desima and the Foreign settlement has been washed away by a heavy rain storm, and one Japanese drowned.

### THE LOSS OF THE "HAYA-MARO."

The *Japan Gazette* gives the following account of the loss of the steamer *Haya-Maro*, between Hiogo and Yokohama:—

The *Haya-maro* was steaming at a speed of about fourteen knots, and when two hundred yards to the eastward of Plymouth Rocks she struck violently on a sunken rock. After striking, the vessel grated, surged to and fro, and suddenly stopped—but for an instant—from the shock. Captain Hill then gave orders to run her in shore, but the moment she was clear of the rock, or three revolutions afterwards, the stem took the water and she went down bodily in about forty fathoms. At the moment she struck nearly all hands were on deck, but perfect discipline and coolness were maintained, there being only a rush to the boats on the part of the Chinese. Captain Hill was calmly giving further orders in the hope of saving his passengers and cargo, when he was accosted by the chief officer, who said:—"You had better look after yourself, Captain Hill; it is all over with the vessel." To which the brave man replied, "Never mind me; look after yourself"—and a few moments later was engulphed with his ship. One boat was lowered, and got away in safety from the wreck, picking up those of the survivors whom they could find and then making for the shore, their progress being, however, slow, as they were pulling but two oars.

Some went overboard with the violence of the shock; one of the survivors was seated on the deck with Mr. Wainwright, and went down with the vessel, but fortunately came up again unharmed, and managed to swim clear of the wreck. He then endeavoured to make for the shore, but the current setting out rendered this apparently impossible; so, reserving his strength, he kept himself afloat for some time on an oar that had been given him in the water by one of the officers. At one time he was pulled under the water by some poor soul struggling for life. The other passenger who was saved was also pulled under water in the same manner, and twice nearly drowned. They remained in the water upwards of an hour, and at the moment when exhaustion was overpowering them, were picked up by the boat which had put off again from the shore to the rescue.

To resume our own account, the survivors being now all afloat, search was made on the beach for anything that might have washed up from the wreck, but nothing was found except a bale of cotton yarn, by means of which the chief officer had floated for a considerable time towards the shore, when he also was picked up. Two large native boats were procured, and the coast for three or four miles on either side of the bay was carefully explored, but without any result. A landing was not made, as the sendoes did not like to take their boat into the surf; but a yaconin, who was despatched to make inquiries, reported that the villagers knew nothing whatever of the wreck, nor had they seen anything wash up on the beach. About four o'clock the *Otago* weighed anchor, and being joined by those who had been engaged in the search along the coast, headed for Yokohama, where, with colours half-mast, she arrived about six o'clock.

The rock on which the vessel struck was found to be about six feet below water, and about two hundred yards to the eastward of the Plymouth Rocks, with deep soundings all round it; the same account is given of it by the native fishermen, who added that at high tide it is covered by twelve feet of water. It is supposed to be the spot where the *Nepaul* struck, two or three years ago. We believe its position is not defined on the chart, there being merely "shoal" marked in the vicinity of the Plymouth Rocks. When examined there were marks where the steamer had struck and shattered the rock.

## CHINA.

—o—

### PEKING.

Dates from Peking are to the 8th June, and furnish the following intelligence:—

The great North and South gates of the Inner or Prohibited city (in which is situated the Imperial residence) are undergoing extensive repairs. There were several slight falls of rain during the latter part of May, but the showers have not been sufficiently copious to much improve the now almost desperate condition of the crops. The weather is becoming hot, the thermometer having been up to 94 degrees.

It is understood that a gentleman competent for the task is busily engaged in the preparation of a pamphlet on the Burlingame Mission. Some interesting developments, not calculated to place that Mission in a very favourable light, are confidently looked for.

The Gas Works have come into operation at last. This event took place on the 17th. At present, Mr. Commissioner Hart and the attachés of the Customs are alone favoured with this western method of illumination; it is to be hoped that the pipes may be speedily extended, not only to the various Legations, but to the houses of the native aristocracy, and the Imperial palace itself. As might have been expected, the erection of so conspicuous and singular an object as the chimney created considerable alarm among the Chinese living in the neighbourhood, causing them to fear a serious disturbance of the *fend shui*.

The Peking College is a failure. Prince Kung was in favour of it, but it appears that other and powerful mandarins have succeeded in literally asphyxiating it. It is almost likely, too, that its untimely fate may have a deleterious effect upon the Anglo-Chinese schools established by Government in other places.

A Tientsing letter of June 12th says:—About three hundred river junks have been built here to carry the tribute of rice to Peking. They are all of the same pattern, and neatly built. Hitherto it has been usual to press boats into this service, and these new government vessels will be a great relief to the poor boat owners. It is not likely, however, that many will be able to get up the Peiho for some time to come, from the want of water in the river. The harbour of Tientsin is blocked with vessels from the same cause.

### SHANGHAI.

(FROM OUR OWN CORRESPONDENT.)

Shanghai, June 17, 1869.

The P. and O. steamer *Ottawa* arrived on the 7th inst. with the English mail of the 23rd April, and telegrams to the 15th May. Yesterday (16th) the Chamber of Commerce received *via* Kiachta a London telegram to the 25th ult.

The docks here have had a busy time of it for the last fortnight. Muirhead's dock was fully engaged by a Russian corvette; the old dock had the *Niger* and a large ship; Boyd and Co.'s dock was occupied by a steamer and a barque; and Farnham's dock had another vessel. These, all at the same time, have kept the local engineers and artisans hard at work. On the 12th the steamer *Niger* came out of dock, where she has replaced her two-bladed propeller, broken in the Yangtsze, by a three-bladed one supplied by the steamer *Nile*.

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In my last letter I told you that the P. and O. Company had reserved 300 tons of space in the *Malacca* for new teas. None of our shippers, however, availed of the opportunity, and a few muster chests alone went forward.

At Hankow, up to the 1st June, the settlements were about 75,000 chests, a half of the arrivals. The finest chops for the Russian market fetched extreme rates, but on the whole prices were ten taels lower than last year. The Chinese are very anxious to sell, but I am happy to say that Foreigners, although anxious enough to buy, have not made fools of themselves. On the 7th the *Fire Queen* and *Rona* arrived, the former bringing 19,050, and the latter 10,500 chests, followed next day by the *Plymouth Rock* with 13,500 chests. On the 8th the *Erl King*, which had loaded at Hankow for London direct, arrived at Wusung, and attempted to leave on the following morning. Her cargo was 1,223,000 lbs., and as she was to have been the first to leave, and as her backers were confident that she would make the run home in 70 days, it was thought that she would land the first of the new season's teas. However, after leaving Wusung she went ashore on the south side of the river, near the wreck of the *Hellespont*. Tug boats and lighters were at once sent down, but the latter were fortunately unnecessary, as with the assistance of the *Sampson* tug she got off at high water, and steamed away on the morning of the 10th. Beside her cargo she had on board the first batch of Chefoo gold miners, deported for the piratical attack on the Russian barque *Amur*.

The ship *Forward Ho* left Shanghai on the 10th inst., with the first cargo from here, and I believe the first from China. She was followed on the morning of the 12th by the *Eliza Shaw*, which was towed from Hankow by the *Tunsin*.

The *Huntley Castle* was towed down by the *Moyune* on her last trip, and was left on the 13th outside Wusung. The race between her and the *Forward Ho* will therefore probably be a close one. The steamer *Agamemnon* left Wusung on the 15th with 3,500 tons of tea, the largest cargo that ever left China in one bottom. The *Titania* left on the 16th, the second of the clippers from Shanghai.

The S.S.N. Company's steamer *Hangchow* brought down 23,000 packages of tea on the 12th instant, from Hankow, and on the 14th the *Fusiyama* arrived with 16,000 packages, followed on the 16th by the *Fire Queen*, with close on 24,000 packages.

The silk market opened on the 9th inst. at Tls. 440 for Red Peacock, or 23s. 9d. to 26s. 2d. Last telegraphic quotations were 23s. 6d.

At the first meeting of the French Municipal Council for the ensuing year, held on the 4th inst. Mr. E. Bonneville was elected president, and Mr. F. B. Forbes, vice-president.

A meeting of the members and shareholders in the Club was held on the 11th inst. to consider the difficulties into which the institution has fallen. Nothing however was done beyond appointing a committee to consider all questions relating to the Club that may be submitted to them.

A meeting of the Sailors' Home Committee was held on the 7th inst. The business was of a purely formal character. The working of the institution for the year past showed a profit of Tls. 7.88.

Serious disturbances have taken place in the north-western districts of this province. Several rebel spies have been seized at Soochow, and the existence of a powerful and wide spread anti-Government league is more than suspected.

The following is from the *Evening Courier*:—

"It is very difficult to get to the bottom of the massacre of Christians which took place some time ago at Yu-yang (chow)—not Yun-yang (hien), as some of the papers had it, which is a town on the Yangtsze, some twenty miles above Kwei-chow foo. Yu-yang is in the south-eastern part of Szechuen, close to the borders of Kwei-chow and Hunan provinces. Ill blood had been stirred between the native Christians and the authorities, and quarrels had been brewing for three years at least. The mandarins were jealous of the influence of the Christians, and professed to regard them as disaffected subjects. Some disputes about money or property arose, to which some of the Christians were parties, and the mandarins failing to do them justice, the matter seems to have been taken up by the whole body, with a Foreign priest for their advocate; but no progress was made towards a settlement; on the contrary, the parties only became more irreconcilable, until about the end of last year violence was threatened by the party opposed to the Christians, who appealed for protection to the mandarins, and on being pooh-poohed by them, afterwards united for self-defence and armed themselves On this the mandarins announced to them that since they had chosen to take the law into their own hands they must not look for protection from the authorities, who thereupon washed their hands of the business. On hearing this the Christians disarmed, and again threw themselves on the protection of the mandarins, but the latter, only desirous of embarrassing the Christians, would take no further notice of the affair, and indeed were supposed to be the real instigators of the whole business. But however that may be, the house which was used as a church, and in which many of the Christians were, was attacked by night by their enemies and burnt. Thirty-nine bodies were got out of the ruins, that of M. Rigault (?) being found without head or limbs. This was in January last, since which time the feud has raged with little intermission, and with considerable slaughter on both sides. The Taoutai of Chunking was sent to the scene, which is ten days' journey from Chunking, by the city of Fu, and up the river Keen-keang, or Kungtan; but he had returned without having done anything apparently, and another massacre of fifty Christians—or a fight in which fifty were killed—had taken place since the Taoutai's visit. The French Bishop of Eastern Szechuen and the Taoutai of Chunking are now at Chingtu conferring with the Viceroy on these affairs.

"It is evident that there remains a great deal unexplained in the above account, which is *exparte* to a great extent, and it is a fact of grave significance that during these troubles, or at all events very recently, 10,000 new converts are said to have been enrolled by the missionaries in the district, avowedly to benefit by the protection afforded by the Christian society. If that is true, the jealousy, and even alarm of the mandarins are not so unpardonable.

"The Chinese have it that public opinion is against the Christians; that they are overbearing, and assume exceptional privileges on account of their being under the quasi protection of Foreign governments; that in the particular dispute which occasioned the recent outbreak the Christian party were in the wrong, and that they shed the first blood. The natives, however, have great faith in the influence of the French bishop, who is regarded as a mandarian of very high rank, and is always styled Ta-jin. From what quarter soever the notion comes, it undoubtedly exists that the Bishops in the interior of China are in some way the representatives of the French Emperor, and that it is very inconvenient to quarrel with them."

*Apropos* of this, M. Dabry, acting French Consul-General, has protested against Romish missionaries being represented as political agents; but it is almost needless to say that his protestations have not altered public opinion on the subject.

The members of the Yangtsze exploring party reached Hankow on the 30th ult., and Shanghai on the 12th inst. They report very favourably of their reception everywhere, and upon the probable demand for larger supplies of Foreign goods than at present reach Chunkang.

The *Evening Courier* mentions a report that Mr. Taylor, of the Chinese Inland Mission, has been attempting to proselytise in Pootoo, and has been very rightly inhibited by H.B.M. Consul. This island, as is well known, is exclusively inhabited by Bhuddhist priests. Such an injudicious step would go far to justify the strictures on Mr. Taylor's Mission that have been lately passed at home.

At Peking and Tientsin (says the *Courier*) the common people talk openly of the time when Foreigners shall be expelled from the country, and there is evidently an impression among them that a real blow is shortly to be dealt. The strengthening of the Takoo forts, which are only useful against Foreigners, no doubt leads to this idea. As for rebels, nothing has been heard of them in these regions since the celebrated escapade of Mr. Burlingame, who, it will be recollected, came, and conquered, but did *not* see the rebels.

It is announced that the Pacific Mail Company intend to push their Japan line, now that the P. and O. Company and Messageries Imperiales are apparently abandoning it. Another steamer, the *Oregonio*, bought up from the opposition company in San Francisco, is to be sent over here at once, to take her place in alternate trips with the *New York* and *Costa Rica*; so we shall, after her arrival, have a regular communication with Yokohama, *via* Nagasaki and the ports of the Inland Sea, three times a month.

## HONG KONG.

The outward P. and O. mail of May 7 was delivered in Hong Kong on the 17th June; and the French mail of May 15 (with London telegrams to the 23rd) on June 23. The present homeward mail left on the 24th June.

The *Daily Press* says:—"Very little has occurred in this colony since the departure of last mail. The unfortunate *Min* case has again come forward, application having been made here for an order for the refund of the amount, according to the decision of the Privy Council, together with the costs and interest. The claim for interest was not allowed, on the grounds that it should have been applied for to the Privy Council. The money is in the hands of the official assignee of Lyall, Still and Co.'s estate, and judgment is reserved in the application for its refund from them.

"The Chamber of Commerce has not yet expressed any opinion regarding the question of transit dues, concerning which Sir Rutherford Alcock recently sent them a despatch. This has resulted in a measure from the indisposition of Mr. Bryans, the chairman, who has recently resigned and gone north."

The following ominous announcement is from the *Daily Press*:—"It is stated that an impression is gaining ground among the Chinese that they are on the eve of some serious demonstration with respect to Foreigners in the country. Rumours, it appears, have got abroad that the Emperor of China has issued orders to the effect that 'all the English' shall be expelled from the kingdom. The Chinese who come in contact with Foreigners merely mention the circumstance as a rumour; but the fact that any importance is attached by well-informed Chinese to a statement which in former years would have been considered preposterous, is not without its significance. It seems that the unsatisfactory news with regard to the *Alabama* question has something to do with

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the reports that have gained currency; the Chinese mixing up the relations between America and England, the Burlingame mission, Tseng-kwo-fan's memorial, the recent Admiralty orders with respect to gunboats, and the apology that is to be tendered, into a grand jumble, in which they trace a concatenation of events indicative of the weakness of England. From this point it is easy to understand that the argument may be readily carried by the native mind to the conclusion that Englishmen will be expelled from the country."

On this the *China Mail* has the following remarks:—"Our morning contemporary gives currency to a rumour, which is by no means strange, that the Chinese generally believe they are on the eve of serious difficulties with Foreigners in China. The rumour is not strange, because Foreign presses have been availed of to expose to the natives the humiliating course of policy which our Government seems bent upon adopting. Now we are sincere advocates of a 'free press,' whether in Chinese or any other language; but we decidedly object to parliamentary discussions, summaries of home news, and telegrams being placed, by the aid of native type, in the hands of half-educated Chinese just as they appear in home papers, or even condensed, and hence garbled. To the Chinaman brought up under a despotic Government, whose intentions are only promulgated when finally decided upon, by whom public debate and what we term 'an opposition' is unknown, the bold announcement of Earl Clarendon's intentions as to recalling Mr. Gibson and apologising to the Chinese cannot but have an effect most injurious to Foreign interests. The stock adage about telling the truth may be carried out too far. We do not, for instance, confide to our young children all the passing events in a family, although the future interests of the children may be powerfully affected thereby; the doctor does not explain his practice to his patient. Neither should we furnish political news to the Chinese public at large, who are politically children, and we are surprised that greater care is not exercised. It is extremely injudicious, not to say disloyal to one's country, to hold it up to native contempt when it is well known that it is impossible to balance the indiscretion by affording a perusal of the articles in British papers and magazines which so essentially modify individual opinion amongst Foreigners."

The following items are also from the *Mail*:—

Some curious news reaches us from Canton. As our readers are aware, the 14th was the anniversary of the celebrated Dragon Boat Feast, which is usually observed as a carnival by the lower class of Chinese. Hitherto the day has passed over without annoyance to Foreigners, but on the arrival of the S.S. *Poyang* a mob was found to be besieging the wharf with brick-bats and stones. The following account of the disturbance is furnished by a correspondent:—

"A mob of the lower class of Chinese attacked the H. K. C. and M. S. B. Company's Wharf at Canton on Monday afternoon with stones and brickbats, and demolished the windows and doors of the engine-house on the wharf, besides damaging the steamer *Poyang*, which was lying alongside the wharf at the time, some of her windows and shutters being broken. Mr. Mayers, H.M. Vice-Consul, was immediately sent to, and at once despatched the Consular constable with six Chinese soldiers to quiet the mob. They, however, were unable to do anything, the mob stoning them away. Shortly afterwards Mr. Mayers himself, with some fifty Chinese soldiers, appeared on the spot, but the mob was too strong even for them. More soldiers were sent for, and very fortunately the *Chen-to*, Captain Edwards, came up the river at the time, and a reinforcement of fifty sailors from her was sent to the support of these soldiers. The mob seemed in no way inclined to give way, but stoned the last comers as readily as the others. Finding that peaceful action was useless, Captain Edwards, well supported by his lieutenant, Mr. Robertson, gave orders to charge with fixed bayonets, and before this movement, executed with unmistakable vigour, the mob dispersed. Two were captured, and it is said that one or two were drowned, besides others receiving some severe bruises, &c. A guard was then placed on board the *Poyang* for the night, and no further disturbance occurred."

Mr. Mayers will doubtless receive orders to apologise to the Chinese for declining to be stoned. Captain Edwards will of course be hanged.

## BORNEO.

### LABUAN.

We learn from this colony that Governor Henessy, of Labuan, had visited Sarawak in H.M. gunboat *Slaney*. He inspected the antimony and cinnabar mines there, and after a stay of a week proceeded on to Pontianak.

Labuan has been recently visited by an unusual number of ships of war, and the result has been a steady demand for the coal, which continues to give satisfaction. A good proof of the progress of the colony is furnished by the rise in the price of land. A public auction of Government land had been lately held, and the lots sold realised a far higher price than land had ever fetched in Labuan before—the towns lots especially. There was an eager competition among purchasers, and although a very large quantity of land was sold, when the auction was declared to be closed numbers asked to have more lots put up for sale. This proves that the inhabitants have great confidence in the future of Labuan.

H.M.'s ships *Rifleman* and *Starling* were coaling in Labuan when the mail left.

## JAVA.

### BATAVIA.

The festivities in commemoration of the two hundred and fiftieth anniversary of the foundation of Batavia passed off remarkably well. No disturbances took place, although there were not wanting alarming and disagreeable rumours, among both Europeans and natives. These latter were no doubt set on foot and promoted by parties concerned either directly or indirectly in the Bakassie riots; but the Government was well prepared, and the disaffected gained no advantages, save the creation of alarm and annoyance, which prevailed more or less both previous and subsequent to the festivities.

Bapa Rama, the head centre of the late disturbances in Java, has at last been taken; he was seized on the borders of the Tangerang division, near the post station of Pesing. If he escapes now it will be miraculous indeed.

On the 14th June his Excellancy Major-General Ord, Governor of the Straits Settlements, accompanied by his lady, a secretary, and an adjutant, arrived in the Roads here, by the *Peiho*, Captain Fox. The British Governor was greeted by a salute of seventeen guns, as also by H. N. M. guardship on service and by the Welkomst battery; and his Excellency and suite were accompanied from the landing place, the Government Hotel, by a commission, consisting of the Resident of Batavia, the local military commander, a secretary of the Government, and the Harbour Master; as also by Colonel J. C. Rappard, adjutant of H. E. the Governor.

From Anjer we hear that the English ship *Miss Preston*, Captain Davies, which sailed on the 20th February from Sunderland, laden with coals, destined for Singapore, had sunk on the 12th inst. at Tanjong Silowang Cheringin district.

## STRAITS SETTLEMENTS.

### SINGAPORE.

From this port we have advices to the 2nd July. The outward mail of May 21 was received on the 23rd June, with London telegrams to June 18. The following summary of news is from the *Straits Times*:—

Politically speaking, the fortnight has been very nearly a blank. There has been no meeting of the Legislative Council, his Excellency the Governor being still in Java, where, according to all reports, he is receiving a right royal reception. Whatever shortcomings may have to be charged against our Dutch neighbours, that of want of hospitality is not one of them, and the manner in which Governor Ord is being entertained there makes us recall with some self-reproach the rather niggardly welcome which it has been customary to accord to Foreign potentiaries visiting or passing through this place. What progress his Excellency is making with the business part of his visit we cannot gather from any of our Java contemporaries, who seem to be ignorant that any political object is involved. We must hope, however, that the vexed question of Dutch aggression on the North-east coast of Sumatra will be for ever set at rest, and that the mutual recriminations on the subject which have heretofore so plentifully adorned the newspaper writings here and in Java will have no existence in time to come.

The only public measure which appears to be pressed on at present is the Contagious Diseases Bill, which, being in Committee, has received the evidence of the chief medical authorities of the place; but how far the measure may be modified by that evidence has yet to be seen. The question of a reconstitution of the Legislative Council of the Settlements, as brought before Earl Granville by the Straits Association in London, still occupies attention here, but there has, as yet, been no opportunity for a public expression of opinion on the subject. A good many considerations must be carefully weighed before the community here commits itself to a recommendation; but, no doubt, the Straits Association of this place will be able to enunciate ere long its views on the question. A meeting of the inhabitants, which had been called at an early part of the fortnight, was held in the town hall on the 28th ultimo, to devise measures for a popular reception of Prince Alfred (the Duke of Edinburgh) when he visits this place in autumn, on a scale befitting the loyal sentiments of Her Majesty's subjects in these Settlements.

The *Straits Observer* says that the railway to New Harbour is shortly to be commenced, an undertaking the public will be very glad to see carried through to completion as early as possible. Neotic has been issued to the Malay squatters along the projected route to remove.

## CEYLON.

### COLOMBO.

The present mails left Colombo on the 11th July, and Galle on the 13th, per *Simla*. The following summary of the fortnight's news is from the *Colombo Observer*:—

Since we last wrote for readers abroad Mr. Irving has assumed

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the office of Colonial Secretary. Mr. Rennie, however, has suffered so much in health that it is doubtful when, if ever, he will be able to take up his post of Auditor-General. Such being the case, Mr. Stephen continues to act as Auditor-General, while Messrs. Parsons and Steele revert to their former positions as Acting Principal Collector of Customs and Assistant Government Agent of Hambantota, respectively. Other changes will be found noticed in our columns. Amongst the rest we are glad to report the promotion of Mr. H. Pole.

The Customs accounts for the past year showed a considerable increase in the export of most of our staple articles of produce, notably in coffee, cinnamon, coir, and plumbago, an increase which, we believe, will be again largely improved upon this year.

The local journals, in discussing this subject from various points of view, indicate, probably on good information, that it is intended to take a vote of £12,000 from the revenues of this year, and an equal sum from those of 1870, to cover the expenditure necessary to give a fitting reception to the first British Prince who has ever visited our shores. Balls and dinners, with levees for the reception of the various races there must, of course, be; but such things as these will be subsidiary to those entertainments which are characteristic of the island. An elephant kraal on a grand scale, into which no element of Rajekaria will enter; elephant shooting, elk and perhaps alligator hunts, with visits to tanks and temples and coffee estates, will doubtless be got up to contribute to the enjoyment of the young prince.

Colombo being an open roadstead, we cannot hope to have our mails landed here, not at least until that distant era when we can afford to spend a million sterling on a first-class breakwater. To have them landed at Trincomalie, distant three days by steamer, and with which there is very imperfect communication by land, would be most inconvenient, and involve great expense to the island. Such being the case, we felt and expressed ourselves naturally pleased that the Imperial Government, though it will not directly incur the expense of the works necessary for improving Galle Harbour, is yet willing to lend the money on easy terms to the colony, authorising this Government at the same time to levy such a due on shipping resorting to the port as will fully make up the annual sum necessary for payment of interest and to form a inking fund for paying off the debt in thirty-five years.

The Secretary of State having decided the cases of the European gentlemen removed from Kornegalle during General Hodgson's administration, their cases were not open to reconsideration by Sir Hercules Robinson; but his Excellency lost no time in doing justice to Mr. Jayetilleke. Although his successor had been appointed he was at once restored to his office. There was, in truth, no specific charge ever preferred against him.

Major-General Renny has got fairly into harness, and after inspecting the troops at Colombo did the same at Galle. The inspection there finished, Colonel Gawlor is to come to Colombo, to take command of the head-quarters of his Regiment, vice Colonel Burne, gone to Europe.

It seems to be now certain that from the 1st of January, 1870, the accounts of Ceylon are to be kept, like those of India, in rupees, annas and pice.

## GALLE.

GALLE, July 14.

The steamer *Columbian* arrived from Singapore and China on the 12th inst., experiencing a strong S.W. monsoon. The steamer *Simla* left for Suez on the 13th. The steamer *China* arrived from Suez, with the London mail of June 18, on the 11th inst., and the *Avoca* from Australia on the 13th.

Sir Hercules Robinson, the Governor, who lately returned from England, will start the preliminaries for the construction of a breakwater for Galle very shortly.

The scheme to be adopted is that of Major Clarke, of the Admiralty. Already there are schemes afloat for building wharves, &c., and no doubt a railway from Galle to Colombo will soon follow.

The new steamer *Hindostan*, Capt. Durham, of Messrs. Apcar and Co.'s line, intended for the Calcutta and China service, arrived from England and the Cape on the 5th instant, and left for Calcutta on the 7th. The *Hindostan* is a handsome looking yacht-like steamer; she made the passage to the Cape in thirty-five days, calling at Madeira, and from the Cape to Galle in twenty-three. The machinery and general qualities of the vessel are not well spoken of. She was detained a week at the Cape, repairing machinery.

Colombo is only now about to have gas works. £12,000 is to be voted for entertaining the Duke of Edinburgh. The old fort walls in Colombo are to be demolished.

Business in charters has been very small, there are orders for vessels to load at Java for Europe at 60s. to 65s. Freight to London for Coffee, in casks, 50s. Exchange on London Bank 1 to 1½ per cent. premium. The *Arabella* fixed to load cotton at Tuticorin at Rs. 5 per bale.

The Pacific Mail Company's steamer *America* was expected here from New York, for Hong Kong, but has been countermanded.

The heat in the Red Sea has been excessive, and a passenger for Manila *via* Hong Kong, Mr. W. S. McLeod, died from heat apoplexy.

The P. and O. Company's steamer *China*, which was temporarily put on the Suez line, proceeds from Calcutta to Hong Kong. It is expected that the *China* will take silk-worms' eggs from Japan to Suez.

# Commercial Report.

## STRAITS, JAVA, CHINA AND JAPAN IMPORTS.

YOKOHAMA.—The business done during the fortnight had been of a most trifling hand-to-mouth character, and deliveries had been on a very low scale. Hardly anything had been done in either Yarns or Grey Shirtings, but holders were firm, and we have no fall in prices to report. There had been slight occasional inquiry for Velvets, but without business; in White Shirtings and Turkey Red Cambrics something had been done. In Woollens we have to note a slight inquiry for S S Camlets, which had been sold in small quantities at our quotations; Scarlets were asked for at $17 to 17½, and Black at $13¾ to 14. A few small sales had been made of Blankets; in other Woollens nothing doing. The Ocean Queen (str.), from Glasgow, and the Mary Lee, from Liverpool, 209 days out, were the only arrivals affecting the market. In Metals everything was dull and neglected, except Nail Rod Iron, for which there was a good demand. Rice, consequent on heavy fresh arrivals and forced sales by Chinamen, had declined, and was dull of sale. The following were the current quotations:—Cotton Yarn: Nos. 16-24, per picul, $48 to 49; 28-32, $48 to 49; 38-42, $50 to 51. Gray Shirtings, 7 lbs., per piece, $2.40 to 2.45; 8¼ to 8½ lbs., $2.80 to 2.85; White Shirtings, $2.80 to 3.60; T-Cloths, $1.80 to 1.90; Camlets, S, per piece, $13.50 to 14.50; SS, $13 to 14; BB, $13.50 to $14; Long Ells, $8 to 9.50; Lastings, $13 to 16; Cloth, broad, per yard, $1.50 to 2; medium, $1 to 1.75; Blankets, per lb., $0.40 to 0.45. Iron, nail rod, per picul, $3.30 to 3.60; hoop, $3.10 to 3.40; bars, $3.30 to 3.60; pig, $1.05 to 1.15; wire, $6.50 to 7; Lead, $7.50 to 7.

TIENTSIN.—There had been more business doing, but at low prices. 8¼ lb. Gray Shirtings were quoted Tls. 2.1.0 to 2.1.2. 7 lb. T-Cloths, of ordinary makes, Tls. 1.7.0 to 1.8.3, and best, Tls. 1.9.0; 36-in. goods, of best quality, Tls. 2.1.8 to 2.2.0. White Shirtings, 56 reed, Tls. 2.2.4; 66 reed, Tls. 2.5.6.

SHANGHAI.—Cottons: 8¼ lb. Gray Shirtings had declined in value 2 to 3 candareens; 7lbs. were quoted 1 candareen lower, and heavy goods without change. The market was dull for all kinds, and sales during the fortnight had been effected to a very small extent, T-Cloths being taken in preference for the northern markets. About half the reported sales were of goods to arrive. White Shirtings had been sold to a limited extent at former rates. American Drills were quoted the same as before, but the inquiry for these goods was slight; the stocks had been increased by two arrivals. English Drills were almost entirely neglected, and the market may be considered easier. Coal: The market had been unsettled, arrivals had been free, and cargoes may be noted from Australia, Wales, United States, Japan, &c., increasing largely the stocks and depressing the prices. Cardiff, "to arrive," Tls. 8 to 8.25; English, nothing doing; American, small lots afloat at Tls. 11. The current quotations were as follows:—Gray Shirtings, 7lbs., per piece, Tls. 1.9.6 to 1.9.9; 8.4 to 8.6 lbs., Tls. 2.1.7 to 2.2.1; 9 to 9.12 lbs., Tls. 2.7.0 to 3.1.5. White Shirtings, Tls. 2.1.5 to 3.0.0. T-Cloths, 6 lbs., Tls. 1.4.0 to 1.7.0; 7 lbs., Tls. 1.6.0 to 1.9.3; 8 to 8.4 lbs., Tls. 2.0 to 2.5.5. American Drills, 40 yards, Tls. 4.1.5. to 4.3.5. American Jeans, 30 yards, Tls. 3.7.0 to 3.7.5. American Sheetings, 40 yards, Tls. 3.7.5 to 3.8.3. English Drills, 40 yards, Tls. 3.9.0 to 4.1.0. Dutch Drills, 40 yards, Tls. 3.8.5 to 4.0.0. Camlets, English, SS, per piece, Tls. 12.0 to 12.5. Medium Broad and Habit Cloth, per yard, Tls. 1.0 to 1.6. Long Ells, Scarlet, per piece, Tls. 6.4.5; Assorted, Tls. 6.5.0. Iron, Nail Rod, small size, per picul, Tls. 2.1.5 to 2.1.8; fair to good assorted, Tls. 2.2 to 2.3; Hoop, Tls. 1.8 to 1.9; Flat and Round, Tls. 2.3.5 to 2.4. Lead, Tls. 5.7.5 to 6.1. Tin Plates, per box, Tls. 4.5 to 4.8. Steel, per tub, Tls. 3.5 to 3.6.

HANKOW.—Cotton Goods—Gray Shirtings: Owing to the greater anxiety to effect sales shown by some holders, a further decline in quotations must be noted. The demand continued very languid, and there were few buyers in the market. Closing quotations were Tls. 1.98 to 2.00 for 7 lbs., Tls. 2.15 to 2.20 for 8¼lbs., and Tls. 3.05 to 3.15 per piece for 9¾lbs. goods. White Shirtings had met with little inquiry. T-Cloths: Little business had been done in these goods during the fortnight, no improvement in the demand having appeared; prices of 8 to 8½ lbs. goods were 5 candareens lower. Drills had been in fair inquiry, and for good makes prices were rather firmer. Fancy Cottons: Stocks were in small compass, and for Dyed goods there was a moderate inquiry. Woollens and Worsteds.—Camlets: The demand had not been active, but there was no change in prices. Lastings had been dull of sale. Long Ells were more inquired for, and prices were rather firmer. Spanish Stripes and Medium Cloths had not been wanted. Figured Orleans: Nothing of importance had been done in these goods. Metals.—Lead: There was a very trifling inquiry and the prices were much the same as given last mail. Quicksilver was quoted Tls. 51 per picul nominal, and there was a large stock unsold. Tin: Small sales continued to be made at Tls. 26.50 to 27 per picul.

FOOCHOW.—The business of the fortnight had comprised the following transactions:—Grey Shirtings, 8¼ lbs., 1,000 pieces, at $3.10 per piece; Ditto, 7 lbs., 500 pieces, at $2.85 per piece; T-Cloths, 8¼ lbs., 600 pieces, at $3.10 per piece; ditto, 7 lbs, 800 pieces, at $2.60 per piece; ditto, 6½ lbs., 400 pieces, at $2.45 per piece: ditto, 6 lbs., 400 pieces, at $2.25 per piece. Lead: 250 piculs, at $8.50 per picul; 260 piculs, at $8.25 to 8.50 per picul; 188 piculs, at $8.75 per picul.

HONG KONG.—The following is from Messrs. Olyphant and Co.'s Circular, dated 23rd June:—We have again to report an interval of dullness in all branches of trade at this, occasioned in a great measure by the scarcity of money among the Chinese. Cotton Yarn: Prices are unaltered, and holders are unwilling to accept cheaper rates; the demand is slight and principally for 16 to 24, which have found buyers to a very moderate extent at $134 per bale. Piece Goods: Sales by private contract have been very trifling, almost the entire business having again been done at public auction; Chinese have continued to supply themselves through this channel, and without offers for sound goods quotations are again weaker. In Gray Shirtings 7 to 8.4lb. are in increased supply, and have declined 2 to 3 cents per piece, while the heavier weights are in small stock and prices are nominally unchanged. White Shirtings, 54 to 60 reed, of common make, are in fair demand at former figures, while 64 to 66 and 68 to 72 reed are not wanted. 600 pieces of Fine White have been sold at a decline of 5 to 10 cents. T-Cloths, 6 to 7 lbs. are 5 cents lower; 6lb. in slight

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enquiry, 7lb. Mexican, are saleable at the reduction: rates for 7.2 to 10lb. are unaltered. White Spotted Shirtings and Turkey Reds are 5 cents lower. 40 yards English Drills are in full supply and down 5 cents, 30 yards are wanted. No sales of American Cotton Goods have been made, and quotations for all are 5 to 10 cents lower. Dutch Drills share in the depression. Woollens: Rates are as last advised, but an improvement is looked for shortly. For Scarlet Long Ells there is a slight demand, and good assortments are saleable at quotations. Blankets are wanted, and prices are fully maintained. Holders of Lastings and Camlets of best makes are firm, expecting a better market later on. Metals: For suitable assortments of Nail Rod Iron rates are rather dearer, with a fair inquiry; Soft Bar has advanced 10 cents; Hoop is firm, as last advised; Lead and Steel are unaltered, while stocks of the former are smaller; Tin has further receded in value 50 cents per picul. Quicksilver shows no material change. Coal: Sydney has become comparatively scarce, and the quotation has slightly improved. Arrivals have been 6,586 tons Welsh, 1,800 tons English, and 1,100 tons Sydney. Sales have been 1,800 tons English, on credit, at $9.50, and 793 tons Welsh at $10 25, ex ship.

Batavia.—Dutch White: Very little demand, and hardly any transactions, with ample stocks. Unbleached not in much inquiry, sales very trifling; English White somewhat neglected; Unbleached in no demand. Shirtings: Dutch White only saleable in small quantities; Unbleached saleable; English White, some qualities inquired for; Unbleached, trifling transactions. Cambrics: large stocks, and dealers well provided; prices not well maintained. Drills: Dutch quiet, on the coast in better request; English in some demand, blue neglected. Jaconets: Plain, nothing doing; Printed, fine patterns saleable. T. R. Cloth still without inquiry; Dyed Cloth saleable; Prints in limited inquiry, only suitable styles saleable; Mule Twist, very small demand; Turkey Red, transactions still limited; Green and Orange, in little request; Sewing Thread, saleable; Batticks, stocks still ample, and only saleable at low rates. Blankets: Woollen, limited inquiry; Molton, no demand. Iron: Swedish slow of sale; English, unsaleable; large sales of damaged by auction. Steel: Market supplied. Sheet Copper not in much request. Zinc: sheet and Spelter, little demand, prices unaltered. Lead: sheet unsaleable; Pig wanted. Iron Nails: Good assortments find ready buyers. Copper Nails: No transactions. Tin Plates, trifling inquiry. Coals: English and Australian, ample supplies. Flour: American, no demand; Dutch, stocks and dull of sale.

Singapore.—The business done in nearly all imports during the fortnight had been small. Buyers were holding off in prospect of lower rates, to which holders were disinclined to submit. Gray Shirtings had been placed to a small extent, at a little under the rates of last mail for some weights, 8¼ lbs. at $2.80 to 2.75; 7 lb. at $2.45 to 2.42½; 6 lb. at $2.10. A conditional sale of 8,000 pieces, 8¼ lbs., to be brought from Java, at $2.50 per piece cash, had somewhat discouraged buyers; but sales were still made at quotations. Madapollams remained without much alteration; sales of 8 lbs. goods at $22 to 21.50. In T-Cloths business limited, but rates pretty well maintained; 4¼ lbs. $1.50 to 1.47½; 5 lbs. $1.60 to 1.57½; 6 lbs. $1.80 to 1.75; 7 lbs. $2.12½ to 2.10. Drills still in request, sales of 12 lbs. English $85¼ to 86 per corge, and of 14 lbs. at $93¼. White Shirtings neglected, and sales small at a decline of 5 to 7 cents per piece on fine goods. Imitation Irish Linens in less demand; sales at $2.17½. Cambrics in moderate inquiry. White Figured Shirtings in more request; sales of Spots at $2.85 to 2.90 In Dyed Goods the business done had been limited. T. Red Cambrics in less inquiry. Coloured Yarns had been sold to some extent; and for Green, Yellow, and Imperial Red rather better rates had been obtained. Grey Twist maintained its value; sales considerable; 18s. to 22s. at $115; 24s. at $120 to 122½; 30s. at $119 to 122½; and 40s. at $128 to 131 per bale. T. R. Yarns had been placed to a moderate extent, at previous rates. Metals quieter. No sales of Scotch Iron reported, but a small sale of Swedish had been made at $3.40. Rose Nails had been placed to some extent at $3.65 to 3.70 per cask; Pig Lead L B at $6.55 per picul; Swedish Steel at $3.70 to 3.90 per picul. For Yellow Metal lower rates had been accepted—sales at $22½ to 23. Coals had continued to arrive in large quantities.

## STRAITS, JAVA, CHINA AND JAPAN EXPORTS.

### TEA.

Yokohama.—About two thousand piculs of the new season's Teas had arrived, and were offered on the market; but the high prices asked preclude the possibility of business being done in the face of continued unfavourable advices from America, and it cannot as yet be said that the market has been opened. A few small parcels of Good Medium grades had been settled for the Californian market at $33 to 34 per picul; beyond this there is nothing to report. In the absence of any business of importance quotations remain quite nominal.

Shanghai.—Black: Musters of the new crop Congous began to be offered freely on the 6th June, but no disposition to open the market was shown till the 11th, when business was commenced by the settlement of one chop at Tls. 26; a second chop at the same price completed the transactions for the day; but subsequently a steady business had been done at irregular prices. Fully 20,000 chests had found buyers, though the market book, from which the statistics are taken, only shows settlements to the amount of 13,540 chests. Settlements for the fortnight, 13,540 chests. Re-shipments on owners' account new Tea, 22,033. Stock, 180 chops, or 84,538 packages. Quotations (duty paid, Exchange for Credits, 6 months' sight, at 6s. 1⅞d. per tael, and Freight at £4 per ton):—Ningchow, fair to good, 1s. 6d. to 1s. 8½d. Oopack, 1s. 6d. to 1s. 9d. Green: The market for New Pingsuey Teas was opened on the 12th June by the settlement of one chop at Tls. 36 per picul, but no further business in new Teas had been reported. The stock consisted of 4 chops or 2883 ½-chests Pingsuey (new Tea) and 3500 ½-chests Shanghai-packed (old.)

Hankow.—The following is from Messrs. Drysdale, Ringer and Co.'s Report, dated June 12:—Throughout the past fortnight a steady business has been done, settlements reaching 63,000 chests, and 10,000 half-chests. For a few days after date of our last, attention was directed to the finest Teas, which found ready buyers at from 27 to 30 taels, one or two crack chops realising from 32 to 35 taels, and as these grades became scarce, buying commenced in medium to fine kinds, and Oanfas, which having been previously neglected could be bought from 4 to 5 taels reduction on opening rates; it is in these classes that the bulk of the business has been done. Common kinds of Oopack, although offered at low prices, have been much neglected, as also Shuntam Teas, which have been offered at taels 13 per picul without finding buyers. Teamen, although anxious sellers, and willing to make considerable concession in price, have, during the last week, shipped heavily to Shanghai for sale, rather than submit to the heavy loss involved by accepting current rates; their shipments are now 55,500 chests, the first shipment made by them last year being on June 23. The quantity of fine Tea which has come forward is much smaller than last year, and is now almost all gone. The first chops of Oanfas have improved considerably, and although still inferior to last year, we think many of them will rank at home with the finest Teas of the season. It is in these Teas that the best value has been obtained during the past week. The chops now arriving from this district are much mixed with inferior leaf. We would mention that the chests are on an average 10 per cent. to 12 per cent. smaller than they were last season. Prices have been very irregular, which has in a great measure been caused by the unusually large number of needy sellers amongst the natives. We quote good medium to fine, 23 to 26; medium to good medium, 18 to 22; common Oonam and Shuntam Teas, 13 to 18 taels per picul. Settlements from 28th May to date:—8,500 chests, 1,000 half-chests, at (Ex. 6s. 2d. and £4 Frt.) 1s. 4d. to 1s. 6d. per lb.; 13,100 chests, 420 half-chests, at 1s. 6½d. to 1s. 7¾d. per lb.; 24,800 chests, 2,200 half-chests, as 1s. 8d. to 1s. 9¾d. per lb.; 11,700 chests, 3,300 half-chests, at 1s. 10d. to 1s. 11½d. per lb.; 5,500 chests, 3,100 half-chests, at 1s. 11¾d. to 2s. 2¼d. per lb.

Foochow.—Messrs. Kinnear, Larken, and Co.'s Report, dated June 19, is as follows:—The arrivals of new season's Teas to date amount to a very considerable quantity, but as yet no purchases have been made beyond a few parcels of dust and siftings for "flooring chops." The quality of the crop of Congou is undoubtedly inferior to the average of former seasons, the bulk of the Teas being much mixed with old leaf, and consequently deficient in character and briskness. This applies to the Kaisow, Sew Moo, Sinchune, and other high country Teas, as well as to those from the lower districts, and the half-dozen "crack" or "curio fine" chops of previous seasons scarcely reach the standard of "first-class Kaisow," while the proportion of fine and finest grades is equally limited. The Chingwoe and other light Pekoe flavoured kinds are comparatively free from admixture with old leaf, but lack the strength which is essential in high class Teas, and are likely to lose on the voyage the fine and delicate flavour which they possess at the present time, although they are better made and have a handsomer and more closely-twisted leaf than the Teas from other districts. Of true Pak Lings, there are few or none beyond those prepared under contract, the bulk being mixed with Pak Lum and other inferior leaf. Sar Yunes with few exceptions are much mixed with old leaf, and are consequently inferior in quality. Upon the whole the crop of Congou is less dusty than last season, but the Teas are badly made, and having an open and insufficiently twisted leaf are liable to ripen too quickly, and to a consequent depreciation in quality on the voyage. Souchongs: Supplies have not yet come to hand from the districts where the true kinds of this description are produced, and we are consequently unable to report upon the quality of the crop. Oolongs: Arrivals have taken place to a considerable amount. The Teas are less dusty, but are rather deficient in strength and pungency, although comparing favourably with the crop of last season. Scented Teas: A considerable number of samples have been shown, but we refrain from giving an opinion upon the general quality of the Teas until we have seen more of the crop. Flowery Pekoes: Arrivals so far are not of desirable quality. Up to the present time a wide difference has existed between the respective ideas of buyers and sellers, the Teas, as a rule, costing so much in excess of the prices which most people can afford to pay for shipment to England.

Amoy.—No business had been done, and no disposition had been shown to begin operations in new Teas. Arrivals had been about 6,500 packages Congou, 1,500 packages Orange Pekoe, and 850 packages Ooloongs. The qulity of the Congou was thought about equal to that of last season, and the Tea is reported to have been bought in the country at reasonable rates, though the teamen were demanding prices much in excess of foreigners' ideas. From the Ooloongs to hand no opinion could be formed of the crop.

Canton.—Teamen were still holding out for high prices, though stocks were accumulating, and heavy advances against same would shortly have to be met by them. Foreigners were firmly and steadily refusing to operate, or even make offers for any parcels at all. Added to the heavy stocks considerable quantities of second-crop leaf were stored in the pack houses not made up. Some lots of old Teas had been taken, intended, it was thought, as flooring chops for vessels on the berth for London; these settlements comprised 2,500 half-chests and 1,000 boxes Canton-packed Congous at Tls. 14 to 16, 3,000 boxes Gunpowder at Tls. 12 to 17, and 300 boxes Imperial at Tls. 18.

### SILK.

Yokohama.—Influenced by a desire to clear out before the new season, dealers had accepted easier terms for their remnants of hanks, and the whole of these had been cleared from the market. The remaining stock, almost exclusively Oshu, was still held firmly. Settlements, 250 bales; stocks reduced to 300 bales. The weather continued favourable, and a few bales of new Silk were expected by the end of June.

Shanghai.—The following is from Messrs. C. J. Skeggs and Co.'s Report, dated 17th June:—The new season was opened on the 9th instant by the purchase of a few bales Red Peacocks at Tls. 440, and No. 2 Fatmow Hainins at Tls. 480, there being only about 400 bales on the market. Since then about 1,500 bales have arrived from the country, but until yesterday buyers showed very little disposition to operate. Then, however, Chooping's chop was taken at Tls. 555, the equivalent of 29s. 7d. laid down in London, and a considerable business ensued at very irregular prices for ordinary Silks, of which the settlements are chiefly composed. A few of the more notable chops are reported to have been placed as follows:—Choopings, No. 3, Tls. 555; Dragon and Ya-kee, Tls. 545 to 550; "Donkey" and "Sun-E-Tah," Tls. 540; and Blue Flag, Tls. 520. In Hainins No. 2, "Fatmow," at Tls. 480, and an extra fine parcel of Yuenfaas at ten taels higher. There are no Taysaams down

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yet, but a few very common Skeins are said to have fetched Tls. 360. The Silk all round is decidedly inferior to last year's. The settlements are estimated at 1,000 bales.

## JAVA PRODUCE.

BATAVIA.—Arrack, f.120 per leaguer, sales; Cloves, f.18 to f.20 per picul, dull; Coffee, Java, f.36.50 per picul, sales; Cubebs, f.18 to f.20 per picul, none; Gutta Percha, f.60 to f.120 per picul, according to quality, market bare; Gum Dammar, f.48 per picul, sales, small supplies; Hides, Cow, f.35 to f.45, Buffalo, f.22 to f.27 per lb., according to quality; India-rubber, f.90 to f.95 per picul, sales and scarce; Indigo, sales at Samarang, f.5.25 to f.5.85 per lb. for first quality; Mace, f.65 per picul, wanted; Nutmegs, f.80 to f.90 per picul, sales; Pepper, Black, f.17, White, f.30 per picul, no stocks; Rice, first quality, f.150 to f.160 per Coyang, dull and little doing—second quality, f.120 to f.130 per Coyang, dull—cargo, f.95 to f.100 per Coyang, dull; Rattans, Borneo, f.10 50 to f.13 per picul, and Padang, f·6 to f.7 per picul, sales; Sapan Wood, Manila in bond, f.5, none—Java, f.8 to f.8.50 per picul, sales; Sugar, No. 14. 15.50 per picul, sales—crops of Tjomal and Bandjardawa, about 30/m. piculs, sold by auction, fetched f.15.60 per picul for No. 14; Tin, Billiton, none in the market—last average price was f.75.90 per picul.

## STRAITS PRODUCE.

SINGAPORE.—Malacca Tin: Purchases of this article had been made at $29⅜ to 29½, but telegrams from London quoting rather lower prices there was a somewhat downward tendency. Gambier: About 1,100 tons had been contracted for at $3.10, dealers being very firm. Black Pepper in demand for Saigon for transhipment to France, and supplies readily taken up at $6.80. White Pepper scarce, some small purchases at $10 to 10½. Pearl Sago: No transactions; dealers being engaged in executing former contracts, price nominally $3.20. Sago Flour: Contracts for Singapore manufacture at $2.55. Sales of 1,500 piculs Sarawak at $2.56, and of 8,000 piculs Borneo at $2.42½ to 52½. Tapioca in good demand; sales of Flake at $4.65 to 80, and of Pearl at $4.50 to 75. Buffalo Hides in good inquiry at $10.50 to 60. Cow Hides had been taken at $14 to 14½, and were much wanted. Gutta-Percha rather lower, but strictly No. 1 quality very scarce, and worth $70; ordinary quality, $60 to 65. India-Rubber: An arrival of 60 parcels Palembang brought $38¼. Buffalo Horns arrive in small quantities only, and were taken at $9. Gum Damar had been sold at $17. Rattans of good quality unusually scarce. Camphor: Arrivals of 400 piculs, for which $20 was asked, without buyers. Cassia Lignea out of inquiry; 250 boxes on the market unsold. Cubebs: Arrivals offered at $8½, but in very little inquiry. Coffee: No arrivals and no stock. Nutmegs: A small arrival brought $49. Mace had been sold at $55 for a few piculs only.

## EXPORT OF TEA AND SILK, SEASON 1869-70.

### TO GREAT BRITAIN.

| Date. | From Kanagawa & Nagasaki. | From Shanghai and Hankow | From Foochow. | From Amoy. | From Canton, Macao, &c. | Total lbs. | SILK. Total Bales & Cses |
|---|---|---|---|---|---|---|---|
| From June 1, 1868, to May 31, 1869 ..... | 970654 | 70638837 | 53399568 | ... | 15790745 | 140799804 | 70917 |
| Corresponding period last season..... | 1069770 | 56697799 | 14981433 | ... | 14291392 | 117030394 | 57449 |

*Shipments Since*; (New Season's)

| | | | | |
|---|---|---|---|---|
| June 5 per Erl King (str.) | From Hankow | ... | 1,223,342 | |
| — 9 ... Agamemnon (str.) | ... Do. | ... | 2,474,421 | |
| — — ... Eliza Shaw | ... Do. | ... | 975,292 | |
| — 10 ... Bengal (ml. str.) | ... Shanghai, &c. | ... | — | 257 |
| — — ... Huntley Castle | ... Hankow | ... | 829 848 | |
| — — ... Forward Ho | ... Shanghai | ... | 1,250,767 | |
| — 16 ... Titania | ... Do. | ... | 1,238,854 | |
| — 18 ... Tigre (Fr. ml. str.) | ... Do., &c. | ... | — | 221 |
| — 24 ... Columbian (ml. str.) | ... — | ... | — | 1,393 |

### TO UNITED STATES.

| | | | | | | | Pcls. |
|---|---|---|---|---|---|---|---|
| From June 1, 1868, to May 31, 1869 ..... | ... | ... | ... | ... | ... | 42351071 | 1832 |
| Corresponding period last season..... | ... | ... | ... | ... | ... | 34059972 | 1196 |

*Shipments Since*;

June 19 per Japan (str.) From Shanghai ... — 5½

### TO THE CONTINENT.

| | | | | | | | Bales |
|---|---|---|---|---|---|---|---|
| From June 1, 1868, to May 31, 1869 ..... | ... | ... | ... | ... | ... | 4096139 | — |
| Corresponding period last season..... | ... | ... | ... | ... | ... | 1425456 | — |

*Shipments Since*;

June 10 per Flega From Hong Kong ... 42,720

### TO AUSTRALIA.

From June 1, 1868, to May 31, 1869 ... ... ... ... 16,936,649 lbs.
Corresponding period last year ... ... ... ... ... 13,681,543

*Shipments Since*;

June 23 per Union — Cargo not given.

## EXCHANGES, &c.

[*For dates, see first page.*]

### ON LONDON.

| At | Bank Bills. | Credits. | Documentary. |
|---|---|---|---|
| Yokohama, 6 m. s. ... | 4s. 7d. | 4s. 7⅛d. | 4s. 7⅛d. |
| Hiogo & Osaka ,, ... | — | — | — |
| Shanghai ,, ,, ... | 6s. 0⅛d. | 6s. 1⅛d. | 6s. 1⅛d. |
| Canton ,, ,, | 4s. 7d. | 4s. 7⅛d. | 4s. 7⅛d. |
| Hong Kong ,, ,, | | | |
| Macao ,, ,, | | | |
| Singapore ,, ,, ... | 4s. 6⅞d. | 4s. 7⅛d. | 4s. 7⅛d. |
| Manilla ,, ,, ... | 4s. 6d. | — | — |

### MISCELLANEOUS.

| — | At Shanghai. | At Hong Kong. |
|---|---|---|
| Bills on India ... ... ... | 305½ to 306 | 231⅛ |
| ,, Hong Kong ... ... | 23 to 23⅛ dis. | — |
| Bar silver ... ... ... ... | 111.5.0 | 5 prem. |
| Mexican dollars ... ... ... | 76.6.0 | par. |

Bons, at Yokohama, 340 per 100 dols.

### SHARES.

Hong Kong and Shanghai Bank, New, 14½ to 15; Old, 33 to 35 per cent. prem.
Hong Kong Gas Company, 44 dols. per share.
Hong Kong and Whampoa Dock, New, 5 to 8; Old, 5 to 8 per cent. discount.
Union Dock Company, 25 to 35 per cent. discount.
China Traders' Insurance, 600 dols. premium.
Hotel shares, 50 to 60 per cent. discount.
Hong Kong and Macao Steamboat Company, 9 per cent. premium.

[☞ *For Shipping Intelligence received by the Mail see Page* 387.]

## SHIPPING POSTSCRIPT.

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ARRIVALS NOT IN THE TABLES.—August 2, at Brouwershaven from Batavia, Cornelis Wernard Edouard; at Havre, from Colombo, Acacia; 4, at London, from Colombo, Onward; July 23, at New York, from Amoy, Surprise; 22, at Boston, from Yokohama, Brilliant; 23, from Padang, Nabob; Aug. 5, at New York, from Shanghai, Chinaman; 6, at Liverpool, from Bassein, Beau Ideal; July 25 at New York, from Singapore, Ortelius; Aug. 5, at Texel, from Batavia, Zaanstroom.

DEPARTURES.—From Amsterdam for Batavia, India Packet; July 27, from Penarth for Singapore, Staffa; 17, from San Francisco for Hong Kong, Mispine (not arrived, as before reported); August 5, from London, for Shanghai, Sarah Nicholson; July 31, from Sunderland, for Shanghai, Amadine; —, from Rotterdam, for Batavia, Robertus Hendrikus; August 5, from Sunderland, for Singapore, Stanley; for Galle, Choice; 7, from London, for Singapore, Hopeful; for Cardiff and Galle, Zanita; 2, from Newcastle, for Galle, Evangeline; 6, from Liverpool, for Manila, Juliana, Amigos.

LAID ON.—At Liverpool, for Singapore, Banda.

SPOKEN.—Valador (?) (brig), Hamburg to Hong Kong. 70 days out, May 16, 38 S., 14 E.; Uknia (? Utinia) (ship), Cardiff to Singapore, 72 days out, June 2, 39 S., 24 E.; Siberia (ship), Singapore to London, May 29, in the Caramatta Passage; Anjer. Cardiff to Shanghai, June 26, 8 N., 27 W.; No. 3,768, 3rd d. p. (English ship), Colombo to London, July 23, 42 N., 30 W.; Tartar, London to Shanghai, June 27, 1 S., 32 W.; Hernsten (?) (barq.), Liverpool to Sourabaya, June 16, 1 S., 31 W.; Lammermuir, London to Shanghai, July 23, 44 N., 9 W.; Mary Spencer, Liverpool to Batavia, June 4, 36 S., 19 E.; Queen of Trumps (?) (Brit. barq.), Manila to London, June 19, 18 S., 3 E.; Premier, London to Chefoo, June 29, 8 N., 27 W. Laju, Glasgow to Shanghai, July 27, 50 N., 12 W.; Moro Castle, New York to Shanghai, June 26, 1 N., 31 W.; Ellary, Liverpool to Yokohama, 11 days out; Oribe (brig), Colombo to London, June 26, 22 S., 5 E.; Artistic (brig), from Colombo, June 17, 33 S., 16 E.; Contest (brig), Bangkok to Falmouth, June 11, 31 S., 35 E.; Queen of India (barque), Singapore to London, June 12, 31 S., 36 E.; Comet (barque), Cochin China to Belle Isle, June 18, 35 S., 20 E.; Electric (Dutch ship), Batavia to Amsterdam, June 12, 32 S., 33 E.; Maude, Bangkok to Falmouth, July 8, 18 S., 3 W.; Everton, from Singapore, April 22, 6 S., 105 E.; Pepita (Sp. bq.), Manila to Falmouth, April 22, 10 S., 103 E.; Undine (ship), Shanghai to London, June 1, 29 S., 40 E.; Amoor (barque), Saigon to Bremen, July 8, off St. Helena; Madagascar (Austrian barque), Singapore to Hamburg, June 1, 33 S., 32 E.; Alfred, Falmouth to Singapore, 67 days out, 44 S., 18 W.; Alpha, Singapore to Liverpool, June 24, lat. 11, lon. 5.; Lola (British barq.), Saigon to Falmouth, 65 days out, April 29, 23 S., 60 E.; Agra, Manila to New York, April 13, in the Straits of Sunda; Susan Collins, Ilo Ilo to London, April 18; Hamilla Mitchell, London to Shanghai, May 25, 25 S., 30 W.; Etha Rickmers, New York to Shanghai, July 4., 21 N., 40 W.; Mary Ismay, Bangkok to Falmouth, June 1, 32 S., 29 E.; Anita, Cardiff to Shanghai, June 30, 5 N., 25 W.

MISCELLANEOUS.—At Ascension, June 23, Eunomia, from Colombo, and sailed for Havre; 25, Estrelle, from Manila, and sailed for Liverpool; 27, Virginia Leseur, and Hakon Jarl; from Bangkok, and both sailed for Falmouth. Off Ascension, June 19, Marbs (?), from Penang; July 11, John Fraser, from Java. At St. Helena, July 1, A. Lloret, Gonzala, from Manila, and sailed 2 for London; Geffe, Wahlman, from Sourabaya, and sailed 2 for Amsterdam; 2, Milton, Smith, from Ilo Ilo, Appelina, Youll; from Saigon, and both sailed 3 for Falmouth; 4, Betty, Chevalier, from Tjilatjap, and sailed 6 for Amsterdam; Drie Gerzusters, Fischer, from Batavia, and sailed 5 for Amsterdam; 5, Ocean Empress, McDonald, from Saigon; Cornelia Mathilda, Houtkoper, from Banjoewangie, and both sailed for Rotterdam; 6, Ellenborough, Robb, from Colombo, and sailed 7 for London; 7, Bengal, West, from Manila, and sailed 8 for New York; 8, Ercilla, Vicente, from Manila, and sailed 9 for Cadiz; 9, Vyf Vrienden, Verweg, from Batavia; Gertrude, Dewar, from Saigon, and both sailed 10 for Rttrdm.; off St. Helena, June 30, Sir Henry Havelock, from Manila; July 7, Royal Minstrel, from Colombo. At Simon's Bay, June 23, Hollandia, Nieuwenhuys, sailed for Macassar; Moneca (str.), Barclay, sailed for China.

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NOTICES TO CORRESPONDENTS.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be accompanied by the name and address of the writer.

A Register is kept of the addresses of all persons connected with the Far East, and reference can be made to the same by personal application at the Office or by letter.

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# The London & China Telegraph.

*LONDON, MONDAY, AUG. 9.*

## COLOMBO IN 1869.

It appears that thriftiness and godliness go together in Colombo, for the Savings' Bank occupies a part of the building denominated St. Peter's, which is the English church in the port. The building, which in outward appearance resembles a barrack or store, was built by the Dutch, and the English have contented themselves with it. Now if there is anything the English, as a rule, pride themselves on, it is a sightly building standing on a clear space, which can be pointed to as the Church of England. At Penang, Singapore, and Hong Kong this has been attended to, and the indifference shown to this important consideration in Colombo is not creditable either to the Governors or the community. At present this godown-church is under repair; indeed, it is tumbling down, and service is held in a barrack—this in 1869! Outside the town there are some pretty little Mission churches, and one built for the Cingalese converts, which resembles one of our suburban churches in the vicinity of London, and is a credit to those who designed and built it. The cemetery on Galle Face is in a forlorn and neglected condition, notwithstanding that it contains the remains of English people who have died here during the past fifty years. It has not a path one can walk on, but grass runs wild over all. The gate is a tottering wooden affair, lashed with rope, and the railing of canes. A neat iron railing with gates would not cost much, and the sooner it is provided the better for the credit of the town. Mr. Brooke Bailey, the chaplain, has charge of the place, but we presume the negligence does not lie at his door. The community have long complained of the old walls of the fort (built by the Dutch), which confines them and raises the temperature; but the fiat has not yet gone forth for their destruction. As a means of defence they are useless, and why they are allowed to occupy ground which is much required for building purposes, and might be made a source of profit to the Government, is unaccountable. In Bombay they have been down long since. It would appear, judging from the general condition of the town, that the same policy we so much condemn in the Dutch rule reigns supreme with the various Governors who have been in Ceylon for the past fifty years. The whole town wants renovation. Look at the building containing the Custom-house and searchers' offices or shanties; look at the landing-place, and the yard adjoining the Customs; are they what one expects to see in an English colony of seventy years' standing? Let the Collector of the Customs and the Master-Attendant see to it, and never cease to agitate until these departments are renovated. At present a visitor can only exclaim, Is it possible that these broken down filthy places are under the charge of Englishmen? There is no gas or water supply, no town hall or club, no market or seamen's home. Hong Kong and Singapore had all these years ago—why is Colombo so far behind? It is to be hoped that when these improvements are carried out they will be done in a more creditable manner than the buildings erected for the Supreme Court, which are mean and unsightly, the Court-room itself being the poorest thing of its kind in all the East. Even in Penang the Court-room is far superior. The site is good, and the building might have been an ornament to Colombo. It is a relief, amid all this chaos, to find that the barracks and officers' quarters are much better than in many other places.

We cannot lay all the blame of all these shortcomings on the Governor. He cannot be insensible to these things, but he is of course hampered in a thousand ways, and needs the assistance of others to urge on improvements. If he obstructs, then be it on his head; but we fancy Sir Hercules Robinson is not likely to adopt that attitude. The unofficial members of the Council would more fully discharge their duty towards the community they represent by attending to these things. Let them, moreover, never cease to urge on the Government the injustice done to the colony by the imposition of such an enormous military contribution as £160,000 per annum, which at the present moment is said to be in excess of the actual cost of the whole military force on the island. Why should Ceylon be so imposed on, whilst other colonies do not pay one-half the cost? When the measure was proposed by the Home Government (Gladstone was the propounder of the scheme) it was never intended to be more than a *contribution* towards the expense. If the colonies are to pay the whole cost, then they must be allowed to say what their requirements are, and not be forced to have a larger strength than they wish. The payment of £160,000 out of the small revenue of Ceylon is so preposterous that we cannot understand how the community sit under the injustice. It is a question for every tax-payer in the place, and it should be treated as a distinct matter. A cause is often lost by being coupled with other things. General charges against Governments are of no use, and seldom succeed. A memorial ought to be drawn up on this subject alone, and presented by members of the House of Commons who have some knowledge of Ceylon affairs, assisted by late residents who may be in England.

## THE STRAITS POLICE.

Among our items of intelligence by last mail from Singapore it is reported that Mr. Thomas Dunman, who has been so long Commissioner of Police for the Straits Settlements, is about to return to England on leave of absence, and much interest is felt as to who is to take the place of that highly valuable and efficient officer. It is not expected that Mr. Dunman will return to the colony, although professedly coming home on leave, and this gives additional interest to the nomination of the Acting Commissioner, it being supposed that, whoever he may be, he will have the benefit of the Governor's support with the Colonial-office; and there are whispers that his Excellency intends the appointment to go to a near relative of his own. We hope that this is not the case, as it is quite impossible that Captain Ord—who, during his brief residence in the Straits, has been doing duty at Malacca—can have acquired the necessary experience for the due discharge of the important duties of Commissioner of Police for the Settlements. From all we can learn the appointment that would give most satisfaction to the community would be that of the Hon. Charles Bushe Plunket, who was Deputy Commissioner of Police both in Singapore and Penang for several years, and successfully discharged the duties of the office until he was appointed, in 1864, to be Magistrate and Commissioner of the Court of Requests in Penang. He acted in the discharge of these duties until the latter part of 1868, when he was appointed Acting Registrar of the Court in that Settlement; but, instead of being confirmed in that appointment, he was superseded by a gentleman from Mauritius, nominated by the Colonial-office. Mr. Plunket has proved himself a useful public servant, and it is evident that his *forte* lies in the police duty; and it is to be hoped that the circumstance of his belonging to a Conservative family will not prevent Lord Granville from giving due consideration to his claims.

Representatives of the Egyptian Steam Navigation Company, the Azizieh, have just arrived in Florence to treat with the Government about starting a line of steamers between Alexandria, Brindisi, Venice, and Trieste. The company, it is said, are prepared to adopt a tariff 20 per cent. lower than that of the Austrian Lloyd's. The opening of the Suez Canal is rousing commercial men in Italy to the necessity of multiplying points of contact with the East, and thus securing a due share of the benefits which cannot but result from it to Western Europe.

We learn that Mr. Wade intends leaving this country to resume his post at Peking on the 17th of August. He will proceed *via* Panama.

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## GALLE HARBOUR.

We observe with no little satisfaction that the repeated attempts to induce the home Government to grant some aid to the plan for improving Galle Harbour have at last been crowned with success. An Appropriation Bill has been introduced into the House of Commons, and was read a second time on the 2nd instant; and, close as we are on the end of the Session, we hope to see it carried through all its stages before the prorogation of Parliament takes place, as it is anxiously waited for in Ceylon, where Sir H. Robinson is prepared to commence operations as soon as he gets this formal sanction for them. The measure has been prepared by Mr. Dodson, Mr. Grant Duff, and Mr. Stansfeld; it empowers the Public Works Loan Commissioners to advance a quarter of a million on interest at the rate of 3½ per cent. per annum, and the principal is to be replaced by thirty-five equal annual instalments. No money is to be advanced until the Government and Council of Ceylon shall have made an ordinance, providing that the principal and interest of the money so advanced shall be charged on the general revenue of the colony; and that the Governor may, if necessary, raise further additional sums by taxation; and also that the money advanced shall exclusively be used for improving the harbour of Galle. We presume that before the Bill was drawn it was ascertained that these conditions would be acceptable to the colonists, and in that case the required local ordinance will soon be passed. The breakwater will, we understand, be built on the plans of Captain Clarke, of the Admiralty. The dangerous nature of the anchorage at Galle renders it advisable to proceed with the work as rapidly as possible; that it should have been so long neglected is a serious reproach to the Government.

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In the House of Commons, on Monday last, the Under Secretary for Foreign Affairs was questioned as to the probable opening of the Suez Canal in November. Mr. Otway said he had no official information, but "there was reason to doubt whether the works would be sufficiently advanced to warrant the canal being opened for general navigation on the 17th November." The Empress, it is stated, will reach Constantinople from Marseilles on the 20th of September. From Constantinople she will proceed to Smyrna to pass a day or two *en route* to the coast of Syria, and will spend a fortnight at Jerusalem or in visiting the holy places in the neighbourhood. This programme would make the date of her arrival at Alexandria about the 20th of October, and, as the opening of the Suez Canal does not take place till the middle of November, the intervening time will most likely be passed in an excursion up the Nile. The Empress will be accompanied by Prince and Princess Achille Murat and by General Fleury. The screw frigate *Ariadne* was recently ordered to be kept in readiness to convey a member of our Royal family to Port Said, but it is rumoured that the order has been countermanded.

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The Liverpool Chamber of Commerce, in its report prepared for presentation at the general meeting to be held this month, devotes a section to the question of trade with the Shan States and Western China. The Council announce that they have now, for the eighth time, memorialised the Government in favour of the opening up of the Rangoon-Kianhung route, and praying more especially that the survey left incomplete in 1867 may be resumed under the direction of an experienced English railway engineer; that proper assurances be conveyed to the King of Burmah, by an Envoy of suitable rank, as to the peaceful nature of the motives by which the operation is prompted; and that the Indian Government be instructed to aid, instead of obstructing, the operations. The question was brought under discussion lately by Mr. Baines in the House of Commons, but, as usual, failed to procure fair consideration. Mr. Grant Duff of course took the Indian-official view, and there was no one there able to controvert his statements, so he had it all his own way.

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Her Majesty's ship *Ocean* has been more than three years in commission, but she will not leave China until relieved by an ironclad—probably, it is now said, by the *Penelope*, a vessel pronounced by competent authorities to be better adapted for the station than any other ship in the navy.

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The underground works of Mont Cenis are carried on with increasing spirit and energy. The opening of the great tunnel for the locomotive before July, 1871, is confidently predicted. The Italian Minister of Public Works is hastening the construction of the railway from Susa to Bardonnêche, the southern opening of the tunnel; a guarantee, it is understood, being given that the grand opening will be completed and the whole properly walled and strengthened by the time this railway is finished. The French Government has given similar pledges as to the northern opening at Modâne.

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## ROMANISM IN SZECHUEN.

Some further particulars have lately been received of the recent massacre of the native Christians in Western China, and form the subject of an article in the *Globe* of yesterday. It seems that for a long time a good deal of ill-feeling has existed between the native Christians and the mandarins, having its rise in the very natural jealousy felt by the latter at the great power and influence possessed by the Christians, whom they accuse of being virtually rebels against the Government. Some trifling matter of dispute between the Christians and their unconverted countrymen fanned the smouldering quarrel into a flame. A Foreign priest, with more zeal than discretion, undertook to advocate the Christians' part before the mandarins, and not getting the assistance he expected, armed his converts; upon which the mandarin washed his hands of the whole affair, telling them that as they had taken the law into their own hands they must not look for protection from the authorities. The Christians, perceiving the mistake they had made, immediately disarmed, and again threw themselves on the protection of the magistrate. But it was too late—the ball had been set rolling. Suddenly one night the church, in which were some of the Christians, was attacked, and burnt to the ground. Thirty-nine dead bodies were taken from amidst the ruins, amongst them that of M. Rigault, fearfully mutilated, and without head or limbs. This occurred in January, and since that time a constant warfare has been kept up between the two parties. And as yet all efforts to establish peace have failed. There is no doubt that the native Christians do in a great measure bring these evils upon themselves, by their overbearing and insolent behaviour to their fellow-countrymen and mandarins. And there is much reason to believe that many profess Christianity with the idea that by so doing they transfer their allegiance from the native authorities to a foreign Power which is both able and willing to protect them against the exactions of their legitimate rulers. It is even said that lately, in Szechuen, ten thousand Chinamen have, with unquestionable loyalty, declared themselves converts to the Roman Catholic faith, with the avowed purpose of thereby purchasing the protection afforded by the Christian society. It is impossible to speak too highly of the devotion and zeal of the Roman Catholic missionaries in China, and great allowances are to be made for the difficulties of their position. Yet it must be confessed that, in a great many instances, they help to foster in the minds of the natives the idea that they hold powers beyond those of teachers of the Gospel. As long as their bishops and dignitaries assume to themselves the titles and paraphernalia of temporal authority, so long will discontented and unruly Chinamen flock to their standard to rid themselves as they believe of their obligations to the Emperor's Government, and so long will the mandarins entertain a deep and not unnatural jealousy of the missionaries and their converts.

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## TREATY REVISION.

(STANDARD.)

The Shanghai Chamber of Commerce does itself much credit by a temperate but powerful despatch to Sir Rutherford Alcock, our minister at Peking, in reference to the revision of the Tientsin Treaty. Sir Rutherford has been more remarkable for the great cleverness with which he has avoided any trouble with the Chinese authorities during his tenure of office than for energetic attempts to procure fresh facilities for Foreign commerce; but within the last year or two public opinion among the European residents in China has been a more active force than formerly, and Sir Rutherford has been so far stimulated by its influence that he has at all events shown great diligence in writing despatches to explain why various objects which the Europeans had in view could not be accomplished. For the last few years there have been streams of despatches from Peking, more or less susceptible of this description, addressed to local consuls for promulgation amongst the communities over which they rule, or to the Chambers of Commerce at Hong Kong and Shanghai. In the present case, however, it is only fair to explain that the document emanating from the Shanghai Chamber (published within the last few days as a Parliamentary paper, together with Sir Rutherford's reply) appears to have been written in answer to a request from the Minister that the Chamber would expound its views on certain points likely to be raised in the revision of the Tientsin Treaty. That Sir Rutherford in his answer should once more subside, as he does, into his old tone, and explain how the objection of the Chinese authorities to the

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measures proposed is insuperable, so that the wise course is to give up all attempts to press them, is only natural. At all events, he has elicited a good review of the existing situation in China, where capital, civilisation and intelligence are waiting for permission to enter a country in which undeveloped resources and a teeming population are eagerly craving their advent, but where the pragmatic prohibitions of Asiatic officials keep back progress and maintain a deadlock. Sir Rutherford has elicited this review of affairs, even if he has failed, as usual, to justify a policy of inaction.

The Chamber first devotes itself, in answer to definite inquiries from the legation, to a consideration of various subsidiary ports along the course of the Yangtzse which might be opened to European trade in addition to those named in 1858. The authors of the despatch, however, go beyond the limits of this subject, and reiterate various demands very familiar to all who have observed the progress of British relations in China. They dwell particularly on the small steamer grievance. The existing treaty entitles Foreigners to travel for the purposes of trade to all parts of the interior along the inland waters; but since the overthrow of the Taepings the Imperial Government has refused to permit Foreigners to travel under this clause in boats propelled by steam. This is a frivolous and vexatious objection, which greatly impedes the development of trade, and which, it will be observed, was never thought of while the rebellion lasted. At that time the Peking Government found the small steamers of Europeans very useful, owing to the manner in which our Government sided with the Manchoo Tartar dynasty during the great struggle, but when the civil war was over the Chinese authorities, with the arrogance of a semi-civilised race relieved of its momentary difficulties, put down their foot upon the small steamers. Sir Rutherford either never fought the battle of the merchants or fought it so weakly that he never did any good. The steamers were driven off the inland waters and have never made their way back again, many small boats which were especially built for the service lying useless on their owners' hands. After noticing this matter the Shanghai Chamber proceeds to enlarge upon the importance of throwing open the resources, particularly the mineral resources, of the Empire, to the capital and skill of Europe, pointing out with patience various plain truisms in reference to the good effect which such a measure of progress must have upon all persons concerned. This is the keynote of the China question which we have often sounded already. Every concession which can be obtained for trade is a good thing in its way—good for the Chinaman, for the merchant, and the British manufacturer at home; but a far larger good lies behind. An enterprise immeasurably more glorious and interesting may be carried out whenever the British Government wakes up to a comprehension of the work before it, and begins to see what may be done with a country of infinite natural resources, inhabited by a docile and industrious, though a backward race, capable of providing an equally infinite supply of unskilled labour. Sir Rutherford, however, who, in the seclusion of his yamun at Peking, appears to forget the interests of China as completely as those of Europe, writes that in reference to all the projects named the objection of the authorities is insuperable.

## COMMUNICATION BETWEEN INDIA AND WESTERN CHINA.

(GLOBE.)

If the Chinese do not reap the full benefits to be derived from unrestricted intercourse with foreign nations it is not the fault of British merchants. With untiring energy and indefatigable zeal they have advocated for adoption by turn every project that has been set on foot for opening up the hitherto impervious empire of China. To their eyes the trade of that country has been a mine of wealth in reserve, which, when the people of all other civilised nations have been surfeited with Manchester goods and Birmingham wares, may afford yet another field for their enterprise. That time has now come. The growing competition of other nations with British manufactures and trade in foreign markets is beginning to lessen the demand for English goods abroad, and hence is manifested a desire for a further extension of commercial enterprise. Naturally, then, their thoughts turn to China, the only wealthy and civilised country remaining through whose length and breadth our manufactures have not found their way. For though almost the whole seaboard is open to trade it is well known that foreign goods circulate only through the Eastern province, and do not by any means permeate freely through the country, and that the inhabitants of the provinces of Yunnan and Szechuen know as little by experience of our imports as we do of their products. That a vast trade has at various times been carried on in both provinces we are perfectly aware, and that it is capable, under circumstances other than those at present existing, of being developed to an almost unbounded extent, we have little doubt. The question then is, how are we to reach these rich fields, that we may draw from them their superfluous wealth in exchange for our manufactured goods? A glance at the map at once suggests the idea of opening a direct communication through Burmah to Western China. Such a route would have apparently many advantages. In the first place the distance being so much shorter, a vast amount of time and money would be saved in the transit; and next, the perils of navigating the notoriously dangerous China Sea would be avoided.

These seeming advantages have long been recognised by the various Chambers of Commerce, at whose instigations partial surveys have been made and projects have been set on foot for the construction of railways and telegraphs along several routes, connecting Yunnan with our Indian provinces. Two may be mentioned here as being the only ones that under any circumstances could be made available. The first, and this the one brought under the notice of the House of Commons by Mr. Baines on Friday evening, is one which would connect in a straight line Rangoon and Kiang-hung, a Shan city close to the frontier of China, a distance of about 500 or 600 miles, the first half of which would be through our own territory. The other is the old caravan route from Talifoo to Bhamo and so down 800 miles of the Irrawaddy to Rangoon.

The engineering difficulties in the way of constructing a railway along the first of these proposed routes, although considerable, have been deemed to be not insuperable. It is on far other and more important grounds that successive Governments have refused to commit themselves to any action in the matter. They have even been unwilling to sanction a survey, forseeing clearly that no immediate beneficial result could possibly follow therefrom, and that the extreme jealousy with which the King of Burmah watches all signs of encroachment on the part of the Indian Government would at once suggest to him that our object was rather to spy out the land than the opening of a commercial route. But supposing for an instant that the survey could be satisfactorily finished, from whence are to come the funds for the reconstruction of the line? It is impossible to suppose that any company could be formed to undertake the work without first receiving a guarantee from the Indian Government, and it could not be expected that at this time, when the Indian Government has great difficulty in supplying the aid necessary for the support of the more important lines within its own territories, it would be able to lend assistance to this undertaking. Again, the political condition of the countries through which the line would pass are so disturbed and unsettled that the trade must necessarily be infinitesimally small, and the communications, unless kept open by an armed force, would constantly be liable to be interrupted by contending clans and mountain robbers. And, lastly, the state of affairs in Yunnan precludes the possibility of the existence of any large trade for years to come. Since 1855, when the Mahomedan rebels gained possession of the province, it has been in a state of siege. Thus isolated from the rest of the Empire, and devastated by war, its trade has been destroyed, its people impoverished, and its cities laid waste. Nor does there seem to be any probability of the speedy termination of this disorder. Of course with time these obstacles may disappear, the Mahomedan rebellion may be crushed, the independent Shan States may again acknowledge the rule of the Chinese and Burmese Governments, and in these latter we may find allies able and willing to grant support for the construction and preservation of a line. But looking at the present position of affairs, we cannot but agree with the Government of India in thinking that the scheme has been brought forward a generation too soon.

While, however, we discard the idea of a railway as being at present impracticable, we believe that by the opening up of the old caravan route from Talifoo to Bhamo the trade with Western China may be developed to the full extent of which it is now capable. If this plan were carried out there would be no railway to make, and there would be, therefore, none to maintain. Consequently, the cost it would entail would be very trifling; and it has the distinct advantage that, while it secures the desired end as far as it is now possible, it is free from almost all the difficulties surrounding the railway project.

## FOREIGNERS IN CHINA.

The Foreign-office has issued a fresh batch of reports of the present year from the British Consuls in China. Their interest is chiefly commercial, but one or two of the reports refer to the position of Foreigners in the Chinese Empire, and particularly to the labours of the missionaries. Mr. Alabaster, reporting from Swatow (dated Marc 31st), says:—

"In communication with the interior great progress has already been made; eight years ago Foreigners were cooped up at Double Island and unable to land at Swatow even with safety, the mandarins and compradores combining to excite angry mobs to check every attempt to penetrate into the country. By degrees, chiefly owing to the energy of one of the merchants, a footing was obtained at Swatow, and the whole Foreign community is now settled there. In the course of years, and as the result of various gunboat expeditions, it became safe for Foreigners to go wherever it was apparent that a vessel of war could come within a couple of thousand yards, and this year Foreigners have been able to go as far as Kia-ying-chow, some eighty miles in the interior. Missionaries go freely to all the cities in the neighbourhood except Tinghai or Chenhai, in the immediate vicinity, where persistent hostility is still manifested; and shooting, picnic, and exploring parties are treated with courtesy where a few years ago it was unsafe for them to pass. A few piratical villages remain to be brought to terms, and then the country will be as thoroughly open as any of the northern provinces. The opening of Chao-chow-foo has in a great measure contributed to this; for although the notification of its being open to Foreign trade and residence appeared only in December, it was practically open by the establishment of a consulate and an agency of an English firm there many months before, and mandarins seeing that we were determined to go, and the people seeing that going we did them no hurt, the opposition to Foreigners in the department has almost ceased."

On the subject of missions Mr. Alabaster writes:—

"I have a word to say regarding the English, or rather Scotch, mission established here, as its progress and prosperity are largely, although indirectly, bound up with our commercial interests. Established some ten years ago, its agent, Mr. Smith, even then, notwithstanding the irritation against Foreigners, maintained his position at Swatow, and the mission stations have since spread to all the districts round, and at great personal risk the footing of the mission has gradually been made good. Nor has this been done by constant appeal to a protecting gunboat; the Consul and authorities have from time to time been called on to extend protection, but it has ever been rather to prevent recurrence of violence than to obtain redress—the missionaries seeking but the opportunity of being heard rather than of obtaining the punishment of those who, rather from ignorance than anything else, had offered them insult or injury. By these means they have in many places obtained the good feeling of the people, who, led away by inconsiderate excitement, naturally expected to suffer the consequences of their violence, and in many of their chapels they are far more secure

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than they would have been had an army marched in to exact satisfaction for the opposition offered to their entry. And in another way they have obtained powerful support, in their careful abstaining from interference in the temporal concerns of their converts; for although, had they always been ready to take up the case of a professing Christian with the Consuls and authorities, they would probably have numbered many more nominal converts, they would have had no security for the sincerity of their followers, and would have been regarded with jealousy and resentment by the mandarins, instead of, as at present, with toleration and even friendship. From two labourers their number has been increased to four, and while one is always present at the hospital and headquarters in Swatow, the others visit the out-stations and make tours through the country, preaching and distributing Bibles and tracts; and, although it is impossible to rightly estimate the extent of their work by a statement of the number of their chapels and congregations, its effects can be and are felt by the community generally in the spread of the good report of Foreigners, and the accustoming of the people to them in a favourable light in places heretofore inaccessible to us, and which, had less judicious agents visited them first, might still have remained closed to us. So long as the missionaries devote themselves to the preaching of the Gospel they must succeed, and the merchant, the traveller, and the official will always find the way smoother before him where an honest missionary has gone before."

# Foreign Intelligence.

## HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, Aug. 6.

We are now in the midst of the holiday season, and as usual under such circumstances there is an absolute dearth of any interesting political news. All who can afford it go out of town, and even leave the country for Germany or Switzerland. The railway stations are more busy than ever, and the solitude of the watering places, Scheveningen, Zandvoort, and even Domburg is disturbed by a welcome invasion of compatriots and foreigners. The papers are filled up with reports about shooting matches of our volunteers and riflemen, athletic sports, races, concerts, &c. In vain we seek for any interesting item whilst we yawn over our newspapers. The great object of the public now is to procure health, rest, change and amusement. The only item worth being mentioned is, that the Opposition papers spread the rumour that a large number of first rate Amsterdam and Rotterdam trading houses have requested the Minister of the Colonial Department to order that the announced auction of coffee which will be held this month by the Trading Company shall be delayed till September or October, because the stock is too large now for the August sale to give a good result. It is also ascertained that the Minister has declined to grant this request.

### COMMERCIAL.

COFFEE.—The market is calm, while green Java is quoted 35½c. The transactions since my last report include 320 b. Java, ex Wilhelmina; 400 b. Java, ex Doelwyk; 1,000 b., ex Waterloo. The total stock of Coffee in Holland is 725,500 b., of which 414,700 b. unsold of the Trading Company.

SUGAR.—The market is firm for Raw Sugar. The following lots changed hands:—582 b. Samarang, floating per Aria and Betsij, at secret prices; 881 Sourabaya, ex Cheribon, No. 15¾, at 31f.; 667 mats do., ex Wilhelmina, No. 8¼, at 31f.

RICE.—6,870 b. Rangoon, floating per Blair Athol, were sold at 5¼f., and likewise the half of the cargo of Saigon (22,700 mats), ex Ocean Empress.

SPICES.—Fine qualities are firm, but the quotation is rather nominal. Nutmegs: No. 1, 98c.; No. 2, 90c. Mace: E cannot be bought at 150c. The unsold stock is—Nutmegs, 1,041 casks; Mace, 379 casks; Cloves, 390 casks; and the stock on warrants—Nutmegs, 3,610 casks; Mace, 267 casks; Cloves, 2,699 casks; Cinnamon, 103 mats.

TEA.—The market is firm since the auction of the cargo ex Victoria. The lots bought in at that auction were sold since, viz., 20 lots Lapseng Souchong, and 16 lots Kaisow Congou, at 115c. and 99c. 11 lots Souchong were sold at prices that did not transpire.

TIN.—Banca somewhat lower in price; 1,500 slabs were sold at 80f., 79¾f., and 79½f. To deliver out of the forthcoming autumn auction was engaged at 77f. In Billiton transactions have taken place at 76½f. to 75½f. The unsold stock of Banca is 40,202 slabs, and the stock on warrants 89,247 slabs. The unsold stock of Billiton is 5,850 slabs, and the stock on warrants 1,064 slabs.

JAVA TOBACCO.—Important public auctions will take place on the 2nd of September, including about 15,000 bales.

RATTANS.—174 pic. ex Dunedin and 100 pic. ex Neerlands vlag were sold.

ARRACK.—25 casks Sourabaya alcohol ex Rotterdam changed hands at prices that did not transpire.

INDIGO firm, but a small business doing; only 31 chests were sold.

MISCELLANEOUS.—Curcuma: 477 b. Java was sold at about 9f. Kapoa: 46 b. half-cleaned were transacted at 25c. per half-kilo.

### SHIPPING.

ARRIVALS.—July 27, at Brouwershaven, from Akyab, Maasnymph; 29, at Brouwershaven, from Passaroeang, Susanna Johanna; at Texel, from Java, Californie; 30, at Brouwershaven, from Saigon, Shakespeare; at Texel, from Banjoewangie, Petronella; 31, at Brouwershaven, from Batavia, Triton; Aug. 2, at Brouwershaven, from Batavia, Cornelis Wernard Eduard.

DEPARTURES.—None.

# Shipping Intelligence.

### ARRIVALS.

At YOKOHAMA.—From Liverpool, June 8, Mary Lee; from Cardiff, 6, Alexander; from Marseilles, May 27, Assurance; June 9, Vampyre; from Amsterdam, June 3, Vondeb.

At SHANGHAI.—From Cardiff, June 11, Mary, Edie; from Boston, 11, Jewess.

At HONG KONG and CANTON.—From London, June 11, Chusan; from Liverpool, 11, Parejero; 16, Ajax (str.); from Cardiff, 8, Cleopatra; 11, Peter Rickmers, Stephanie, Hermann Doctor; 14, Ernst and Maria; 16, Thetis; 20, Sea Flower; from Newport, 20, Preciosa; from Sunderland, 11, Maitland, Deerhound; from Bordeaux, 11, St. Germaine; from Hamburg, 11, Falke; from Bremen, 14, Orient; from New York, 11, Samuel Russell; 21, Nautilus (str.), Walrus (str.).

At MANILA.—From London, June 17, Pepita; from Cadiz, 9, Maria Fidelia; 10, Encarnacion.

At SINGAPORE.—From London, June 18, Wave Queen; 26, Jungfrau; from Portsmouth, 12, H.M.S. Hornet; from Shields, 18, Vanguard; 30, Choice; from Cardiff, 22, Canvass Back; 23, Schoonderloo; 26, Benares; 27, Aunt Lizzie; from Newcastle, 23, Tasmania; 26, Sultan; from Glasgow, 24, Blenheim; from Liverpool, 26, Duncairn; from Bourbon, 22, Nouville Antoinette; from Rotterdam; 23, Ellina Van Aalst; 27, Maria Elizabeth.

### DEPARTURES.

From HANKOW and SHANGHAI.—For London, June 9, Agamemnon (str.); 10, Forward Ho; 13, Eliza Shaw; Huntley Castle.

From HONG KONG and CANTON.—For London, June 15, Erl King (str.); for Falmouth, 10, Feiga; for Callao, 17, Camilla Cavour; 19, Callao.

From MANILA.—For Cadiz, June 4, Bilbahina; for New York, 12, Minden.

From SINGAPORE.—For London, June 24, Erl King (str.); 27, Asterion; 30, Dewa Gungadhur; for Boston, Ahkerah.

From PENANG.—For London, June 20, Maxima; for Boston, 21, Fearless.

### VESSELS LOADING.

At SHANGHAI.—For London, Agamemnon (steamer), Golden Spur, Barbadian, Burdwan, Taitsing, Wild Deer, Whiteadder, Helen Nicholson, Caller Ou, City of Aberdeen, Silver Eagle, Annie Richmond, James Aiken Whinfel, Nestor (steamer), Niger (steamer).

At PENANG.—For London, Dharwar, Charles; for Falmouth, Reform.

### FREIGHTS AND CHARTERS.

At HANKOW.—To London, £6.

At SHANGHAI.—To London, per sailing vessel, £4.

At FOOCHOW.—The rate for vessels is not yet fixed, but will probably be £4 per ton.

At HONG KONG and CANTON.—The rate of freight is not yet settled.

At MANILA.—To London, £3 10s. wet sugar, £4 10s. hemp; to New York, $12 gold per ton.

At SINGAPORE.—To London the rate is £1 15s. dead weight, and £2 light freight.

At PENANG.—To London the rate is £2 per ton all round.

### VESSELS PASSED STRAITS OF SUNDA.

| Date. | Ship. | From | To. |
|---|---|---|---|
| June 6 | Frances | ... Singapore | ... London |
| ,, — | Mongol | ... Macao | ... Havana |
| ,, 9 | Java | ... Batavia | ... Falmouth |
| ,, — | Rosa del Furia | ... Manila | ... London |
| ,, — | Elmina | ... Batavia | ... Amsterdam |
| ,, 11 | Nouvelle Antoinette | ... Bourbon | ... Singapore |
| ,, — | Rattler | ... Manila | ... New York |
| ,, — | Imperatrice | ... Sunderland | ... Batavia |
| ,, 12 | Dunmail | ... London | ... Hong Kong |
| ,, — | Carl Ludwig | ... Newport | ... Hong Kong |
| ,, — | Texton (st.) | ... Cape | ... Japan |
| ,, — | Evelyn Wood | ... Sunderland | ... Shanghai |
| ,, — | Carobel | ... New York | ... Yokohama |
| ,, 13 | Felicie | ... Bangkok | ... Bremen |
| ,, — | Duncairn | ... Liverpool | ... Singapore |
| ,, — | Blenheim | ... Glasgow | ... Singapore |
| ,, — | Carmarthenshire | ... London | ... Hong Kong |
| ,, — | Schoonderloo | ... Cardiff | ... Singapore |
| ,, — | Prudhoe | ... Cardiff | ... Shanghai |
| ,, — | Sultan | ... Shields | ... Singapore |
| ,, — | Argonaut | ... Baltimore | ... Hong Kong |
| ,, — | William Melhuish | ... London | ... Shanghai |
| ,, — | Anna and Sophia | ... Sourabaya | ... Amsterdam |
| ,, 14 | Noach I. | ... Holland | ... Batavia |
| ,, — | Fuellin | ... Sunderland | ... Singapore |
| ,, 15 | Robert Fletcher | ... Cardiff | ... Hong Kong |
| ,, — | Tasmania | ... Newcastle | ... Singapore |
| ,, — | Ellina | ... Rotterdam | ... Singapore |
| ,, — | Fidelitas | ... Hamburg | ... Hong Kong |
| ,, — | Cardiganshire | ... London | ... Tientsin |
| ,, 17 | Hazard | ... Manila | ... Boston |
| ,, 18 | Jungfrau | ... London | ... Singapore |
| ,, — | Aunt Lizzie | ... Cardiff | ... Singapore |
| ,, — | Sea Mew | ... Cardiff | ... Hong Kong |
| ,, — | Orion | ... Cardiff | ... Ilo Ilo |
| ,, — | Vincenza | ... Cardiff | ... Manila |
| ,, — | Benares | ... Cardiff | ... Singapore |
| ,, 19 | Princess Emelia | ... Brouwershaven | ... Batavia |
| ,, — | Oriana | ... Cardiff | ... Manila |
| ,, 21 | Sebastian Bach | ... Cardiff | ... Hong Kong |
| ,, — | Gutenberg | ... Newcastle | ... Batavia |
| ,, 24 | County of Forfar | ... Glasgow | ... Batavia |

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# Monetary and Commercial.

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It is announced that the final dividend of 7s. in the pound (making with the previous dividend 17s. in the pound) is in course of payment to the creditors of the Commercial Bank Corporation of India and the East, at the offices of the official liquidator, 13, Gresham-street.

In the Rolls Court, last week, a compromise was sanctioned by Mr. Church between the liquidators of the Commercial Bank Corporation and Mr. E. M. Smith. Mr. Smith was indebted to the bank in the sum of £7,922, and as security a lien was held on land at Shanghai, which a short time ago was valuable, but which had greatly depreciated, and which was said to be now only worth about £5,000. Mr. Smith now gave power to sell the land, and it was arranged that on the payment of £300 at Shanghai on the 31st of December next he and his sureties should be discharged from all further liability.

At the general meeting of the Credit Foncier, held last week, the shareholders learned for the first time the agreeable intelligence that some of the old directors had agreed to pay £50,500, with £1,500 costs, as a compromise for the demands upon them. The chairman further announced that he hoped to recover the best part of £20,000 more from other directors. The directors with whom the agreement has been concluded are the Right Hon. J. Stuart Wortley, and Messrs. Albert Grant, Edward Warner, William Harrison, W. Dent, and Henry Pownall. A resolution was passed empowering the directors to divide £30,000 of the money so obtained amongst the shareholders as a bonus, being at the rate of 3 per cent. per annum. The meeting was subsequently made special, when the arrangements between the directors and the ex-directors were agreed to.

It is announced that the French Atlantic Cable will be open to the public for the transmission of despatches on the 15th instant. The rate is to be forty francs for ten words, and four francs for each additional word. Numbers may be expressed by figures, and, in accordance with the dispositions of the Vienna Telegraphic Convention, five figures will count as one word.

The tenders for £325,000 in bills on India were received yesterday at the Bank of England, when the amounts allotted were —to Calcutta, £224,800, and to Madras £100,200. The minimum price was fixed, as before, at 1s. 10⅞d. on Calcutta and Madras, and tenders on those Presidencies at 1s. 11⅛d. will receive about 52 per cent., and all above that price in full. These results show a slight diminution in the demand for means of remittance to the East.

A portion of the Mexican dollars brought by the West Indian steamer, and also of those reserved from the previous large arrival, have been sold at 59¾d. per ounce, showing a decline of ¼d.

The failure is announced of Messrs. Franghiadi and Rodocanachi, Greek merchants, of New Broad-street, with liabilities to the amount of about £250,000. In the circular issued to the creditors it is stated that the stoppage has arisen solely in consequence of the inexplicable conduct of Mr. B. M. Rodocanachi, the partner at Rio, who has represented the firm there since 1847. It appears that he has drawn upon the house here to the extent of about £150,000, including a considerable amount of paper which has just come to hand by the Brazilian packet, *La Plata*, while the promised large remittances have not arrived, although fully £40,000 in specie was expected by that vessel, having been insured here a short time ago by direction of Mr. B. M. Rodocanachi. Pending the receipt of explanations from Rio, no reliable estimate can be formed of the probable result of the liquidation, but it is expected to prove favourable, owing to the large means of the partners in England. The firm has been established upwards of fifty years. Its chief trade is with Brazil, but we believe there were connections in China also.

The amount of bullion by the P. and O. Company's steamer *Delhi* from Southampton on the 7th inst., was in gold, to Madras, £1,464 ; in silver, to Hong Kong, £25,105.

Breakfast.—Epps's Cocoa.—Grateful and Comforting.—The very agreeable character of this preparation has rendered it a general favourite. The *Civil Service Gazette* remarks:—"The singular success which Mr. Epps attained by his homœopathic preparation of Cocoa has never been surpassed by any experimentalist. By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected Cocoa, Mr. Epps has provided our breakfast tables with a delicately-flavoured beverage which may save us many heavy doctors' bills." Made simply with boiling water or milk. Sold by the trade only in ¼lb., ½lb., and 1lb. tin-lined packets, labelled—James Epps & Co., Homœopathic Chemists, London.—Advt.

## BANK AND MISCELLANEOUS SHARES.

| Shares. | Joint Stock Banks. | Paid. | Prices August 7. |
|---|---|---|---|
| £10 | Agra Bank, A shares ... ... ... | All | 10¾ to 11¼ |
| 10 | Do. B do. ... ... ... | — | 3⅛ to 4 |
| 10 | Do. Prov. Certificates ... ... | 3 | par to ¼ pm. |
| 25 | Bank of Egypt ... ... ... ... | All | 39 to 41 |
| 20 | Chartered Bank Ind., Aust., and China | All | 18 to 19 |
| 25 | Chartered Merc. of India and China ... | All | 29½ to 30⅛ |
| 20 | City Bank ... ... ... ... ... | 10 | 10½ to 11⅛ |
| 100 | Colonial Bank ... ... ... ... | 25 | 37 to 38 |
| 28½ | Hong Kong and Shanghai Bank ... | All | 37 to 39 |
| 28½ | Do. Do. new ... ... | 11¼ | 4 to 5 pm. |
| 100 | Imperial Bank ... ... ... ... | 20 | 15⅝ to 16⅛ x.d. |
| 50 | London and County ... ... ... | 20 | 50⅛ to 51⅛ |
| 50 | London Joint Stock ... ... ... | 15 | 30 to 31 |
| 100 | London and Westminster ... ... | 20 | 57 to 58 |
| 25 | Oriental Bank Corporation ... ... | All | 43 to 44 |
| 50 | Union of London ... ... ... ... | 15 | 35½ to 36¼ |
| | MISCELLANEOUS. | | |
| 10 | Anglo-Mediterranean Telegraph Co. ... | All | 16 to 16¼ |
| 10 | Brit. Ind. Submrne. Telgph. Co., 1st Iss. | 7 | 1½ to 1⅝ pm. |
| 20 | British India Tea Company ... ... | All | 2⅛ to 3⅛ |
| — | Ceylon Deb., 6 per cent., May & Nov. 1878 | 100 | 110 to 112 |
| — | Do. Do. 1872 ... | 100 | 103 to 105 |
| — | Do. Do. 1882-3 ... | 100 | 113 to 115 |
| 20 | Ceylon Company ... ... ... ... | 10 | 4 to 3½ dis. |
| 20 | Do. A shares ... ... ... | 5 | 3 to 2½ dis. |
| 50 | Colonial Company ... ... ... | 20 | 2 dis. to par |
| 10 | Credit Foncier and Mobilier of England | All | 2⅝ to 3 |
| 10 | General Credit and Discount Company | 7½ | 1⅝ to 1½ dis. |
| 15 | General Steam Navigation Company ... | 14 | 28 to 30 |
| 25 | Indo-European Telegraph Company ... | 20 | 1 dis. to par |
| 10 | International Finance Society ... ... | 5 | 2 to 1¾ dis |
| 10 | Mediterranean Extension Telegraph Co. | All | 5 to 6 |
| 10 | North Assam Tea (Limited) ... ... | 5½ | 7 to 5 dis. |
| 10 | Do. do. B shares ... ... | All | 9 to 8 dis. |
| 50 | P. and O. Steam Company ... ... | All | 45 to 47 |
| 50 | Do. Do. 1867 ... ... | 10 | 4 to 3 dis. |
| 100 | Royal Mail Steam Company ... ... | 60 | 43 to 45 |
| 25 | Reuter's Telegram Company ... ... | All | 77 to 79 |
| 10 | Upper Assam Tea ... ... ... ... | All | 2 to 2½ |
| 50 | West India and Pacific Steam Company | 20 | 5 to 3 dis. |

## LATEST TELEGRAMS.

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(Received via Galle, Aug. 3.)

### CHINA.

Hong Kong, July 16.—Gray Shirtings, 6½ catties, 8¼ lb., $2 80, Water-twist, 16-24, $132½. Cotton: Bengal fair medium, $17. Tea rather firmer. Exchange on London, bank bills, six months, 4s. 6d.

Shanghai, July 11.—Gray Shirtings, 6½ catties, 8¼ lb., $2.20. Silk, quiet, and unchanged; settlements since departure of last mail, 900 bales. Exchange on London, bank bills, six months, 5s. 11½d. Freights: Tea, £2 10s.

## BIRTHS, MARRIAGES, AND DEATHS.

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### BIRTHS.

Bockett-Pugh—On the 31st July, at the Close, Winchester, the wife of H. P. Bockett-Pugh, Esq., of a daughter.

Carey—On the 4th Aug., at Benhill-wood, Sutton, Surrey, Mrs. Henry William Carey, of a daughter.

Coghill—On the 1st Aug., at 30, Blacket-place, Newington, Edinburgh, the wife of Dr. J. G. Sinclair Coghill, F.R.C.P.E., of Shanghai, of a son.

Croom—On the 30th July, at 13, Amersham-park-road, New-cross, the wife of E. F. Croom, Esq., of a son.

Hooglandt—On the 24th June, at Neidpath, the wife of J. D. Hooglandt, Esq., of a son.

Lammert—On the 22nd June, at Hong Kong, the wife of Mr. G. R. Lammert, of a son.

Neave—On the 29th July, at Lausanne, the wife of William Alexander Neave, Esq., of a son.

Peet—On the 18th June, at Tana Abang, Batavia, Java, the wife of John Peet, Esq., of a daughter.

Rose—On the 19th June, at Hong Kong, the wife of Mr. E. Rose, Inspector of Waterworks, of a son.

St. Croix—On the 13th June, at Shanghai, Mrs. C. W. de St. Croix, of a daughter.

Turing—On the 27th July, at Rotterdam, Mrs. Henry Turing, of a daughter.

### MARRIAGES.

Ashworth—Mendel.—On the 4th Aug., at St. Margaret's Church, Whalley Range, by the Rev. Dr. Cookson, Master of St. Peter's College, Cambridge, and uncle of the bride, assisted by the rector, the Rev. W. Gill, Charles E., third son of Edmund Ashworth, Esq., Egerton Hall, Bolton, to Mary A. T., second daughter of Sam Mendel, Esq., Manley Hall, Manchester.

Deighton-Bratsher—Fraser.—On the 15th June, at H.B.M. Consulate, and afterwards at Trinity Church, Shanghai, by the Rev. Canon Butcher, M.A., Charles Deighton-Braysher, Esq., of H.I.C.M. Civil Service, to Jane Katherine, relict of John R. Fraser, Esq., late of Shanghai, and youngest daughter of the late Rev. John, Bishop of Axminster, England.

### DEATHS.

Aveline—On the 23rd June, at the Hotel d'Europe, Singapore, Charles S. Aveline, Esq., aged 45.

Bramwell—On the 4th Aug., at 61, Milton-road, Stoke Newington, Mrs Henry Clifford Bramwell, aged 56, deeply and sincerely lamented by all who knew her. Friends will please accept this intimation.

Danby—On the 21st July, on board the P. and O. Company's s.s. *Deccan*, while on his homeward voyage from India, Samuel Danby, Esq., of Calcutta, aged 32.

Guimaraens—On the 21st July, at Oporto, Florence Beatrice, daughter of P. G. Guimarzens, Esq., of St. Peter's-road, Croydon, aged seven months.

Hansen—On the night of the 10th June, drowned at Kiukiang, Robert Hansen, aged 29 (native of Copenhagen), second officer of the S.S.N. Company's steamer *Fire Queen*.

Myatt—On the — June, in Hong Kong harbour, Mr. T. Myatt, *en route* from Shanghai to England.

Norris—On the 27th June, at Singapore, Alethea Edith, daughter of Mr. William Norris, aged 2 years.

Nusserwanjee—On the 28th June, at the Parsee Lodge, Singapore, Eduljee Nusserwanjee, aged 43 years, deeply regretted by his friends.

Oxley—On the 28th May, at Yokohama, Florence Marguerite, infant daughter of John Oxley, Esq., Military Store Staff, aged 9 months.

Spahn—On the 28th May, at Chefoo, of liver complaint, Mr. Wilhelm Emil Albert Spahn, aged 28 years, late of Tientsin. Deceased was a native of Furth, Germany.

Toward—On the 22nd April, in lat. 39.42 S., and long. 23.10 E., Thomas Toward, Commander of the ship *Rollo*, on his voyage from London to Shanghai, aged 28.

Vinton—On the 22nd June, at Hong Kong, Maria Miller, the beloved wife of Mr. W. Vinton, P. and O. Steam Navigation Company's service.

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# LONDON PRICES CURRENT.

**Articles in the following list subject to duty are quoted with the duties paid as annexed, unless marked "in bond." Those articles against which no rate of duty is placed are admitted free.**

**NOTE.—Besides the duties of Customs payable on certain articles as mentioned below, an addition of ½ per cent. in the said rates is also payable on entry for consumption, except Tobacco, on which the extra duty is five per cent. and ½ per cent.**

| | s. d. | s. d. |
|---|---|---|
| **ARROWROOT.** | | |
| (*Duty free.*) | | |
| East India ... ... | — | — |
| **CANES, Bamboo—each** | 0 0½ | 0 2½ |
| Malacca ... ... | 0 1½ | 0 9 |
| Partridge ... ... | 0 1 | 0 4½ |
| Tonkin ... ... | 0 0⅝ | 0 1½ |
| Rattans, com., per 100 | 1 6 | 3 6 |
| Good and fine „ | 4 0 | 7 6 |
| **CHEMICALS.** | | |
| Alum ... ...per ton | 145 0 | 150 0 |
| Antimony, ore ... | 280 0 | 300 0 |
| crude ...per cwt. | 32 0 | — |
| regulus, bowl ... | 52 0 | — |
| star ... ... ... | 50 0 | 51 0 |
| Brimstone, roll ... | 10 6 | — |
| Calomel ...per lb. | 2 5 | — |
| Corros. Sublim. ... | 1 11 | — |
| Iodine, dry per oz. | 0 9⅝ | 0 10 |
| Ivory Blk. dry, p. cwt. | — | — |
| Lime, Acet. wh. ... | 12 6 | 23 0 |
| Magnes. Carb. ... | — | — |
| Prussian Blue, per lb. | — | — |
| Quinine Sulph., per oz. | — | — |
| British, in bottle ... | 5 9 | — |
| French ... ... | 5 4 | — |
| Vermillion, Eng., pr. lb. | 2 6 | 3 0 |
| China ... | 2 7 | — |
| **COALS, best per ton** | 18 0 | 18 6 |
| other sorts ... ... | 14 6 | 17 3 |
| **COCHINEAL per lb.** | | |
| Honduras, black ... | 2 10 | 4 0 |
| silver ... | 2 7 | 3 1 |
| pasty ... | — | — |
| Teneriffe, black ... | 3 0 | 4 0 |
| silver ... | 2 8 | 3 0 |
| **COFFEE, in bond per ct.** | | |
| (*Duty 3d. per lb.*) | | |
| Ceylon | | |
| Native, fine bold ... | 54 0 | 59 0 |
| gd. and fine ord. | 49 0 | 52 0 |
| small and ordinary... | 44 0 | 48 6 |
| Plantation, fine ... | 89 0 | 93 0 |
| fine middling ... | 83 0 | 88 0 |
| good middling ... | 76 6 | 82 0 |
| middling ... ... | 70 0 | 76 0 |
| fin. ord. to low mid. | 62 0 | 69 6 |
| mixed and triage ... | 30 0 | 59 0 |
| Other British E. I. | | |
| fine and superior ... | 88 0 | 97 0 |
| good and fine ... | 81 0 | 87 0 |
| mid. to good mid.... | 70 0 | 80 0 |
| fine ord. to low mid. | 62 0 | 69 0 |
| good ord. Native .. | 54 6 | 58 0 |
| ordinary ... ... | 50 0 | 54 0 |
| Batavia, yellow ... | 69 0 | 80 0 |
| pale and mixed ... | 48 0 | 66 0 |
| Manila... ... ... | 46 0 | 68 0 |
| Singapore ... ... | 44 0 | 72 0 |
| Sumatra ... ... | — | — |
| **COTTON ...per lb.** | | |
| Surat ... ... ... | 0 9 | 1 0½ |
| Sawginned Dharw ... | 0 9⅜ | 0 11½ |
| Madras, Tinnevelly ... | 0 10½ | 0 11½ |
| North, and Westrn. | 0 9½ | 0 11 |
| Cocanada ... ... | 0 10½ | 0 10⅝ |
| Bengal and Rangoon | 0 8⅜ | 0 10½ |
| Scinde ... ... ... | 0 8⅜ | 0 9½ |
| China ... ... ... | — | — |
| Egyptian ... ... | 0 9½ | 1 5 |
| Smyrna ... ... | 0 10 | 0 11⅝ |
| Sea Island ... ... | 1 11 | 4 2 |
| Upland ... ... ... | 0 10⅜ | 1 0⅝ |
| Mobile... ... ... | 0 10⅜ | 1 0⅝ |
| New Orleans ... ... | 0 10⅜ | 1 1 |
| **CUTCH.** | | |
| See Terra Japonica ... | | |
| **DRUGS.** | | |
| Aloes, Hepatic, per ct. | 80 0 | 180 0 |
| Socotrine ... .. | 120 0 | 300 0 |
| Aniseed, Chi. Star ... | 105 0 | 110 0 |
| Beans, Tonquin, per lb. | 1 0 | 1 6 |
| Camphor, per cwt. ... | — | — |
| Japan ... ... | 105 0 | — |
| China ... ... | 97 6 | 100 0 |
| Cardamoms ...per lb. | | |
| Malabar, good ... | 7 9 | 8 0 |
| inferior ... ... | 5 0 | 7 0 |
| Ceylon ... ... | 2 6 | 3 3 |
| Corosos Nuts, per cwt. | 16 0 | 19 0 |
| Cassia Fistula ... | 20 0 | 45 0 |
| China Root ... ... | 27 0 | 35 0 |
| Cubebs... ... ... | 36 0 | 40 0 |
| Dragon's Blood, reed | 100 0 | 160 0 |
| lump ... ... | — | — |
| Galangal Root ... | 15 0 | 20 0 |
| Gentian Root... ... | 19 0 | — |
| Ginger, prsd. (*Duty 1d. per lb.*), per lb.... | 0 6 | 0 9 |
| Ipecacuanha ... ... | 5 6 | 5 8 |
| Isinglass, Brazil ... | 2 6 | 4 5 |
| Tongue sort ... | 3 1 | 5 1 |
| East India ... ... | 2 3 | 4 4 |
| Myrabolanes, per cwt. | 9 0 | 16 0 |
| **OILS.** | | |
| Aniseed ...per lb. | 8 6 | 9 0 |
| Cassia ... ... | 4 10 | 5 0 |
| Cinnamon ...per oz. | 1 0 | 4 6 |
| Citronel ... ... | 0 2½ | 0 2⅝ |
| fine ... ... .. | 0 3 | 0 3½ |
| Clove ... ...per lb. | 2 7 | — |
| Lemon... ... ... | 4 6 | 7 0 |
| Lemongrass ...per oz. | 0 4½ | 0 4⅝ |
| Mace, expressed ... | 0 1 | 0 2½ |
| Nutmeg ... ... | 0 4 | 0 8 |
| Orange ... per lb | 5 0 | 8 0 |
| Orris Root ... per ct. | 38 0 | 44 0 |

| | s. d. | s. d. |
|---|---|---|
| **DRUGS.** | | |
| Rhubarb ... per lb. | | |
| China, good and fine | 4 6 | 9 3 |
| gd mid. to ord.... | 0 8 | 4 0 |
| Dutch trimd. ... | 10 0 | — |
| Saffron, Spanish ... | 26 0 | 35 0 |
| Squills... ... ... | 0 1 | 0 2½ |
| Tamarinds ...per ct. | | |
| East India ... ... | 12 0 | 21 0 |
| Vanilla, large...per lb. | 22 0 | 26 0 |
| **DYE STUFFS.** | | |
| Galls, Buss. bl. per ct. | 72 0 | 90 0 |
| in sorts ... ... | 65 0 | 70 0 |
| white ... ... | 48 0 | 50 0 |
| China ... ... | 47 6 | — |
| Japan ... ... ... | 46 0 | 47 0 |
| Madder Root ... ... | — | — |
| Bombay ... ... | 40 0 | 50 0 |
| Orchella, Angola ... | 60 0 | 65 0 |
| Bombay ... ... | — | — |
| Turmeric per cwt. | — | — |
| Bengal ... ... | 20 6 | 21 0 |
| Madras ... ... | 12 0 | 35 0 |
| Malabar ... ... | 12 0 | 13 0 |
| Java... ... ... | 19 0 | 20 0 |
| China ... ... | 30 0 | 35 0 |
| **GAMBIER.** | | |
| See Terra Japonica | | |
| **GUMS ... per cwt** | £ s. | £ s. |
| Arabic... ... ... | — | — |
| E. I. fine pale ... | 3 18 | 4 2 |
| sorts, mid. to fine | 3 8 | 3 18 |
| garblings ... | 2 5 | 3 2 |
| Assafœtida, com. to gd. | 1 3 | 4 5 |
| Benjamin, Siam, 1st | | |
| and 2nd ... ... | 12 0 | 25 0 |
| Sumatra, 1st and 2nd | 7 0 | 11 0 |
| do. third ... | 2 10 | 6 0 |
| Copal, Angola red ... | 5 0 | 5 7½ |
| Manila ... .. | 1 12 | 2 10 |
| Dammar, Batavia, pale | 4 15 | 5 5 |
| Singapore ... ... | 4 0 | 4 10 |
| Gamboge, pkd. pipe... | 12 0 | 15 0 |
| Guaiacum ...per lb. | 0s 8d | 1s 4d |
| Kino ... per cwt. | 60 0 | 120 0 |
| **GUTTA PERCHA.** | | |
| genuine ...per lb. | 1 6 | 3 6 |
| **HEMP ... per ton** | £. s. | £. s. |
| Sisal ... ... ... | 44 0 | 49 0 |
| Bombay & Kurrachee | — | — |
| Manila... ... ... | 47 0 | 52 0 |
| do., good & fine white | 73 0 | 90 0 |
| China grass ... ... | 60 0 | 80 0 |
| **COIR ... per ton** | | |
| Rope... ... ... | 18 0 | 33 0 |
| Yarn, good & fine... | 31 0 | 70 0 |
| ord. to fair ... | 23 0 | 30 0 |
| Bombay, cm. to fn. | — | — |
| Junk ... ... | — | — |
| Fibre ... ... | 15 0 | 34 0 |
| **HIDES.** | | |
| Sourabaya & Batavia | | |
| Ox and cow hides, | | |
| dry, best, 6lb. to | s d | s d |
| 10lb. ... ... | 0 8 | 0 9½ |
| Seconds ... ... | 0 7 | 0 7½ |
| Thirds ... ... | 0 4 | 0 6 |
| Buffalo hides, yel- | | |
| low, best, 17lb. | | |
| to 22lb. ... ... | 0 6 | 0 7 |
| Seconds ... ... | 0 5 | 0 5⅝ |
| Thirds ... ... | 0 3½ | 0 4½ |
| Dark, best, 20lb. to | | |
| 28lb. ... ... | 0 5½ | 0 6½ |
| Seconds ... ... | 0 4½ | 0 5¼ |
| Singapre., Pnang., &c. | | |
| Ox and cow hides, | | |
| dry, best, 6lb. to | | |
| 10lb ... ... | 0 8½ | 0 10 |
| Seconds & Thirds | 0 5½ | 0 9 |
| Buffalo hides, best, | | |
| 20lb. to 36lb. ... | 0 5 | 0 6¾ |
| Seconds ... ... | 0 4½ | 0 5¼ |
| Manila, | | |
| Buffalo hides, best, | | |
| 18lb. to 27lb. ... | 0 4 | 0 5 |
| Seconds ... ... | 0 3½ | 0 3¾ |
| **HORNS, BUFFALO,** | | |
| Calcutta, Madras and | | |
| Bombay, 1lb. to 2lb., | | |
| per cwt. | 19 6 | 41 0 |
| Singapore, 2½lb. to 4lb. | 35 0 | 47 0 |
| **INDIA RUBBER, pr lb.** | | |
| East India ... ... | | |
| Assam and Pegu ... | 0 10 | 1 2 |
| Penang, &c. ... ... | 1 3 | 1 6 |
| **LAC.** | | |
| STICKLAC per cwt. | 47 6 | 60 0 |
| **METALS.** | | |
| **IRON ... ...per ton** | £ s. | £ s. |
| Welsh Rails in Wales | 7 0 | 7 10 |
| Welsh Bars in Wales | 6 0 | 6 5 |
| Welsh Bars in London | 6 15 | 7 5 |
| Staffordshire Bst. Bars | | |
| in London ... ... | 7 5 | 7 10 |
| Staffordshire B. Nail | | |
| Rods... ... ... | 7 7½ | 7 10 |
| Staffordshire B. Hoops | 8 0 | 8 5 |
| Staffordshire B. Sheets | 9 0 | 9 10 |
| Scotch Pig No. 1 in | | |
| the Clyde ... ... | 2 11 | 3 1 |
| Swedes Bars in Lon- | | |
| don ... ... ... | 10 0 | 10 10 |
| Swedes Steel in kegs, | | |
| ½ in. and ⅝ in. ... | 15 0 | 15 5 |
| **COPPER ... ... ..** | s. d. | s. d. |
| Ore ... per unit | 13 0 | — |
| | £ s. | £ s. |
| Chili Slabs per ton | 67 0 | 67 10 |

| | £. s. | £. s. |
|---|---|---|
| **METALS.** | | |
| Spanish Cake... ... | 69 0 | — |
| Australian Burra ... | 77 0 | — |
| Australian Wallaroo... | 77 10 | — |
| English tough quality | 73 0 | 74 0 |
| English best selected | 75 0 | 76 0 |
| English Sheets,— | | |
| Sheathing, &c. ... | 80 0 | 81 0 |
| English Bottoms ... | | |
| rolled ... ... | 83 0 | — |
| English Bottoms ... | | |
| hammered ... ... | 87 0 | — |
| | s. d. | s. d. |
| Yellow Metal Sheets, | | |
| 4 by 4 ft. ...per lb. | 0 6⅜ | — |
| Yellow Metal Sheath- | | |
| ings and Rods ... | 0 6⅜ | 0 7 |
| **LEAD ... ...per ton** | £. s. | £ s. |
| Pig, W.B. ... ... | 20 5 | — |
| Pig, L.B. ... ... | 19 5 | — |
| Pig, other brands ... | 19 0 | 19 5 |
| Spanish soft, ex ship | 18 10 | — |
| Sheet ... ... ... | 19 15 | — |
| Shot (kegs extra) ... | 22 0 | — |
| White (kegs extra) ... | 27 0 | 30 0 |
| Red (kegs extra) ... | 20 10 | 21 0 |
| **SPELTER ... ... ...** | | |
| Silesian ... ... | 20 15 | — |
| English (smelted | | |
| from ores)... ... | 20 10 | — |
| **ZINC.** | | |
| English Sheet .. | 25 10 | — |
| **MOLASSES** (*duty 3s. 6d.*) | | |
| East India ... ... | — | — |
| **OILS.** | £ s. | £ s. |
| Cocoa-nut, Coch. p.tn. | 43 10 | 44 0 |
| Ceylon ... ... | 41 0 | 42 0 |
| Sydney ... ... | 38 0 | 42 0 |
| Rapeseed—Eng. pale | 41 0 | — |
| „ brown | 39 0 | — |
| **PLUMBAGO.** | s. d. | s. d. |
| Ceylon, Lump ... | 12 0 | 27 0 |
| Dust ... ... | 6 6 | 12 6 |
| German ... ... | 4 0 | 5 0 |
| **PROVISIONS, per cwt.** | | |
| Butter— | £ s | £ s |
| Cork, 4th to 1st ... | 4 10 | 5 8 |
| Beef, India, per tierce | 7 5 | 8 0 |
| mess, and Ind. mess | 3 10 | 6 0 |
| Pork— | | |
| Pickled middles ... | 3 10 | 3 14 |
| Irish, mess. p. brl. | — | — |
| Foreign ... ... | 4 15 | 6 0 |
| Hams, Irish ... ... | 4 0 | 5 10 |
| American ... | 3 16 | 4 0 |
| Lard, Irish bladder ... | 3 16 | 4 6 |
| keg and firkin ... | 3 10 | 3 18 |
| **RICE ... per cwt.** | s. d. | s. d. |
| Bengal, white ... | 7 9 | 13 6 |
| Ballam and Moonghy | 9 0 | 10 0 |
| brkn. and ord. white | — | — |
| red cargo ... ... | 7 9 | 8 0 |
| Madras ... ... | 8 0 | 9 3 |
| Arracan ... ... | 7 9 | 9 6 |
| Moulmein ... ... | 9 3 | 9 9 |
| Rangoon and Bassein | 7 6 | 9 9 |
| Saigon... ... ... | — | — |
| Java ... ... ... | 10 0 | 18 0 |
| Siam ... ... .. | 7 0 | 8 3 |
| Patna-cleaned ... | 15 0 | 22 0 |
| Ballam do. ... | 10 0 | 12 0 |
| Rangoon do. ... | 9 6 | 20 0 |
| Java do ... ... | 20 0 | 35 0 |
| Do. London cleaned... | 14 0 | 36 0 |
| **SAGO** (*duty free*) ... | | |
| Pearl, small ... ... | 18 6 | 20 6 |
| large and medium | 19 0 | 22 6 |
| **SALT** (at the works in | | |
| Cheshire, exclusive of | | |
| 3s. lighterage) per ton | | |
| common ... ... | 7 0 | — |
| butter ... ... | 8 6 | — |
| stoved, common ... | 10 0 | — |
| handed ... ... | 12 0 | — |
| Rock, large lumps ... | 6 6 | — |
| Irish lumps ... ... | 4 0 | — |
| **SALTPETRE.** per cwt. | | |
| Bengal, 6 p. c. or und | 20 3 | 21 0 |
| over 6 per cent. ... | 19 6 | 20 0 |
| Calcutta, 5 to 2 pr. ct. | — | — |
| 12 to 6 per cent. ... | — | — |
| Scinde, refined ... | — | — |
| Madras ... ... | 18 6 | 19 0 |
| Bombay & Kurrachee | — | — |
| British refined ... | 25 0 | 25 6 |
| **SEED.** | | |
| Rape per qr. 416lbs. | | |
| Calcutta ... ... | 58 6 | 59 0 |
| Madras ... ... | 62 0 | — |
| Bombay—Guzerat . | 65 0 | — |
| Feroze and Scinde.. | 61 0 | 62 0 |
| Japan ... ... | — | — |
| Teel per 384 lbs. | | |
| Sesame or Gngly ... | 58 0 | 62 0 |
| **SHELLS** per cwt. | | |
| Mother o'Pearl ... | — | — |
| China and Manila . | 120 0 | 200 0 |
| Singapore ... ... | — | — |
| Bombay ... ... | 45 0 | 130 0 |
| Panama ... ... | 20 0 | 40 0 |
| Tortoise per lb. | — | — |
| Manila ... ... | 14 0 | 22 0 |
| Other East India ... | 8 0 | 20 0 |
| West India... ... | 10 0 | 18 0 |
| **SOY** per gall. | | |
| China ... ... ... | 2 9 | 10 |

| | s. d. | s. d. |
|---|---|---|
| **SOY.** | | |
| Japan ... ... ... | — | — — |
| **SPICES.** | | |
| Cassia Lignea, per cwt. | 124 0 | 132 0 |
| Vera... ... ... | 45 0 | 85 0 |
| Buds ... ... | 140 0 | 162 6 |
| Cinnamon per lb. | | |
| Ceylon, 1st quality. | 2 0 | 3 7 |
| 2nd „ | 1 9 | 3 5 |
| 3rd „ | 1 4 | 3 2 |
| 4th „ | 0 10 | 2 5 |
| Cloves, Penang ... | 0 10 | 0 11½ |
| Amboyna ... ... | 0 4½ | 0 5½ |
| Zanzibar ... ... | 0 2⅞ | 0 3 |
| Ginger per cwt. | | |
| Cochin ... ... | 38 0 | 120 0 |
| Mace, 1st qual. per lb. | 2 10 | 3 6 |
| 2nd and inf. ... | 2 0 | 2 8 |
| Nutmegs. | | |
| 78 to 80 lb. ... | 2 3 | 4 2 |
| 80 to 90 lb. ... | 1 10 | 2 2 |
| 95 to 132 lb. ... | 1 5 | 1 9 |
| Pepper, black per lb. | — | — |
| Penang ... ... | 0 3⅞ | — |
| Singapore ... ... | 0 3⅝ | 0 4½ |
| white ... ... | 0 5⅛ | 0 6¾ |
| **SUGAR** per cwt. | | |
| *Duties:*— | | |
| *Ref. and Candy, 12s.* | | |
| *Raw, 1st cl. 11s. 3d.* | | |
| „ *2nd cl. 10s. 6d.* | | |
| „ *3rd cl. 9s. 7d.* | | |
| „ *4th cl. 8s.* | | |
| Penang, yell. and gray | 35 0 | 40 6 |
| brown ... | 28 0 | 34 6 |
| Manila, clayed ... | 29 6 | 31 6 |
| superior ... | — | — |
| unclayed ... | 26 6 | 28 6 |
| Java, gray and white | 37 6 | 41 6 |
| brown and yel. | 28 0 | 37 0 |
| China and Siam, white | 35 0 | 40 0 |
| brown and yellow... | 26 6 | 33 6 |
| **TALLOW** per cwt. | | |
| East India ... ... | — | — |
| **TAPIOCA** (*Duty free*) | | |
| per lb. | | |
| Penang and Singapre. | 0 2 | 0 3½ |
| Pearl ... per cwt. | 24 0 | 27 0 |
| **TAPIOCA FLOUR** lb. | 0 2 | 0 2½ |
| **TEA** (*Duty, 6d. per lb.*) | | |
| Congou. | | |
| brown leaf, ord. ... | 0 10 | 0 11 |
| good ord. to bst md. | 1 0 | 1 1½ |
| good export kinds . | 1 1½ | 1 1⅝ |
| Kaisow, 1st & 2nd ... | 1 4 | 2 0 |
| bk. leaf, com. to gd. | 1 1 | 1 2½ |
| medium to finest ... | — | — |
| Oopack and Moning . | 1 4½ | 2 0 |
| Tayshan new make ... | 1 1½ | 1 7 |
| Ning Yong and Oolg. | 0 10 | 2 2 |
| Souchong. | — | — |
| fair to good ... | 1 1½ | 1 8 |
| fine to finest ... | 1 10 | 2 6 |
| Flowery Pekoe. | — | — |
| fair to good ... | 0 10 | 1 6 |
| fine to finest ... | 1 10 | 3 6 |
| Caper, scented ... | 0 6 | 2 0 |
| Orange Pekoe, plain . | 1 2 | 1 6 |
| scented ... ... | 0 11 | 1 10 |
| Twankay. | — | — |
| common to good ... | 0 11 | 1 0½ |
| fine to Hyson kind . | 1 1 | 1 1½ |
| Hyson Skin. | — | — |
| common to fair ... | 0 9 | — |
| good to fine ... | 0 11 | — |
| Hyson, common ... | 0 11 | 1 1 |
| fair to fine ... ... | 1 3 | 2 6 |
| finest ... ... | 2 7 | 3 8 |
| Yg. Hyson, Can. kind | 0 7 | 1 4 |
| country kinds ... | 1 0 | 2 10 |
| Imperial ... ... | 0 9 | 2 6 |
| Gunpowder ... ... | 0 9½ | 3 6 |
| Japan, uncoloured ... | 1 0 | 1 8 |
| Assam ... ... ... | 0 10 | 3 4 |
| **TERRA JAPONICA.** | | |
| Gambier per cwt. | 16 9 | 17 3 |
| free Cubes ... ... | 19 6 | 22 0 |
| Cutch ... ... ... | 25 6 | 26 6 |
| **TOBACCO.** | | |
| (*Duty 3s. per lb., and 5 per cent. and ¼ per cent., equal to about 3s. 1⅛d. per lb.*) pr. lb. | | |
| East India leaf ... | 0 2 | 0 5 |
| Japan ... ... ... | — | — |
| Java ... ... ... | 0 4 | 1 0 |
| Manila cheroots ... | 6 0 | 7 6 |
| **WAX** per cwt. | | |
| **BEES'.** | £. s. | £. s. |
| English ... ... | 9 10 | 10 0 |
| German ... ... | — | — |
| American ... ... | 8 15 | 9 5 |
| Bombay & Madras | 8 10 | 9 0 |
| Bengal ... ... | 9 5 | 9 15 |
| E. I. white ... ... | 10 0 | 12 0 |
| **VEGETABLE.**—Japan | 3 7½ | 3 15 |
| Do. mixed ... ... | 2 5 | 3 5 |
| **WOOD** ...per ton | | |
| Red Sanders ... ... | 8 0 | — |
| Sapan, Bimas, &c. ... | 8 0 | 11 0 |
| Do., Siam ... .. | 9 0 | 12 0 |
| Cedar, Cuba ... per ft. | 0 5½ | 0 6½ |
| Ebony... ...per ton | | |
| Ceylon ... ... | 5 10 | 13 0 |
| Satinwood ... per ft. | 1s 0d | 1s 2d |
| **WOOL** ... ... per lb. | | |
| East India, white ... | 0 9½ | 1 2½ |
| yellow and gray ... | 0 3 | 1 1 |

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# Shipping Intelligence.

## ARRIVALS.

| Date. | Ship. | Captain. | From. | At. |
|---|---|---|---|---|
| Jly. 29 | James Gaddarn | Williams | Galle, &c. | London |
| — 29 | Vanguard | McKenzie | Penang | Do. |
| — 30 | Yokohama | — | Bangkok | Deal |
| — 29 | Richard McManus | Forster | Rangoon | Falmouth |
| — 30 | Cameo | Law | Do. | Do. |
| Jun. 12 | Wrestler | Collins | Yokohama | Callao |
| Jly. 16 | Parsee | Soule | Hong Kong | San Francisco |
| — 17 | Mispine (?) | — | Do. | Do. |
| — 17 | Aug. Friedrich | Bruhn | Amoy | New York |
| — 18 | Gabalva | Hyde | Foochow | Boston |
| Aug. 2 | Undine | Scott | Shanghai | London |
| — 2 | Solent | Meldrum | Manila | Deal |
| — 1 | Elizabeth Ann | Hall | Rangoon | Falmouth |
| — | Henry Grenfell | Shiell | Foochow | Deal |
| — 2 | Belle of Southesk | Stronach | Singapore | Do. |
| — 2 | Spirit of the North | Mathew | Colombo | Do. |
| — 2 | Henry | Blair | Sourabaya | Falmouth |
| — 1 | Dorothea Melchior | Harboe | Akyab, for Copnhgn. | Off do. |
| Jly. 28 | Triton | Schey | Batavia, for Rotrdm. | Off Scilly |
| — 29 | Susanna and Johanna | Heymeriks | Pasaroeang | Brouwershaven |
| — 20 | Japan (str.) | Bradbury | Hong Kong | San Francisco |
| Aug 3 | Argo | Halnon | Singapore | London |
| Jly. 29 | California | De Wyn | Sourabaya | Texel |
| — | G. B. | Coppin | Akyab | Gironde |
| Aug. 3 | Antipodes | Duff | Colombo | Downs |

## DEPARTURES.

| Date. | Ship. | Captain. | For. | From |
|---|---|---|---|---|
| July 28 | Duke of Northumbl'd. | Lewis | Galle | Swansea |
| — 27 | Kate Carnie | Lowe | Singapore | Glasgow |
| — | Alcyone | — | Sourabaya | Amsterdam |
| — 29 | Amadine | Farrow | Shanghai | Sunderland |
| — 31 | Napier | Sinclair | Yokohama | London |
| — 29 | Agatha Johanna | Matzen | Hong Kong | Cardiff |
| — 30 | Finzel | Hicks | Yokohama | Liverpool |
| — 17 | Nicoline | Ahlman | Hong Kong | San Francisco |
| Aug. 2 | Parana | Rollo | Penang | London |
| July 2 | Finella | Murray | Java | Rio Janeiro |
| Aug. 3 | Merse | Harris | Hong Kong | London |
| — 1 | Huddersfield | Stewart | Singapore | Liverpool |

*(See Commercial Postscript and Correspondents' Letters.)*

## LOADING.

At London.—For Hiogo and Yokohama: Corsair. For Nagasaki and Hiogo: Chanticleer. For Yokohama: Mountain Ash, Osaka, Velocity. For Shanghai: Carrick Castle, Lauderdale, Dartmouth, Sarah Nicholson, Sir Wm. Wallace, Hertfordshire. For Shanghai, Hiogo and Yokohama: Alonso (str.). For Hong Kong: Sophie, Borealis, Cleta, Isles of the South, Queen of the Age, Everest. For Singapore: Hesperia, Hopeful, Henry Grenfell. For Penang: Alvington. For Bangkok: Lotus. For Batavia and Sourabaya: Gladiator. For Colombo: Palmerston, Thomas Blythe, Spirit of the North, Britomart. For Galle: Arabia.

At Liverpool.—For Hiogo and Osaka: Isolina. For Yokohama: Edwin Bassett, Caractacus. For Shanghai: Banian, For Hong Kong: Vistula. For Singapore: Glenlyon. For Manila: Maria, Trinidad. For Marseilles and Japan: Stord. For Galle: Arlington.

At Glasgow.—For Yokohama: St. Dunstan. For Hong Kong: Grace Peille. For Hong Kong *via* London: Norman Court. For Singapore: Loch Ken. For Penang: James Paton. For Batavia and Sourabaya: County of Elgin.

## SPOKEN.

John Lidgett (ship), London to Shanghai, June 13, 26 S., 24 W.
John Peacock, Cardiff to Shanghai, July 1, 8 N., 24 W.
Auguste, Samarang to Amsterdam, April 24, 7 S., 104 E.
Betty, Tjilatjap to Amsterdam, May 16, 26 S., 58 E.
Krimpen aan der Lek (Dutch barque), Rotterdam to Sourabaya, June 25, 8 N., 23 W.
Evening Star (?), London to Hong Kong, June 13, 1 S., 27 W.
Dos Hermanos, Liverpool to Manila, May 27, 26 S., 54 E.
John Watt, Cardiff to Yokohama, June 12, 38 N., 20 W.
Ensign, Cardiff to Nagasaki, June 13, 20 S., 30 W.
Hindostan, Bordeaux to Batavia, May 30, 26 S., 28 W.
Agra, Colombo to London, April 27, 19 S., 70 E.
Acacia, Colombo to Havre, May 17, 32 S., 31 E.
Eunomia, from Colombo, June 22, off Ascension, going in.
Henry Reed, Cardiff to Shanghai, July 1, 8 N. 25 W.
Malacca, Liverpool to Japan, June 23, 15 N., 26 W.
Elisabeth, Amsterdam to Batavia, June 29, 9 N., 26 W.
Tony, Hamburg to Singapore, June 7, 7 N., 24 W.
Gertrude, Cochin China to Rotterdam, May 31, 29 S., 40 E.
Caravan (?), Batavia to Rotterdam, July 12, 30 N., 42 W.
Empress, London to Japan, May 21, in the Straits of Sunda.
Hendrick, Hamburg to Japan, March 1, 3 S., 21 W.

## FREIGHTS AND CHARTERS.

Berth freights to the Eastern ports show no signs of improvement, and the berths are well supplied with tonnage; in coal freights from the Northern outports we have no material alterations to note.

Current rates of freight for vessels on the berth:—Per steamer to Japan, 100s. meast. Per sailing vessel to Yokohama: 80s. weight or meast. To Nagasaki: 40s. weight or meast. To Hiogo: 35s. weight or meast. To Shanghai: 30s. weight or meast.; per steamer, 80s. meast. To Hong Kong: 30s. weight, 27s. 6d. meast. To Batavia: 25s. weight, 30s. meast. To Singapore: 30s. weight, 25s. to 30s. meast. To Ceylon: 20s. to 25s. weight, 20s. meast. At New York to China; $12 to $15 per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—For Shanghai: £43. For Hong Kong: £32 10s. For Singapore: £24. For Galle: £24. From Newport, Cardiff, or Swansea per ton.—For Yokohama: £2. For Shanghai: £2 2s. For Hong Kong: £1 13s. For Singapore: £1 5s. For Galle: £1 5s.


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# The London and China Telegraph.

## JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON THE ARRIVAL OF THE FORTNIGHTLY ENGLISH, AND MONTHLY FRENCH MAILS FROM CHINA, JAPAN, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A SUMMARY OF NEWS FOR THE OUTWARD MAILS.

VOL. XI.—No. 323.] LONDON, MONDAY, AUG. 23, 1869. [Price 9d., with Sup., 1s. 3d.—Sub. 30s. per ann. postage, included. Sup. 12s. extra.


## Latest Advices.

| Ports. | From London. | Arrived out. | HOMEWARD. Received this day. |
|---|---|---|---|
| JAPAN — Yokohama | April 23 | June 11 | June 26 |
| Yedo | — | — | June 24 |
| Osaka and Hiogo | — | — | June 17 |
| Hakodadi | | | |
| Nagasaki | May 7 | June 26 | June 28 |
| CHINA — Peking | — | — | June 20 |
| Tien-tsin | — | — | June 27 |
| Chefoo | — | — | June 28 |
| New-chwang | — | — | June 27 |
| Hankow | May 7 | June 25 | June 28 |
| Kiu-kiang | — | — | June 29 |
| Chin-kiang | | | |
| Shanghai | May 13 | June 29 | July 2 |
| Ningpo | — | — | June 29 |
| Foochow | May 13 | July 2 | July 3 |
| Formosa | | | |
| Amoy | — | — | July 5 |
| Swatow | — | — | July 6 |
| Hong Kong | May 21 | June 30 | July 7 |
| Canton | — | — | July 6 |
| Macao | — | — | July 6 |
| PHILIPPINES— Manilla | May 13 | June 29 | June 30 |
| COCHIN-CHINA— Saigon | — | — | June 26 |
| SIAM — Bangkok | — | — | July 8 |
| BORNEO—Labuan | | | |
| Sarawak | — | — | July 6 |
| JAVA — Batavia | May 21 | July 2 | July 11 |
| Samarang | | | |
| Sourabaya | — | — | July 2 |
| MALACCA STRAITS— Singapore | June 10 | July 13 | July 16 |
| Penang | June 10 | July 16 | July 18 |
| CEYLON —Colombo | July 2 | July 25 | July 26 |
| Galle | July 2 | July 25 | July 27 |

### THE MAILS, &c.

The present inward mail is delivered on its due date. The next, which may be expected on Monday next, will be the French mail, with dates as follows:—Yokohama, July 6; Shanghai, July 9; Hong Kong, July 15; Singapore, July 24; Galle, August 3.

The latest telegrams received *via* Galle are those in advance of the mail leaving Hong Kong on the 22nd July; the succeeding mail (Hong Kong, Aug. 5) is due at Galle to-day. *Vis* Kiachta we have Shanghai telegrams to Aug. 4.

## List of Passengers.

### PASSENGERS INWARD.

By this mail to Marseilles, per P. and O. steamer *Bangalore*, arrived August 20.—From Shanghai: Dr. Coghill. From Hong Kong: Mr. Lowcock, Mr. Moffatt, Mr. Campbell. From Galle: Mr. Churchill, Master Parsons, Hon. C. Cadogan, Mr. Ramsay, Mr. and Mrs. Rose, three children, and servant.

To Southampton, per P. and O. steamer *Ceylon*, expected to arrive Aug. 28.—From Shanghai: Capt. Hooper. From Hong Kong: Mr. Piercy, Mrs. Hooper, Mr. Green, Mr. Dupont, Mr. Leighton. From Penang: Mr. Gibson. From Galle: Mr. Spright, Mrs. Duncan and child, Mrs. Higgs, three children, and servant, Mr. Milne, child, and servant, Mr. Galloway, Dr. Cooper.

By last mail to Southampton, per P. and O. steamer *Poonah*, arrived Aug. 12.—From Hong Kong: Lieut. Pringle, Mr. R. Scott, Mr. J. Gibson, Mr. A. Raymond, Mr. F. J. Angier. From Singapore: Capt. Davies, Mrs. C. Younge. From Penang: Mr. and Mrs. Fredericks and child. From Ceylon: Captain Cole, Mr. W. Banks.

### PASSENGERS OUTWARD.

Per P. and O. steamer *Syria*, from Southampton, August 21.—To Yokohama: Mr. G. Wauchope. To Shanghai: Mr. Inaba, Mr. Collinson. To Hong Kong: Mr. Marcus Wolff, Mr. R. C. McClement. To Ceylon: Mr. W. Raikes, Miss A. Walker, Miss Crowe, Mr. and Mrs. J Robertson and child, Rev. Mr. Bateman.

Per P. and O. steamer *Bangalore*, from Marseilles, August 29.—To Shanghai: Mr. J. J. Tucker, Mr. Douglas Jones. To Singapore: Mr E. J. Tolson. To Batavia: Mr. T. Van der Chijs, Mrs. Van Haeften. To Ceylon: Mr. E. Rymer, Mr. G. S. Steward.

Per P. and O. steamer from Suez, Sept. 5.—To Hong Kong: Mr. and Mrs. C. C. Smith.

Per P. and O. steamer *Poonah*, from Southampton, Sept. 4.—To Shanghai: Mr. Russell, Mr. and Mrs. J. Hart, Miss E. Hart. To Hong Kong: Mrs Hackin, Dr. Franklyn. To Ceylon: Mr. and Mrs. G. W. R. Campbell.

Per P. and O. steamer *Delhi*, from Marseilles, Sept. 12.—To Shanghai: Mr. J. Maitland.

Per P and O. steamer *Ceylon*, from Southampton, Sept. 18.—To Yokohama: Mrs. Campbell and child. To Hong Kong: Mr. J. Y. V. Shaw, Mr. Head. To Ceylon: Mr. M. Finch.

Per P. and O. steamer *Syria*, from Marseilles, Sept. 26.—To Yokohama: Mr. R. Johnstone. To Penang: Mr. and Mrs. H. Frohlich.

Per P. and O. steamer from Southampton, Oct. 2.—To Hong Kong: Mrs. E. Arthur, Mrs. Wilberforce Wilson. To Ceylon: Mr. C. Buchanan, Miss Macartney, Mr. J. Duncan's two children, Mr. and Mrs. W. Carver. To Singapore: Mr. J. W. Witham.

Per P. and O. steamer from Marseilles, Oct. 10.—To Ceylon: Mr. and Mrs. M. H. Thomas, Miss Creswell, Mr. J. W. Gossett, Mr. Stanley Daniell, Miss Sconce, Sir J. Elphinstone, Mr. H. W. Ridley.

Per P. and O. steamer, from Suez, Oct. 17.—To Ceylon: Mr. Duncan Davidson.

Per P. and O. steamer from Southampton, October 16.—To Penang: Miss Napier. To Ceylon: Mrs. Wilson.

Per P. and O. steamer from Marseilles, October 24.—To Shanghai: Mr. John Fraser.

Per P. and O. steamer from Suez, October 31.—To Shanghai: Mr. J. H. Cheape.

## Summary of News from the Far East.

### JAPAN.

#### YOKOHAMA.

Advices from this port by the present mail extend to the 26th June. No later outward mail than that of April 23 had been received, but that of May 7 was hourly expected. The *Japan Times* summary of news is as follows:—

We announced in our last the capture of Esashi and Matsmai by the Imperial troops and the subsequent advance upon Hakodadi. We have not yet heard of the fall of the last stronghold of the rebels, but have little doubt that it is by this time in the hands of the Mikado's general. An attack was made on the 9th inst. upon the outposts of the place, when the village of Uragawa was taken after some severe fighting, in which the Imperial fleet was able to take an efficient share; and had the Imperial troops at once followed up their success, they could have, in the opinion of competent judges on board H.M. *Pearl*, then lying off Hakodadi, made themselves masters of the place without difficulty. This seems to have been the opinion also of M. Brunet and his companions, who deserted their piratical friends in the course of the night and sought refuge on board H.I.M. *Coetlogon*, which appeared to have been waiting for them. She left the next day, and arrived here on the 15th instant. Another Frenchman, who had been wounded and taken prisoner, and sent down to Yedo, was demanded of the Government by M. Outrey, the French Minister, and the whole were despatched to Saigon in H.I.M. *Duplcix* on the 19th. Of their conduct there is no need for us to speak, particularly as they are not here, nor at liberty; what engagement has been given to the Mikado's Government that they shall be duly punished is not known. If general opinion and, we may add, general experience are worth anything, they will not be punished at all; but we must wait awhile before giving credence to the statements freely made to that effect. The whole affair is sufficiently disgraceful to all concerned in it, without our anticipating too readily another stain on the tricolour.

Our latest dates from Hakodadi is by H.M. *Dove*, which left on the 16th. Skirmishing was still going on, and the town not taken, the apparent intention of the attacking force being to surround the place completely before going in upon it, so as to prevent any of the rebels escaping into the country to give further trouble. It was feared the town would be fired by its occupants as soon as an assault was made.

The financial difficulties of the Government are apparently as great as when we last wrote, which cannot be wondered at when we consider the heavy expenses of this expedition to the North; and its obstinate progression towards national bankruptcy, in spite of all advice, is, we regret to say, to the full as great. Since our issue of the 13th proclamation has been made ordering that *kinsats* (the inconvertible paper money issued last year at Osaka) shall be a legal tender here as well as there. The last operation of the Government has been the issue of an edict in Yedo notifying that necessaries of life, such as rice, fish, &c., may be sold only for *kinsats*, an attempt evidently to popularise the issue among the common people. Trade has, of course, been brought to a complete standstill, and it will not be difficult soon to show, from the results

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of these pernicious measures, a sufficiently plausible reason for our representatives to complain of breach of treaty, inasmuch as "free buying and selling" of commodities between "all classes of Japanese" and ourselves will be interfered with. The best friends of the new Government, who have advocated its cause during its struggle for power, and sympathised with its difficulties in the hour of its success, will at last be alienated from it, if its perseverance in its present suicidal course continues to threaten so nearly the extinction of our trade. That its financial difficulties are immense we know and admit, but that it cannot extricate itself from them without appealing to Foreign experience for aid and counsel it has yet to own. Unless the lesson is soon learnt, there is no prospect before Japan but absolute ruin and probably partition of its soil. The country has been opened to our commerce, and we shall take it in hand to develop ourselves, rather than allow it again to be closed against us.

The expected visit of the Duke of Edinburgh in the *Galatea* seems to be attracting men-of-war of all nations to our harbour—at least we know of no other reason for such an assemblage as is shown in our local shipping lists. The U.S. *Piscataqua*, a fine frigate, and the N.G. corvette *Medusa*, are the most noticeable additions to the anchorage. A couple of Austrian vessels are also daily expected, and several more Americans, we are told, will be here in July.

The weather has been very pleasant and remarkably cool for this season of the year; in fact, the rice crop now requires some heat. Other cereals have been successfully harvested, and we are glad to hear good accounts from the surrounding silk districts. We shall shortly have reports on our most important staple from parts more remote, for, besides the Italian Minister's party, whose expedition westward we mentioned last mail, another, under charge of Mr. Adams, Secretary of the English Legation, has gone up into Mybash and Sinchu. The reports of these commissioners are anxiously looked for.

The following is from the *Japan Herald*:—

The much vaunted Parliament, from which we were led to expect so much, would appear, from all the information that reaches us as to its schemes, debates and influences, to be another of those extraordinary failures which the rulers of the nation have perpetrated since the commencement of the era of their Foreign intercourse with the outside world, and which have marked them out as a people most peculiar in the eyes of other nations. They have become possessed of Armstrong guns, Snider and Chassepot rifles, frigates of war, fighting rams, arsenals, &c., and possibly actuated by the same impulses, felt that they must have a Parliament, which having now, they know not what to do with, or how to control the thing they have created. Disdaining Foreign assistance and advice, they seem determined to continue in the folly of their ways until, with the country in a state of bankruptcy, trade paralysed, and themselves and their rule hated and despised, they plunge headlong into the universal ruin that they have so wantonly brought about. The prices to the Foreigner of the necessaries of life are increasing in proportion as his chances, not of profit, but of livelihood, are decreasing, and what it is all to come to we dare not predict. One idea is becoming very prevalent amongst Foreign circles, which is, that it is high time for our Foreign representatives to interfere for the protection of the commerce of their respective nationalities, for the interest of which the treaties were framed; and we are not sure that the idea is an unreasonable one. Our interests with Japan are purely commercial, and if these be not cared for in the spirit of the treaties which introduced us to these shores, we may as well pick up our "flags" and walk, and that at once.

From Nagasaki the news is unimportant. Messrs. Maltby and Company's new stone godown fell with a crash at eight o'clock on the morning of the 11th of June. Luckily no one was hurt, but three Japanese who were passing along Main-street had a very narrow escape.

### THE LOSS OF THE "HAYO-MARO."

We were able to give a brief account of the wreck of this steamer in our last, but fuller particulars have come to hand by the present mail. The *Japan Times* says:—

The *Hayo-maro* was wrecked on the 17th of June, some seventy miles from Yokohama, on her way to Kobé. The Europeans on board were:—Mr. Margesson, a well-known China merchant; Mr. Wainwright, of the *Hiogo News*; M. Jachimek, the Hungarian pianist, at whose concert half Yokohama attended a few weeks ago; Messrs. Kalle and Muller, two German gentlemen; M. le Conde de Mouton, a Spaniard from Manila, and Mr. Cream. Of these, only the last two named escaped. Besides, there were four Chinese passengers, all saved, and some ten Japanese, of whom only two survive. Captain Hill, a popular and able commander, went down with his vessel, and the second engineer, Mr. Watt, shares his fate. The first and second mates and the quartermaster got to shore, and the first engineer also, with a dislocated shoulder. The majority of the crew, Chinamen and Japanese, were equally fortunate, but in all, out of some sixty-five people, twenty-two have been lost. The disaster appears to be due, as in the case of the *Nepaul* in 1865, to skirting the well-known "Plymouth Rock" too closely. A little after 8 P.M., when dinner was over, and passengers and officers on deck were enjoying the hour after their meal, when the ship was going fourteen knots, and her engines making ninety-eight revolutions per minute, she struck upon the same rock as the *Nepaul*. Apparently she went right over the rock, and went down almost immediately—according to the best information we can get, in seven minutes. Had the engines been at once reversed, so that the ship could have been retained in her position on the rock, she might have remained suspended there long enough to enable all in her to get away from her at leisure; but it would seem that Captain Hill hoped to be able to run her ashore after clearing the point on which she was hanging, and directed his efforts to that end. Slightly built, however (she was originally constructed for a blockade runner in the American Civil War), her bottom was literally torn out of her, and she sank as soon as she got over into deep water, and has left not a wreck behind. One solitary bale of cotton is all that remains of her cargo. This must have gone up through her side, and was of some service in supporting the first mate, until, finding it rolling too much, he abandoned it for a floating spar. The way in which the European passengers met their death was pitiable. All except M. Jachimek, who would not leave his cabin, were being lowered from the side of the sinking vessel in one of the boats, and fully content with their position, the sea being smooth and shore within three miles of them, when one of the falls was cut or let go, it slipped through the block at the davit, and the boat, becoming instantly perpendicular, shot them all into the sea. M. le Conde de Mouton, a strong swimmer, struck out at once for shore, which he reached after being nearly two hours in the water; and Mr. Cream was picked up by the quartermaster's boat, which, after landing her freight of Chinamen and Japanese, returned to look for survivors from the wreck. Those of the crew who were saved had mostly reached the land in another boat.

A correspondent adds the following:—"When the news was brought up to Yokohama, the owners of the steamer, Messrs. Textor and Co., procured another steamer, the *Otago*, and proceeded to the scene of the wreck. On board were several of the residents of Yokohama, who had had friends on the ill-fated steamer, and some surgeons from the men-of-war in the harbour. The *Otago* left Yokohama at eleven o'clock, and reached the Plymouth rocks at about one. Not a sign of the rock was visible; not a spar, a rope, or a scrap of anything. Two boats were immediately lowered—one to go ashore with dry clothes and other comforts for the rescued (for with the exception of the two sailors first mentioned they had all remained at the village during the night), and to bring them to the *Otago*. In a little bight which formed the entrance to the village were found a white gig, the boat that had done such good service in saving so many lives, and a bale of cotton yarn, the only other sign of the wreck. The rock on which the vessel struck was found to be about six feet below water, and about 200 yards—certainly not more—to the eastward of the Plymouth rocks, with deep soundings all round it. When examined there were marks on the rock where the steamer had broken a piece off and smoothed off the surface. This rock is down on the old American charts; but on the charts now in use—namely, the English Admiralty charts—the eastern neighbourhood of the Plymouth rocks is only marked shoal. But, at any rate, it is the universal opinion among seafaring men that the captain—himself unhappily gone with the ship—had no business so near the rocks. A couple of days afterwards two gentlemen went down to the scene of the disaster and picked up one body—that of Mr. Jachimek, but otherwise the sunken steamer had made no sign."

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### OSAKA AND HIOGO.

Our news from Hiogo and Osaka is as usual of no great importance. Perhaps the item most worthy of remark in either of the papers there received by the *New York* is a statement in the *Hiogo News* that some of the hill land at the back of the Settlement of Kobé is being brought into cultivation. A considerable acreage has been planted with mulberry trees, which are looking strong and healthy. There is no doubt that there is much waste land in Japan which could be thus usefully employed in increasing the export of silk.

A substantial and handsome brick building is being erected at Kobé for the Hiogo and Osaka Club. A curious fatality seems to ordain that settlements should not be known by the name of the treaty ports. According to treaty, we ought to be dating our letters from Kanagawa instead of Yokohama, and now we read of the Hiogo and Osaka Club building its residence at Kobé.

Osaka manifests an evident desire, however, to secede from the alliance. The Osaka merchants have lately attempted to have the name of their settlement removed from the title of the "Hiogo and Osaka Market Report," and, if the Osaka correspondent of the *Hiogo News* may be believed, not without reason. He writes:—

"Let any of your readers who question the policy of the secessionists refer to the *Price Current and Market Report*, published 'by authority' of the 'Hiogo and Osaka Chamber of Commerce,' and dated the 24th ultimo. They will there find it stated that the total deliveries at Kobé (Hiogo) and Osaka, of long, short, and Snider Enfield rifles, for the month ending the 21st ult. was fifteen stand. Now in Osaka alone I am convinced that fifteen hundred stand of the arms specified were delivered during the period in question, to say nothing of Spencer's, Henry's, and revolvers. One house alone assures me that they delivered upwards of six hundred Enfields, and having personally been witness to the delivery of several hundred stand, I feel assured that the quantity named is considerably understated. I shall not enter

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into the question of erroneous prices and estimates of stocks; but whatever the motives of the compilers of the *Market Report* may have been, it is plain that they are not doing Osaka justice."

Of course, if merchants at Osaka decline, as in their present state of mind they are probably inclined to do, to give to the committee of the report in Kobé the necessary statistics of their trade, the report must of necessity be incorrect; if they persist the Hiogo or Kobé merchants would do well to let their brethren go.

The *Hiogo News* states the price of the *Sultan*, sold to Messrs. Aspinall, Cornes and Co. by the P. and O. Company, to have been 70,000 dols.

Five Japanese have been caught at Osaka forging paper money. The chief of the gang is to be crucified and suffer execution by the spear, the others will be beheaded.

## CHINA.

—o—

(FROM OUR OWN CORRESPONDENT.)

SHANGHAI, July 2.

The P. and O. steamer *Malacca* arrived on the evening of the 21st ult. with the London mail of the 7th May and telegrams to the 23rd May. On the 24th a Chamber of Commerce telegram was received, *via* Kiachta, to the 1st ult., and by French mail of the 15th May we obtained, on the 29th ult., London telegrams to the 2nd June.

On the 19th ult. the Austrian frigate *Archduc Friedrich* and corvette *Donau* arrived with Admiral Baron von Petz, who is about to conclude treaties with China, Japan, and Siam. His Excellency left for Tientsin in the *Donau* on the 26th ult. It is said that he will confine his efforts to obtaining the same provisions that are secured to other nations by the existing treaties. The Chinese are expected to insist on the insertion of a clause abolishing merchant-consuls, and for many reasons this would be a very advisable step. Wheaton's "International Law" has recently been translated into Chinese, but as yet the inadvisability of granting exequaturs to merchant-consuls is the only lesson they seem to have learned from it. But, indeed, this they had learned in practice long before Wheaton appeared in a native dress.

The meeting of shareholders and members of the Shanghai Club, adjourned from the 11th June, was held on the 21st. Amicable arrangements have after all been made. The rates of subscription are not to be increased, but the charge for boarding is to be raised by 10 dols. per head, and bedrooms, instead of being charged as heretofore at 20 dols. per month, are to be divided into two classes, for which 30 dols. and 25 dols. per month respectively will be charged.

The Union Steam Navigation Company held its annual meeting on the 22nd ult. Full reports will be found in the papers. The following were the resolutions carried:—

"That the report as presented be adopted, and the accounts passed.

"That the present directors be re-elected.

"That Messrs. J. P. Bisset and William Mitchell be elected auditors for the coming year.

"That all cheques shall be signed by three directors and countersigned by the general agents; and that the amount in the bank be kept in the name of the U.S.N. Company, and when the amount exceeds Tls. 5,000 the same be invested in the bank as deposit at interest.

"That each Tls. 350 share be replaced by three shares of Tls. 100 each, the additional Tls. 50 being a division of part of the reserve fund now transferred to capital account, against purchase of the *Glengyle*.

"That clause 67 of the deed of settlement be altered in such a manner as to allow returns upon the contributions of freight by shareholders to be paid every six instead of every twelve months as formerly; and as by the present wording of this clause the return contribution is fixed at a third of the profit, it is advisable to make some further alteration, and that in future the return be fixed by the shareholders at the half-yearly meeting, but that in no case shall it be less than five per cent.; and that in future an interim dividend be made to the shareholders when the half-yearly meeting is held in November, should the directors consider that the profits of the preceding six months will allow of it.

"That no more steamers be bought or contracted for until the directors have the sanction of the majority of the shareholders for doing so at a general or extraordinary meeting of directors."

I send you the agents' report separately.

On the 23rd ult. a native carpenter employed at Farnham and Co.'s Dock was shot dead by an Indian watchman, and another native was seriously wounded. The preliminary investigation is now being held. On the day following the occurrence the Prefect of Shanghai, while on his way to hold the inquest on the body, was mobbed by an immense number of Ningpo carpenters, who demanded the immediate execution of the criminal. With much difficulty, and only after having been forcibly rescued by the French police, the magistrate at length escaped. Next day he attended at the Supreme Court to listen to the evidence, but was too late. When leaving he was met by the murdered man's mother, who refused to allow him to pass until the accused should be executed. The same scene occurred on the following day, the luckless Che Hien getting rid of the old woman only after extraordinary exertions. Popular feeling is, after all, worth something in China, although in general its expression can be tolerably well stifled.

The Customs Returns for the quarter ended March 31 have just been published. They show a steady and in some cases astonishing increase in Foreign trade at the ports. Thus at Hankow "the quantity of Gray Shirtings and T-Cloths which arrived during the quarter was in excess of the total importations for the years 1863 and 1864." Newchwang, however, has fallen off seriously in exports.

Hankow seems destined to acquire an unenviable reputation for destructive fires. The third for this year occurred on the 23rd ult., resulting in the total destruction of between thirty and forty native houses on the north side of the town, close to the settlement. Fortunately no more than two lives were lost. The calamity originated in a hut, where an opium smoker dropped a few sparks into a heap of straw. The culprit is in custody.

Our reports from Tientsin are reassuring. More than ordinary delay in restoration of business activity after the cold season occurred this year, but our last advices inform us of a rapid advance in cotton goods, and of plentiful rain, which had for nearly a month been urgently wanted.

(FROM ANOTHER CORRESPONDENT.)

SHANGHAI, July 1st.

There was a report here lately of a contemplated rebellion at Soochow, as well as a rising in the native city of Shanghai. Both rumours were incorrect, but it appears that a rising was intended at Soochow for the purpose of plunder, without any ulterior views. The mandarins at both places showed their activity by beheading several so-called spies. Had any real outbreak occurred they would have been the first to bolt. The Chinese authorities have a great idea of the efficacy of executing spies, as striking terror. It certainly has that effect, as no one is safe, particularly if poor and friendless. I believe the bulk of spies executed are merely beggars or strollers. If the poor-law authorities in England would take a hint from the Chinese, and utilise beggars in that way by executing a few now and then as a terror to evil doers, it would be worth considering.

The impression seems to be gaining ground that the Chinese Government are preparing themselves for another encounter with Foreigners. They only reluctantly, and under pressure, tolerate their presence in the country, and every now and then unmistakable signs show themselves that they desire to free themselves of the incubus. The Government are now strengthening the Taku forts by every means in their power. Several large guns have lately been shipped here for Taku, intended to be mounted on the forts there. They are not only strengthening the forts themselves, but are increasing the number of disciplined soldiers to garrison them. Various occurrences have lately shown how the wind blows. A picnic party from Kiukiang this month were mobbed and driven back to their boats by some villagers, as it was reported that their purpose in going to the place was to boil and eat young children.

Mr. Consul Swinhoe is here now, having recently returned from his expedition up the Yangtze Kiang. It is understood that Mr. Michie is preparing for publication a detailed account of the expedition, which will be gladly welcomed by the community. Mr. Swinhoe will also doubtless forward a full account to the Home Government. Mr. Swinhoe shortly proceeds home, *via* San Francisco. He is at present the guest of Mr. Dick, Commissioner of Customs.

Mr. Taylor, of Yangchow notoriety, had his name again before the public. He was accused of forcing his ministrations on the Buddhist priests at the Sacred Island of Pootoo, near Chusan, but it turned out to be a false report. He had merely gone there for the benefit of his health, but had not in any way obtruded himself upon the inhabitants. This island, which is very picturesque, is solely inhabited by Buddhist priests, who spend their time in reciting prayers. They live exclusively on vegetable food, and live a life of retirement. No women are allowed to reside on the island. It is a favourite visit for invalids from Ningpo, who are in the habit of hiring some of the temples from the priests, who are not above turning an honest penny in that way. We have just had a visit from two Austrian frigates, the *Donau* and *Frederick*. The former carries an admiral, who has also the rank of Minister to the Chinese Government, and has left in the former vessel for Tientsin, for the purpose of negotiating a treaty with the Peking Government. Both vessels are wooden, of the old style now unfortunately going out of fashion, but they are fine specimens of naval constitution, and I have no doubt would give a good account of an enemy. Their fine band played by permission of the Admiral several evenings at our public gardens, which was a treat to the residents of the "Model Settlement."

A murder was unfortunately committed here a few days ago. A black watchman at Collier's Dock, situated about four miles down the river, was annoyed by some Chinese carpenters; he became excited, and fired a revolver amongst them, killing one and severely wounding another. He was handed over to the police. An inquiry has been held into the affair.

The tea ships are beginning to get away, but they load but slowly, and the freights are daily getting lower, owing to the number of ships and the difficulty of getting teas at a fair or moderate price. It is believed that all the teas already shipped

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have been purchased at prices considerably above what can be obtained for them in London. The *Titania*, *Taitsing*, *Whinfell*, and *Helen Nicholson* have sailed, also the *St. Andrew's Castle* and *Lennox Castle* from Hankow.

The *Friend of China* says:—"In our issue of the 15th we gave a copy (and translation) of the King of Portugal's order for the release of Mr. P. Loreiro from gaol at Macao, though never was the saying of 'There's many a slip 'twixt the cup and the lip' so forcibly correct as has proved in this case. Hearing that such an order was to be made, an application went, *via* Downing-street, that Mr. Loreiro, before he left the Monte Fort, should be made to afford some explanation touching the accounts which had been in his hands, and he is detained accordingly, the present mail having brought out the papers on which he has to answer."

A correspondent of the *N. C. Daily News* at Chefoo mentions that considerable excitement has lately been caused at that port, owing to the escapades of a young adventurer, who, by giving himself out to be a son of a well-known retired Admiral, and closely connected with the chief aristocracy of the United Kingdom, succeeded in imposing himself as a guest on two of Her Majesty's ships of war, to obtain credit for sundry large purchases from both Foreign and Chinese stores, and finally to find himself a prisoner in Her Majesty's gaol for sundry acts of misdemeanour and felony.

The Comptoir d'Escompte has, it is stated, purchased for Tls. 57,500 the property on the bund next to the Masonic Hall, at present temporarily occupied by the Oriental Bank Corporation, and formerly by the Bank of Hindustan.

## REPORT OF THE UNION STEAM NAVIGATION COMPANY.

In presenting to the shareholders the annexed statement of accounts, for the year ended March 31st, 1869, the directors are glad to announce that the nett earnings for the year, after defraying all charges, amount to Tls. 55,066.71, which sum, added to the balance from last year's account, Tls. 1,542.57, leaves a total of Tls. 56,609.28 for appropriation.

The directors propose to divide Tls. 34,000 amongst the shareholders as follows, viz.:—Tls. 23,200 as dividend at the rate of 15 per cent. on paid-up capital, and Tls. 10,800 as return at 5 per cent. to contributing shareholders, carrying Tls. 20,000 to the reserve fund, and the balance to credit of next account.

The whole of the shares in the company have been taken up.

In comparing the result of the past year's working it must be borne in mind that freights on many articles, such as metals, seaweed, sugar, oil, &c., have been reduced nearly 25 per cent., that a brokerage of 5 per cent. on gross freights, amounting on half-year's working to nearly Tls. 7,000, has been returned to shippers, and that during a portion of the term the steamers were working at half freights, as alluded to in the last half-yearly report.

The steamers *Tunsin* and *Rona* have been thoroughly overhauled and repaired, and are now in good order, and are fully insured.

The directors have to advise that in accordance with their intention to purchase a steamer, as expressed in the report for the half-year ended 30th September, 1868, they have bought the *Glengyle* for the sum of Tls. 145,000, payable in instalments extending over two years and a-half. The *Glengyle* will replace the *Rona* on the river, and the attention of the board will be directed to the sale or employment of the latter steamer, as may seem most advisable.

Of the Tls. 16,829.56 standing at debit of uncollected freights, Tls. 13,126.31 have been since collected. The balance is quite good and is in course of collection.

The directors have to announce to the shareholders that the term of Messrs. Glover, Dow, and Co.'s agency expires on the 19th June, 1870, and that it will be necessary, at the next half-yearly meeting, to arrange for the future working of the company.

The departure of Mr. Probst leaves a vacancy in the board of directors, which will have to be filled. The remaining directors, in accordance with clause No. 49 of the deed of settlement, retire, but offer themselves for re-election.

Shanghai, June 14th, 1869.

### Statement of Accounts, 31st March, 1869.

Dr.

*Assets.*

| | | |
|---|---|---|
| To cost of steamer "Rona" ... ... | Tls. 85,511.33 | |
| To cost of steamer "Tunsin" ... ... | 72,048.90 | |
| To cost of Hankow hulks ... ... | 2,000.00 | |
| To cost of Chinkiang hulks ... ... | 4,000.00 | |
| To cost of Kiukiang bulk, buoys, and cargo boats ... ... ... ... | 3,400.00 | |
| | | Tls. 166,960.23 |
| To coals at Kiukiang and Shanghai ... | 1,854.59 | |
| To fire insurance unexpired ... ... | 1,278.79 | |
| To marine insurance unexpired ... ... | 3,760.84 | |
| To sundry debtors ... ... ... | 6,354.14 | |
| To freights outstanding ... ... ... | 16,029.56 | |
| To advances on cargo, &c. ... ... | 9,948.26 | |
| To cash at bankers' ... ... ... | 34,271.91 | |
| To cash in hands of various agents ... | 28,366.71 | |
| | | 102,664.80 |
| To debtors for calls due on shares ... ... ... ... | | 15,200.00 |
| | | Tls. 284,825.03 |

Cr. *Liabilities.*

| | | |
|---|---|---|
| By 680 shares to be fully paid up, at Tls. 250 ... ... ... ... | | Tls. 170,000.00. |
| By reserve and depreciation fund ... | | 45,000.00 |
| By sundry creditors ... ... ... | | 18,215.75 |
| By balance brought forward from working account of 31st March, 1868, being unappropriated profits | Tls. 1,542.57 | |
| By balance of working account March 31, 1869, being profit realised during the year ... ... ... | 55,066.71 | |
| | | 56,609.28 |
| | | Tls. 284,825.28 |

### Working Account for Year ending March 31, 1869.

Dr.

| | | |
|---|---|---|
| To amount carried to reserve and depreciation fund ... | | Tls. 45,000.00 |
| To first annual dividend of 30 per cent. on paid-up capital Tls. 105,875,000 ... | Tls. 31,762.50 | |
| To 10 per cent. return to shareholders on freights contributed ... ... ... | 14,748.93 | |
| | | 46,511.43 |
| To expense account:— | | |
| Commutation of dues to French Municipal Council ... ... ... ... | 1,200.00 | |
| Solicitors' fees ... ... ... ... | 718.60 | |
| Directors' fees ... ... ... ... | 1,290.00 | |
| Auditors' fees ... ... ... ... | 200.00 | |
| Printing, stationery and petty expenses | 1,942.76 | |
| | | 5,351.89 |
| To Exchange Account ... ... ... ... | | 1,291.27 |
| To Interest Account ... ... ... ... | | 1,276.16 |
| To Duties irrecoverable ... ... ... | 171.80 | |
| To Freights outstanding irrecoverable ... | 406.70 | |
| To Written off, for depreciation of Hulks, Buoys, and Cargoboats ... ... ... | 1,663.54 | |
| To Expenses incurred on account of new steamer | 1,842.73 | |
| | | 4,084.77 |
| To balance, being unappropriated profits ... | | 56,609.28 |
| | | Tls. 160,124.30 |

Cr.

| | | |
|---|---|---|
| By balance from last year ... ... | | Tls. 93,054.34 |
| By contribution warrants cancelled ... | Tls. 213.46 | |
| By dividend ... ... ... ... | 150.00 | |
| | | 363.46 |
| By profit on advances by exchange, &c. | 1,679.56 | |
| By profit on working of Hankow hulks ... | 404.19 | |
| By profit on working of steamer "Rona" | 30,717·94 | |
| By profit on working of steamer "Tunsin" | 33,904.81 | |
| | | 66,706.50 |
| | | Tls. 160,142.30 |

Glover, Dow, and Co., Agents.

Examined and found correct,
E. G. Low,
Wm. Mitchell, } Auditors.

## PEKING.

The *News Letter* has the following items:—

The great North and South Gates of the inner or prohibited city, in which is situated the Imperial residence, are undergoing extensive repairs. We have had several slight falls of rain during the latter part of May, but the showers have not been sufficiently copious to much improve the now almost desperate condition of the crops. The weather is becoming hot, the thermometer having been up to 94 deg. It is understood here that a gentleman competent for the task is busily engaged in the preparation of a pamphlet on the Burlingame Mission. Some interesting developments not calculated to place that mission in a very favourable light may be confidently looked for. The Gas Works have come into operation at last. This event took place on the 17th ultimo. At present Mr. Commissioner Hart, and the attachés of the Customs, are alone favoured with this Western method of illumination. It is to be hoped that the pipes may be speedily extended, not only to the various legations, but to the houses of the native aristocracy and the Imperial Palace itself. As might have been expected, the erection of so conspicuous and singular an object as the chimney created considerable alarm among the Chinese living in the neighbourhood, causing them to fear a serious disturbance of the *feng shui*. The Peking College, we hear, is a failure. Prince Kung was in favour of it, but it appears that other and powerful mandarins have succeeded in literally asphyxiating it. It is most likely, too, that its ultimate fate may have a deleterious effect upon the Anglo-Chinese schools established by Government in other places.

## HANKOW.

The third of a series of destructive fires during the present year took place at Hankow on June 23rd, and resulted in the total destruction of some thirty-six cottages and small shops, situated at the northern side of the town, close to the Foreign Concession. The fire broke out at 1.30 A.M., and quickly spread to adjoining houses and huts in three contiguous streets. The premises of the London Mission were placed from the first in the most imminent danger, and but for the springing up of a slight easterly

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breeze, which carried the flames and sparks away from the Hospital and dwelling-houses, these too must have been burnt. Several members of the English community, and a number of men from the gunboat stationed at Hankow, together with the native fire-police, exerted themselves in the most praiseworthy manner to prevent the further extension of the fire. It was pleasing also to remark the presence of some dozens of native Christians belonging to the Mission, many of whom came from distant parts of the town to render assistance in extinguishing the fire, and removing the patients to a place of safety. A mother and child were burnt to death in one cottage, having been, it is supposed, asphyxiated by the smoke and carbonic acid while yet asleep—the natural sleep passing into the sleep of death by the happiest kind of euthanasia. These happily are the only casualties. The fire originated in the cabin of an opium smoker, who while in a state of semi-consciousness let fall some sparks from his pipe amongst a litter of straw, and so set the place on fire. He has been arrested at the instance of the local authorities, and is now lodged in the district gaol at Han-yang. The value of the property destroyed must be small the majority of the houses having been built of wood and roofed with tiles or thatch. Within a couple of hours the fire did its work, and levelled to the ground the unambitious dwellings of from thirty to forty families.

## HONG KONG.

Dates from Hong Kong are to the 7th July. The outward French mail of May 13, and English of May 21, were received on the 23rd and 30th June respectively, the latter bringing London telegrams to June 12. By the Pacific route, advices from San Francisco to June 4, and New York May 25, were received on the 6th July.

The *China Mail* furnishes the following items of news:—

We understand that the Census Returns have been completed, and will be published in next Saturday's *Gazette*. The decrease is said to be almost nominal, the total population of Victoria and adjoining villages being represented as less than last year by something between three and four hundred. One would have thought that as many as the number stated had disappeared on account of gambling embarrassments alone; but it would appear that Hong Kong does not lose its position in spite of "circumstances over which it has no control.'

We notice with regret, which will be widely shared both in this colony and Macao, the name of Mr. H. D. Margesson amongst the list of passengers lost in the ill-fated *Hayamaro*. He was making a pleasure trip in Japan, previous to finally returning home, when he lost his life, and this makes the occurrence more distressing. For twenty-six years he had been a resident in China, and during that long period he had won the esteem and regard of a large circle of friends. The deceased gentleman was of an old county family of Offington, Sussex, dating back A.D. 1490, and has many near relatives still alive, to whom his loss will be a severe blow.

A large number of pirates have been captured by H.M.S. *Bouncer* in concert with H.I.C.M. gun-boats *An-lan* and *Sui-tsing*. The two latter did good service.

Mons. V. Hartung, Chancellor of the French Consulate at Hong Kong, has been appointed Acting Consul at Singapore, in place of Mons. Troplong, who has been recalled. The decree under which this promotion is made states that it is in consideration of services rendered in New York, London and Hong Kong. Mons. Lacouthon de la Forrest is appointed Chancellor of the First Class at Hong Kong, and is expected to arrive shortly. The news of M. Hartung's appointment to Singapore came out by the last English mail, and he will take his departure for his new station by the next Messageries Imperiales steamer hence.

Whilst the Ceylon contribution for military purposes is £160,000, it has been ascertained that the total expenditure has been only £150,000 a-year. The colonists are thus paying in fact for other colonies £10,000. We are not so badly used in Hong Kong.

We learn that Lieutenant Commander Yates, of the U.S.S. *Unadilla*, has had conferred upon him the Order of the Tower and Sword by the Portuguese Government, for services rendered to a Portuguese vessel in the Inland Sea of Japan. The gallant officer may, therefore, be congratulated as amongst the first recipients of a Portuguese honour in this part of the world.

Mr. James Jarman, late assistant superintendent of police in this colony, has left by the *Belted Will*, bound for London. Mr. Jarman was one of our oldest residents, having been over twenty years connected with the colony in its police department, and it is only right that his departure should be noted as another of those incidents which serves to modernise Hong Kong, obliterate the memory of old times, and make historical the earlier events which took place on the island. As chief inspector, acting superintendent, and latterly as assistant superintendent of police, Mr. Jarman has been an element (almost an institution) in colonial affairs for a long period of years; and he will not readily be forgotten by the earlier settlers—few of whom, however, remain behind him. He was "about" (as soon as he had himself recovered) on the occasion of the attempt to poison all Foreigners in Hong Kong by putting arsenic in the bread; and he himself apprehended the famous Mah-chow Wong, as well as many other celebrated criminals. As an officer of police, especially in his younger, more nimble and active days, he did good service to the colony, and he now retires on a pension which we do not believe by any mean total up to a very formidable amount. The Chinese merchants and hong masters have come forward and handsomely acknowledged the services which Mr. Jarman has rendered the colony, and presented him with an address, accompanied with a gold medal of the value of nearly 200 dols. In the usual way the address is written in Chinese upon a long silk scroll, and is signed by seventeen of the oldest and most respectable hong merchants in the colony, and is stamped by the seals of fifty six of the longest-established hongs in the place. We congratulate Mr. Jarman on the possession of such a document, as it is a certificate of honesty and straightforward dealing with Chinese which few police officers of Hong Kong experience possess.

The following is from the *Daily Press*:—

Some interesting intelligence has come to hand concerning the cruise of the gunboat *Bouncer*, in company with the Chinese gunboats *Sui-tsing* and *Anlan*, which left this port about a month ago, to make an attack on the pirates on the coast. The present news is brought on by the Chinese gunboat *Anlan*, *via* Macao, to which place she has returned, and gives details of the doings of the gunboats up to June 26th, when they were at Hoi-Kow, in Hainan. They reached that port on the 9th June, and after taking in a supply of coal, they started on the 11th for the Island of Gowton. On the passage to this place the Chinese gunboat *Sui-tsing* captured a junk, and the gunboat *Anlan* did likewise. On the 13th the *Bouncer* captured five junks at the Island of Chunlan, but their crews escaped to the shore, and could not be taken. The *Bouncer*, on the 15th, was again successful in capturing two junks, which she burnt; their crews, numbering forty, escaped by swimming to the shore. On the 16th, the gunboats proceeded towards Cochin China, and when near Apowan came across a suspicious junk near the land. They immediately gave chase, and eventually succeeded in capturing her. This junk was quite new, carrying ten guns, and having upwards of seven cwt. of powder on board, with a large number of men. She was evidently one of their "crack" vessels. Nothing of any particular value was found in the junk, with the exception of spears and rifles. Only seven prisoners were captured; they have been taken to Canton, in the Chinese gunboat *Anlan*. The reason so few prisoners have been taken is, that the junks kept very near shore, and of course, on sight of a gunboat, they made their exit as quickly as possible, carrying the dollars with them. Since she left the *Bouncer* has captured twelve junks, the *Sui-tsing* three, and the *Anlan* six, which is pretty good work. They were to start on the 27th, with the *Sui-tsin* in company, to steam round the Island of Hainan, visiting all the bays and creeks, to ascertain whether there are any more pirates to be found, and it is probable they will return to Hong Kong about the middle of this month.

The Overland Trade Report has the following on our relations with China at the present time:—"The intelligence brought out by the last English mail, and the further Blue-books relating to China, which have been presented to Parliament, have increased the apprehension on the part of Foreign residents that the attitude assumed by the British Government will lead to serious disturbances. This has long been predicted by all acquainted with affairs in China, and there can be no doubt that very strong ill-feeling against Foreigners exists in many directions, and if not restrained by fear of the retribution, which giving vent to it will bring about, is likely at any time to break out in the form of some active demonstrations of hostility. At Foochow, in particular, there seems to be grounds for serious apprehension. It has come out that the ill-feeling which some months ago was shown by placards threatening to expel all Foreigners was quelled only through the timely wisdom of the Viceroy, who, in opposition to the views of the Footai, pointed to the dangerous results certain to be brought about by opposing Foreigners. Not long ago, in the same port, a gentleman employed as tea-taster by one of the large houses was spat upon by a man who formerly had treated him most obsequiously. The details of the onset of a mob of some hundreds of Chinamen on a picnic party, among whom was H.B.M. Acting-Consul of Hankow, show increasing ill-feeling in that direction, though fortunately, on account of a timely retreat, it resulted in nothing more serious than that peaceable British citizens had to make a "bolt" before a Chinese mob; while in Shanghai a mob-attack upon the Che-Hsien (who was only extricated from his perilous position by the intervention of the French police), in order to force him to exact vengeance in the case of a Chinaman who had been killed by a British subject, shows a growing distrust in Foreigners, and an increasing tendency on the part of the people to resort to riots the moment there is any cause for disagreement with Europeans. It is especially to be noticed in the last-named case that the mob attack on the Che-Hsien took place before there had been sufficient time for even a preliminary investigation at the Supreme Court. All these circumstances point to the uprising of a very dangerous feeling on the part of the Chinese, which there is no doubt is fostered by the idea that the recent instructions from the Foreign-office and the Admiralty remove all cause for the apprehension of immediate punishment for outrages."

A judgment has been given by the Chief-Justice in the case of Regina *v* Souza, which is to the effect that no criminal action can be instituted in Hong Kong for the publication of a libel directed

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against an undistinguished Foreigner resident out of the Colony. The larger proportion of the Portuguese community have sent a petition to the Governor that if this is the law, an ordinance altering it may be enacted.

The City Hall has been so far completed that the Building Committe have handed it over to a general committe. There has been considerable discussion concerning the heavy expenditure in the Colony, and a letter has been published showing that it is far in excess of that of Singapore.

### THE HONG KONG ASSOCIATION.

The *Daily Press* says :—"The Hong Kong Association, which has been so long hidden from view, has again emerged from obscurity. It has published a report of its doings, and called a meeting for the 8th inst. It appears from the report that the endeavour which was made to secure a petition being presented to Parliament on the subject of the military contribution has fallen through, on account of the non-action of the London branch."

The *China Mail* has the following remarks on the subject :—

Two questions present themselves for the consideration of the members at the forthcoming meeting. The one, whether the local association shall or shall not continue to exist; and the other, if its existence be ensured, what machinery shall be used to ensure its beneficial operation—this latter consideration involving the minor question as to the acceptance or otherwise of the resignations of the existing committee and secretary.

We should be sorry to see it expire. But it is very evident that if that termination is to be avoided it must be reconstituted upon a broader basis, viz., the promotion of the interests of the colony, without reference to the result of any particular line of action. If it be considered that every ordinance of the local Government, every annual estimate, every action taken by the Consular and Chinese authorities in the neighbourhood of Hong Kong, the utilisation of our military, the tendency of the gambling licenses, the regulations of the coolie trade, even the very efficiency of our police, are all questions which legitimately fall within the province of such an association to discuss, too much stress can hardly be laid upon its importance. It might, if it so willed, become an informal but powerful court of discussion regarding all official measures, and, though protests might be overruled, the certain knowledge that a public organisation existed, willing and able to set forth in the strongest way every adverse fact and argument, would have weight. But if to this we add the assertion that scarcely any political measure taken by the British Government in China proper fails to more or less nearly touch the pockets of Hong Kong residents, the argument in favour of its continuance is much strengthened.

As to the London Association, the sooner all connection with it is severed the better for our local body. It does not require great talent to suppose that, with the forty or fifty people now at home interested in this colony, scattered over the length and breadth of Great Britain, such an association must be a failure. We require Parliamentary influence, backed by the efforts of two or three influential people at home, in communication both with us and the member or members who undertake our cause.

## JAVA.

### BATAVIA.

The *Handelsblads*, under date 25th June, says :—

"For some days back Mr. Netscher, Resident of Rhio, has been at Batavia. It is reported that his coming, as well as that of the Governor of the Straits Settlements, has for its object a discussion concerning the Netherlands' establishments of the East Coast of Sumatra, and the interest therein concerned.

"Some traders at Pulo Pinang have, above all, viewed these establishments with regret. It is a matter not to be wondered at that on the side of Great Britain every effort is made to secure for its subjects in the Straits Settlements the fullest freedom of trade, and its furtherance in the possessions on the East Coast of Sumatra. But to quite as full an extent must all Powers acknowledge the justice of the earnest endeavours of Holland to maintain its rights in the Indian Archipelago, fixed by the London treaty of 1824, as also the interests of the populations inhabiting the East Coast of Sumatra.

"Thus the question must not be whether our establishments on the said coast, and the order created thereby, leaves room for action to Foreign traders or subjects them to more difficulty, but whether just rights are injured. Among injury of rights there can by no means be included the introduction of taxes which are thought necessary towards the defraying of State expenses, and to which inhabitants as well as strangers are subject; and still less the taking such measures of good, in the interests of the people, that the latter no longer need to leave their fatherland and emigrate to English or other possessions."

The *Java Courant* confirms the information that the head planner of the Bekassie insurrection has been caught. In a provisional examination, undergone by him, he appears to have had decidedly the intention to raise an insurrection in Batavia. Shortly before the festivities he had stayed at a house in Batavia, where a great number of weapons, belonging to different persons, have been seized; and he has been caught fourteen days after those festivities in the neighbourhood of the capital of Netherlands India. Taking this into consideration, we see no reason to condemn the uneasiness felt by many about the close of last month and the beginning of this.

## STRAITS SETTLEMENTS.

### SINGAPORE.

Dates hence are to the 16th July. The outward mail of June 4 was received on the 7th July, and that of June 10 (French) on the 13th July, the latter with London telegrams to July 2. The following summary of news is from the *Straits Times* :—

The Governor has returned from his visit to Java ; but we have not heard what have been its results. The Batavia papers altogether reprehend the opening up of the question of their position in Sumatra—which they say is fully and satisfactorily settled by this same treaty of Holland (1824), which it is our desire to revise. They seem moreover very seriously to distrust the diplomacy of their Governor-General (Mr. Meyer), when opposed to that of Sir Harry Ord, who, they say, once before, at the Hague, obtained a signal advantage over Mr. Meyer, then minister of the colonies, in the negotiations which took place regarding the Cocos, and which ended in the placing of these islands under protection of the British Crown. The Batavians are evidently a little bitter on this point, and, though they may have extended a cordial greeting to Sir Harry Ord, they could not wish him much success of his journey. In commenting upon our evident jealousy of their proceedings in Sumatra they dealt us a somewhat pointed rebuke, and ask—have our improvement and development of the Native States in the Malayan Peninsula been such as to warrant our interference in Sumatra? On the whole we do not think much will come of Sir Harry Ord's visit to Java, so far as Sumatra is concerned.

The *Straits Times* once more appears in its old form, the losses by the fire of February last having been repaired. In allusion to this, the *Times* says :—"In presenting our readers the *Daily Times* in its old form we are bound to acknowledge the forbearance they have extended to the shortcomings which were unavoidable under the temporary arrangements necessitated by the destruction of our plant in February last. All we can say is, that we have lost no time in restoring the paper to its old shape ; and this will, we think, be granted, when it is remembered that the fire which destroyed our premises occurred on the 17th of February last, not four months ago, and that now, on the 12th of July, we present a sheet printed by type and machinery all of which had to be manufactured in England after our orders reached there. That we are largely indebted to willing helpers for this result it is only just to acknowledge, prominent amongst whom is the P. and O. Company, but for whose liberality we could never have availed of the overland route for the transportation of the heavy plant required for the production."

Commenting on the results of the agitation for reform in the Government of the Straits Settlements, the *Straits Observer* says :—"The fact that already action has been taken on the three great subjects of finance, Government-house, and the steamer, has given rise to heartfelt thankfulness to the Minister, who has shown that some, at least, of well-defined Home principles are applicable here. Once let the attention of the Crown be directed to our real political requirements, and if economy be thought one of them we shall get relief. We have ever felt reliance on the Home Government. All through this battle with the shams and folly of our plush-adorned ones we have looked to the Minister for redress. It has been a waiting game hitherto. Those who have worked with us and for us have had many a weary step to take before they could bring help. The facts could hardly be related at once with any chance of their being relieved. Fancy, for a moment, telling a Minister that the man placed among us as Her Majesty's Representative was in the habit of airing his proclivities in such a way that the public sentiment regarding him alternated between scorn and derision. Thanks to the influential London newspapers, the *Morning Star*, *Daily News*, and the *China Express*, and to the uncontradicted facts set forth by their correspondents, daylight is again breaking on us, and with fair prospect of continuance.

The following is also from the *Observer* :—"Another disquieting report has been current in the Settlement for the last few days, to the effect that a counter statement of accounts has been received from Calcutta, showing a balance against the colony of no less than nine lacs of rupees, or upwards of four hundred thousand dollars. We think this needs confirmation, and his Excellency the Governor and the Auditor-General will, we hope, be able to prove the utter want of truth of this alarming rumour."

With reference to the alarming rumours of piracy on the North-western coast of Borneo, which were lately current here, we are happy to learn that the Governor of Labuan, in his capacity as Consul-General in the Island of Borneo, has visited the coast from Labuan to Pontianak, and found that the rumours in question were mere exaggerations of one small case which took place some months ago, and in which Lieut. Crowdy, of H.M.'s gunboat *Starling* was primarily the cause of the destruction of the robbers by driving them into the Bintulu river, where they were speedily destroyed by the inhabitants. The fact that the trade of Labuan

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and of Pontianak with Singapore is rapidly increasing at this very time is the best evidence to our merchants that Borneo piracy is dying out. However, it is well to see that the gunboat at Labuan is kept on the *qui vive*.

The good folks in Hong Kong are, like ourselves, lamenting over the growth of public expenditure, but, singularly enough, they select the Straits Settlements for the purpose of comparison, and place side by side what they term our economical public establishments with the overgrown extravagance of those of Hong Kong. It seems that, after all, there are folks even worse off than ourselves. Ceylon, too, seems to be agitating both regarding its expenditure and the constitution of its Council. We really think there is more than at first appears in the suggestion of the *China Express*, that the various Associations which now exist at home representing Eastern Colonies should join together in a common League for the advancement of Colonial reform.

The steamer *Chow Phya* from Bangkok has brought down a young elephant calf, a present, we learn, from the Siamese Government to Lady Ord. The elephant will be landed from the vessel early to-morrow. This, we suppose, is in consequence of the Governor's trip to Wha-Whan.

### THE TANJONG PAGAR DOCK COMPANY.

The following is an account of the proceedings of an extraordinary general meeting of the Tanjong Pagar Dock Company (Limited), held on the 28th June:—Present, Messrs. Thos. Scott, F. Kustermann, Whampoa, P. Joaquim, G. Lipscombe, R. Padday, C. Moses, E. E. Angullia, J. L. Kirby, A. T. Carmichael, J. B. Caldbeck, H. Buchanan, W. Adamson, T. Beng Swee, Pochajee Pestonjee, and A. Logan, solicitor to the company. The Hon. Thos. Scott in the chair.

The Chairman explained that the object of the meeting was to obtain authority for the issue of 250,000 dols. in Preference shares, and referred to the "Amended Circular," which was in the hands of all present.

The suggestion for the issue of Preference shares, emanating from the company's London agents, Messrs. Mactaggart, Tidman and Co., and to which the large share-holders in London had subscribed, was also read to the meeting.

Proposed by G. Lipscombe, Esq., and seconded by Dr. Little,—

That the directors be authorised to issue 250,000 dols. in Preference shares, in accordance with the plan suggested through Messrs. Mactaggart, Tidman and Co.

Dr. Little asked whether any work had been done at a loss, as he had been informed that some of the docking and coppering work had involved the company in loss. The Chairman replied that the instructions of the directors to the Manager were, that unless he could see his way, at least, to protect the company from loss, work offering was to be refused. That the directors had always looked closely into this point, and that they were satisfied their instructions had been attended to and that no job had involved loss. A still better answer to the question was, that the work of the dock alone for the first four months of the year had resulted in a profit of nearly 4,000 dols.

Proposed by A. T. Carmichael, Esq., seconded by J. L. Kirby, Esq.:—

That the best thanks of the shareholders be given to Messrs. Mactaggart, Tidman, and Co., the company's agents in London, and to Mr. James Guthrie, Mr. E. Boustead, and his partners, for their valuable assistance in launching the preference shares, and their unceasing exertions to promote the interests of the company. Carried unanimously.

Messrs. Aitken and Cameron were elected by vote auditors in the place of Messrs. Willians and Powell, absent from the colony.

## CEYLON.

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### COLOMBO.

Dates from this port are to the 27th July. The English mail arrived out on the 25th.

The *Examiner* says 'the past fortnight has been eminently a speculative one. All sorts of guesses and conjectures as to the future have kept the community pretty well amused, if not profitably employed. The measures to be brought forward for legislative sanction at the next Session have engaged a good deal of attention, and from the Galle Harbour Scheme to the Currency Question, from the visit of the Duke of Edinburgh to the possible annexation of Ceylon to India, we have had a rather extended field of speculation. As regards the Galle Harbour Scheme, opinions are divided, and not without reason, as to whether it should be considered an Imperial or a colonial work. Galle is acknowledged to be the key of the Eastern seas. It is the great coaling station and port of call for the different lines of mail steamers which converge there every fortnight to land passengers and deliver and exchange mails. The amount of local interests served is almost infinitesimal in comparison with imperial; and therefore that a work which should be undertaken by the Imperial Exchequer should be thrown upon the colony does not look like the fair treatment which we might have expected from the sense of justice of the British Parliament.

The Duke of Edinburgh's visit is yet contemplated from a distance. The people seem to think, and not without reason, that there is still time for the exhibition of their loyalty, but the Government have already commenced their preparations. The Queen's-house here and the Pavilion at Kandy are to receive additional wings and new ball-rooms; and the Architect of the Public Works Department is busy planning the various alterations suggested. An elephant kraal, plenty of shooting, and some receptions and balls here and at Kandy will comprehend all the sport to which the Sailor Prince will be treated. We are confessedly a poor people, and it would not be diplomatic to make a larger display of wealth than we can really afford, and our loyalty, in which we are second to none among the numerous subjects of Her Gracious Majesty Queen Victoria, need not necessarily find expression in expensive displays. The escapade of the Prince, however, at Sydney in the house of the Earl of Belmore, and a vote taken by the Legislative Assembly of Melbourne, to reimburse the Prince for the cost of certain presents which he had there given away, and which he charged the Imperial Exchequer with, have not contributed to add to the enthusiasm with which the visitof a Royal Prince has been looked upon. But let us not sit in judgment over an impulsive young sailor, who, in the position he occupies, may be excused if he does something not quite in keeping with the received notions of colonial society.

The currency question, it is now understood, has been definitely settled. From next year the familiar sounds of pounds, shillings, and pence will give place to rupees, annas, and pice in our account books, not to the utter discomfiture of our arithmetical housekeepers only. The change will be more nominal than substantial, as though our accounts are kept in £. s. d. the circulating coin is in rupees and annas, with a small dash of pennies, halfpennies, and farthings in copper and brass.

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The following is a copy of the memorial recently forwarded to the Colonial Secretary by the members of the Ceylon Civil Service:—

"The humble memorial of the Ceylon Civil Service

"Showeth,—That your memorialists feel that by the recent appointment of gentlemen unconnected with the Ceylon Civil Service to the offices of Colonial Secretary and Auditor General it is implied that there is no member of their body qualified for these posts, and they submit that a general feeling of depression throughout the service is the result, as they are themselves confident of having among their number able and experienced men suited to hold these offices.

"2. That they beg most respectfully to submit that the standard of examination for admission into the Ceylon Civil Service is, as it is proper it should be, very high, and that the several successive examinations held in Ceylon after admission into the service to test the qualifications of the junior members for promotion from one class to another are very severe and embrace an extended range of subjects, including the native languages (Tamil and Singhalese) and the laws and customs of the various races in Ceylon; that in addition to these qualifications your memorialists have by their service in various parts of the country gained an intimate knowledge of the people, their wants and their requirements; and that they feel it a great discouragement to find no weight given to these considerations when the memorialists believe that there are amongst them men who in addition to possessing local knowledge in a marked degree have abilities of a high order, and are capable of taking a large and educated view of questions affecting the conflicting interests of the various classes, races, and religious sects in Ceylon.

"3. That your memorialists had felt much aggrieved by the successive appointment of gentlemen strangers to the service to the office of Auditor-General in 1861 and again in 1866; but that, judging from the fact that the office of Colonial Secretary having been shortly before conferred on Mr. Gibson, one of their number, they had hoped that what they could not then help feeling an injurious precedent would not be followed in the future. That, however, these hopes have been now destroyed by the almost simultaneous appointment of gentlemen strangers to the service to the offices just named.

"4. That the smallness of the salaries, the expensiveness of living, the many difficulties and drawbacks consequent on service in the tropics, render the life of a Ceylon civilian a hard one, and that very few are able to save anything out of their pay beyond the sums required for periodical visits to England, and many not even that. Hence the only inducement to good men to remain in the service is the hope of advancement to the few important positions at the head of the service, and if it is found that the best of these are not open to them the effect cannot fail to be discouraging.

"5. That the total inadequacy of your memorialists' salaries to the increased and still increasing cost of living in Ceylon has already been urged on the consideration of your lordship's predecessor, but hitherto without effect; that this insufficiency of pay is aggravated by the interruption to the course of general promotion which ensues on the appointment to high posts in the service of gentlemen other than those belonging to it, and that this has been the more acutely felt by your memorialists in recent years because while they are by the regulations of the service compelled to qualify themselves by severe study and application to their official work for the proper discharge of duties, whether judicial or administrative, and are instructed to look to efficiency for their promotion, they have had to witness the sphere of their promotion curtailed by the bestowal of judgeships on gentlemen not belong-

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ing to the service, as well as by appointments such as those now more particularly referred to, though they beg leave to repeat their conviction that there are men in the service well fitted to fill those offices with credit.

"6. That your memorialists therefore pray that the foregoing may be taken into your lordship's gracious consideration, and that their claims to promotion may in future be recognised."

## KANDY.

(FROM A CORRESPONDENT.)

The town of Kandy is a pleasant little place, surrounded by hills and mountain scenery, with a lake reminding one of Ulswater, or one of our smaller Cumberland lakes. Round this lake stand the houses of the principal residents, mercantile and official, and to a visitor nothing could appear more charming. Its position in the centre of the town, also, reminds one of the Alster at Hamburg, so much appreciated as the only city in Europe which has anything like it. The Kandy lake, of course, lacks the bustle of the café, omnibus, and steamers of the Alster. Kandy has, also, its Government House, surrounded by charming grounds, and is certainly more sightly than the one at Colombo. Again, Kandy is ahead of her larger sister and capital town in possessing a town-hall, a fine, handsome building, purchased by the municipal council. Another fine building is being raised for a post and telegraph office, near the railway station. This station has the handling of the greater portion of the million cwts. of coffee annually exported from Colombo, as Kandy is the centre of all the great coffee estates, as well as the head-quarters of the planters and the planting interest, although the large mercantile firms are chiefly in Colombo. The importance of the place at Ceylon may be gathered from the following statement of the traffic on the Colombo and Kandy Railway.

TRAFFIC FOR THE WEEK ENDING JUNE 20, 1869.

| | | | |
|---|---|---|---|
| Passengers ... ... ... ... ... | £587 | 11 | 6 |
| Horses... ... ... ... ... ... | 8 | 11 | 4 |
| Carriages ... ... ... ... ... | 0 | 0 | 0 |
| Dogs ... ... ... ... ... ... | 1 | 1 | 0 |
| Live stock ... ... ... ... ... | 0 | 11 | 6 |
| Mails ... ... ... ... ... ... | 25 | 5 | 7 |
| Parcels ... . . ... ... ... | 22 | 10 | 11 |
| Merchandise ... ... ... ... ... | 1,843 | 6 | 5 |
| Total for the week ... | £2.488 | 18 | 3 |
| Do., corresponding last year ... | 2,210 | 12 | 8 |
| Train mileage, 4,693 Increase ... | £278 | 5 | 7 |
| Total for 29 weeks of 1869 ... ... | £83,374 | 0 | 0 |
| Do. do. 1868 ... ... | 68,752 | 0 | 0 |
| Increase ... ... ... | £14,622 | 0 | 0 |

These returns show the traffic at a time out of the coffee season, which is from November to March. This railway reflects the greatest credit on the planters and others concerned in its promotion. It is a well-executed and grand example of Anglo-Saxon energy, and the planters, in agreeing to an impost of 1s. per cwt. on their coffee, certainly conferred an immense boon on all Ceylon residents, for with this line Newera Ellia, the sanitarium (6,000 feet), can be reached in a day from Colombo.

Kandy was the residence of the now extinct Kandian kings, but several relics, such as a temple, still remain, and on the lake is a small island, on which stood the harem of the king. The climate is excellent; being at an elevation of some 1,800 feet, the heat is never oppressive; indeed, woollen clothes for nearly half the year are not only bearable, but comfortable. There is a very beautiful Botanical Garden, under the charge of Mr. Thwaites, which is a great boon to the inhabitants as a place of resort for driving or walking. This is maintained at Government expense, as also one at Newera Ellia, for the cultivation of the Cinchona plant.

One of the features of Kandy much appreciated by residents and strangers is Lady Horton's road, constructed during Governor Horton's time, and from which most charming views are obtained of the surrounding scenery.

## LATEST TELEGRAMS.

(RECEIVED VIA GALLE, AUG. 10.)

### CHINA.

HONG KONG, JULY 21.—It is generally believed that the Chinese authorities at Peking have officially intimated to Sir Rutherford Alcock that the Duke of Edinburgh cannot be received by the Royal family of China on a footing of equality. Sir Rutherford Alcock has expressed his approval of all Consul Gibson's acts in the Formosa affair, including the taking of Ausping. At a meeting of the Hong Kong Association a strong expression of opinion was pronounced against the removal of Mr. Consul Gibson from his post.

### COMMERCIAL.

SHANGHAI, JULY 16.—Gray Shirtings, 6½ catties, 8¼ lb., $2 20. Cotton: Shanghai, 16 taels. Tea, firm. Silk, fair inquiry; No. 3 Tsatlee. 550 taels. Settlements since departure of last mail, 2,400 bales. Export to date (China and Japan) from commencement of season, 9,000 bales. Exchange on London, bank bills, six months, 5s. 11¼d. Freights: Tea, £2 10s.

HONG KONG, JULY 21.—Gray Shirtings, 6½ catties, 8¼ lb.. $2 80. Water-twist, 16-24, $135. Cotton: Bengal fair medium, $16½. Tea, total export (China and Japan), 33,250,000 lb. Exchange on London, bank bills, six months, 4s. 6¼d.

*** The above are in advance of the mail due in London on the 6th September.

### JAPAN.

YOKOHAMA, JULY 29 (*via* CALIFORNIA).—The civil war is ended, and the Daimios are disarming. Mr. Fletcher, the British Consul at Yedo, is dead.

# Commercial Report.

## CEYLON, STRAITS, JAVA, CHINA AND JAPAN IMPORTS.

YOKOHAMA.—The import trade was completely stagnant, with the exception of a few forced sales of Yarns and Gray Shirtings, in consequence of the injudicious action of the Japanese Government in making a fresh issue of inconvertible paper. Deliveries had virtually ceased, and the large stocks and expected arrivals made the outlook of the merchants extremely serious.

SHANGHAI.—Piece Goods: Transactions in Manchester Goods since last mail left had been to a fair extent, but prices for some staples show a further decline, and there was less activity generally than might be looked for. Gray Shirtings: The northern demand had continued slack, and only about 40,000 to 45,000 pieces were reported as having changed hands, some of these sales being for goods to arrive, and some being re-sales on the part of speculators. T-Cloths: There had been a steady inquiry for these goods throughout the fortnight (chiefly for the northern markets), and the values of medium to good cloth show a slight advance. Sales reported amounted to 110,000 to 120,000 pieces, though some of these were from second hands. White Shirtings: The demand for these goods had again been limited, and there had been an utter absence of speculation, the dealers simply buying from hand to mouth. Sales were 11,000 to 12,000 pieces, a good portion being from second holders. Drills, &c. American Cloth had commanded but little attention, local wants having been fairly supplied by auction sales of damaged goods. American Sheetings had gone off freely at about last rates, though some offers at the close were a shade over the best figures of last mail. Sales were 12,000 to 14,000 pieces. Jeans: Americans were asked for at a slight decline on last value, but holders did not seem inclined to give way. One sale early in the fortnight was reported at Tls. 3.70 per piece. Woollens: Small sales of Camlets were reported at a slight concession on last values, while Spanish Stripes had been almost neglected. For Medium Cloths, &c., the demand had been very slack. Long Ells: Scarlet had not been much sought for, but there had been a good inquiry for C. P. H. assorted, which had been freely met by holders; and several parcels had passed from importers to native hands at higher rates. Lastings: Crape Lastings, &c., showed no material change in value, while an inquiry for Plain Lustres at low rates had not been responded to by holders. The following were the current quotations:—G. E. Gray Shirtings, 7 lbs., per piece, Tls. 1.9.4 to 1.9.7; 8.4 to 8.6 lbs., Tls. 2.1.5 to 2.1.9. White Shirtings, Tls. 2.1.5 to 3.0.0. T-Cloths, 6 lbs., Tls. 1.4.4 to 1.7.2; 7 lbs., Tls. 1.6.5 to 1.9.2. American Drills, 40 yards, Tls. 4.1.5. to 4.3.3. American Jeans, 30 yards, Tls. 3.6.5 to 3.7.0. American Sheetings, 40 yards, Tls. 3.6.5 to 3.8.5. English Drills, 40 yards, Tls. 3.8.0 to 3.9.0. Dutch Drills, Tls. 3.7.5 to 3.9.0. Camlets, English, SS, per piece, Tls. 12.0 to 12.5. Spanish Stripes, Tls. 0.5.5 to 0.8.0. Medium Broad and Habit Cloth, per yard, Tls. 1.0 to 1.5. Long Ells, Tls. 6.4.3 to 6.6.0. Iron, Nail Rod, per picul, Tls. 2.1.0 to 2.1.3; fair to good assorted, Tls. 2.1.5 to 2.2.0; Hoop, Tls. 1.8 to 1.9; Flat and Round, Tls. 2.3 to 2.4. Lead, Tls. 5.7.5 to 5.8.5. Coals, Cardiff, per ton, Tls. 7.7.5 to 8.0; North Wales, Tls. 7.7.5; English, Tls. 6.5.

HANKOW.—The market during the fortnight had been somewhat more active, the dealers having shown more disposition to make purchases. Prices of most descriptions of goods were unchanged, and the bulk of the business done had been in staple Cotton fabrics.

FOOCHOW.—The sales during the interval had comprised 1,500 pieces, 8¼ lbs., Gray Shirtings at $3.05; 1,200 pieces, 7 lbs., T-Cloths, at $2.55 to 2.80; and 1,000 piculs Lead at $8.25.

HONG KONG.—The following is from Messrs. Olyphant and Co.'s Circular, dated 7th July:—Cotton Yarn: The arrivals have been small, and the demand during the first part of the interval had sensibly increased, but latterly the enquiry has slackened somewhat, and dealers are not so willing to operate; quotations are unchanged for all kinds. Piece Goods: The market has again been very quiet, and the principal settlements have been made at public auction. Several native holders of large lots have endeavoured to stimulate the market, by purchasing privately moderate parcels of 8.4 lb. Gray Shirtings, at figures over current rates, but the effect has been merely to place quotations nominally higher, whilst there are sellers of like goods upon former terms. 7 lb. Gray Shirtings are lower 2 to 3 cents, while 8 to 10 lb. show an advance of 5 cents per piece. Sales of good sound 8.4 lb. have been made at public sale at $2.70 to 2.72 per piece. White Shirtings of all Reeds are down 10 cents, and only the commonest makes are saleable. 6 lb. T-Cloths are in small stock, and a moderate demand exists at former prices. 7 lb. common are not enquired for though rates are upheld. 7lb. and 8lb. Mexicans are 5 cents lower. Dutch Drills are in full supply, and with but slight demand have receded in values. American Cotton Goods in the absence of inquiry are also quoted lower; none, however, are on offer. Woollens: No improvement is noticeable as yet in the market, but holders confidently look for it later on. Stocks of Camlets and Lastings are not large and sellers are showing greater firmness. Long Ells are unchanged. Spanish Stripes have fallen 1 cent per yard. Fair arrivals of Blankets have carried prices somewhat lower. Metals: Transactions have been unimportant. Nail Rod Iron has been but slightly taken, and a decline of 5 cents per picul is to be noted; Square, Round and Flat Bar is unchanged; Hoop is still very firm. The demand for Lead is very trifling, and as stocks have been increased prices have given way 20 cents. Tin is in increased supply, and is much weaker. Coal

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The advance in Sydney last noted has been lost, and the market is dull at the close. Arrivals have been 800 tons Anthracite, 2,866 tons Welsh, 2,216 tons English and 920 tons Sydney, the most of which comes to consumers. Sales have been, 920 tons Australian at $6.75 to 7.00 and 866 tons English at $9.00 per ton. Ginsing: Although demand has not increased for the article, holders are apparently firm, and for Clarified Root extreme prices are asked. Settlements have been 5 packages Clarified at $200 to 203 per picul, and 5 casks Crude at $125 per picul. The following were the current quotations:—Shirtings, Gray, 7 lbs. per piece, $2.45 to 2.50; 8.4 lbs., $2.75 to 2.85; Shirtings, White, $2.50 to 5.10; T-Cloths, 6 lbs., $1.90 to 2.15; 7 lbs., $2.20 to 2.50. American Drills, $5.50 to 5.60; Dutch Drills, $4.95 to 5.00; Medium, Ladies, and Habit Cloths, $1.15 to 2.00; Long Ells, H Scarlet, $8.00 to 8.25; Assorted, $8.00 to 8.20; Camlets, SS, Assorted, $16.50 to 17.00; SS, Scarlet, $16.00 to 16.50. Metals, Iron, Nail Rod, round, square, and flat bar, per picul, $2.50 to 2.80; Lead, per picul, $7.10 to 7.35.

BATAVIA.—The Borneo Company's Circular contains the following report of the market:—The demand for English Gray Goods has shown no improvement, and transactions continue on an insignificant scale. A sale of about 2,000 pieces 39 inch 7 lb. Shirtings is reported at f.6¾ cash on delivery, and 8¾ lbs. are offered at f.7½ on same terms, without finding buyers. 45 inch 8 lb. Shirtings are scarce, but the inquiry is only trifling. 8 lb. Maddapollams are in ample stock, and difficult of sale. In Gray Drills there has been more doing, and stocks of prime qualities are light. 86 inch White Shirtings remain nominally as last quoted, with some improvement in demand. For 40 and 45 inch there is little inquiry, and sales are only practicable at low rates. Dutch Shirtings still interfere considerably with the sale of English makes. White Maddapollams move slowly and values are weak, owing to the decline in Dutch makes. White Cambrics are in no inquiry. Dyed Cambrics continue neglected, but some improvement may be looked for shortly. There continues to be little or no demand for Prints for actual consumption, and dealers, unable to make progress with their late purchases, have retired from the market; sales could not be effected at the moment except at some reduction of late currencies, and as at this season of the year any dulness should be but temporary, most importers are not pressing their goods, in the expectation of an early revival in demand. Yarns are in moderate request; one or two small sales of 40s Gray are reported as high as f.420, but this price cannot be made in quantity; the lower numbers in Gray are neglected. Orange and Green have been placed at quotations. Our highest quotation for Turkey red is for first quality Dutch dye; Glasgow dye is saleable at f.250 to f.255, but holders generally refuse this price. White Ball Thread is occasionally saleable. Woollens generally are dull, and saleable only in small quantities at low rates. Metals of all descriptions are overstocked, and sales at rates quoted are impracticable except in very trifling quantities. Tin Plates have been bought on speculation at quotation, but there is no demand for consumption.

SINGAPORE.—A moderate business had been done in imports during the fortnight. After the departure of last mail Gray Goods continued inactive, with a slightly downward tendency. Within a few days of the close a strong speculative demand sprung up and prices advanced. 8¼ lbs. Gray Shirtings, which were sold at $2.72½ per piece at the beginning of the fortnight, closed at $2.85 per piece, and were firmly held. Sales of Maddapollams were reported at $21½ to 22 for 3 lbs. cloth, with a slightly better demand. T-Cloths had participated in the general improvement; in Gray Goods the demand was more active and prices firmer. Drills quieter, and the only sales reported were of Dutch 30-yard cloth at $65 to 66.50 per corge. White Shirtings out of demand, and a further reduction of about 10 cents per piece had to be submitted to on fine goods. Imitation Irish Linens had been in fair inquiry, and sales were reported at $2.17½ to 2.22½ per piece. Cambrics less inquired for. White Figured Shirtings in request; sales of Spots at $2.82½ to 2.90 per piece. Dyed Goods of most descriptions had been neglected. A small sale of Orange Shirtings at $2.75 to close consignment, and of Pink Figured at $4.25 were the only transactions reported. T. R. Cambrics out of request, and dull of sale. T. R. Yarn in small stock; demand limited; holders firm. Coloured Yarns: Transactions insignificant; sales of Imperial Red at $76, Orange $82½ to 83, and Green at $84 to 87. Gray Yarn remained without alteration till the same speculative demand which affected Gray Shirtings caused prices to advance by about $5 to 10 per bale. Sales which were made at the beginning of the fortnight at $130 for No. 40s had since been concluded at $135 and 140 per bale; holders firm. The only sale of low numbers was Nos. 18 to 24 at $118; stocks nearly cleared. Metals: There was not much change to note, and transactions had been small. Sales of Nail Rod Iron at $2.50 per picul, and Swedish Iron at $3.40. Yellow Metal Sheathing sold at $22¼ to 23¼, and Zinc Sheathing at $9 per picul. The arrivals of Coal had been on a more moderate scale, and prices, though low, were firm. The sales had been:—A cargo of Scotch to arrive at $6 per ton; 250 tons North Wales at $5¾; 644 tons West Hartley at $7 cash, seller paying wharfage—equal to $6¾ ordinary terms; and 430 tons Cardiff at $6¼ per ton cash.

CEYLON.—The Import market had been animated and sales of Gray Shirtings had been made in all staple kinds to a considerable extent. Mule Twist was in active enquiry. T. R. Twist in steady demand at late rates. Orange and Green Twist had brought an advance. Cambrics short in good cloth and asked for. Sarons and Comboys in better enquiry. Regattas fully stocked, and sales could not be made at late rates. Handkerchiefs dull. Thread utterly neglected. Metals all in moderate stock and average demand.

## CEYLON, STRAITS, JAVA, CHINA, AND JAPAN EXPORTS.

### TEA.

YOKOHAMA.—The market had been opened at prices fully as high as last year's, but the leaf was said to be of fair quality, and not so much mixed. Settlements principally for San Francisco amounted to about 1,400 piculs of medium and good medium grades, for which full prices had been paid. Supplies had not come in very freely during the fortnight, and the stock of leaf on offer was about 2,000 piculs; no high class teas had appeared. Quotations:—Medium $26 to 29 per picul; good medium, $30 to 33 per picul; all other descriptions nominal.

SHANGHAI.—During the fortnight a large business had been done in Black Teas, and the market was almost entirely cleared of Teas possessing much quality. Prices paid had been irregular, but on the whole establish a considerable advance on those of the previous fortnight, more especially for Teas at and over Tls. 25. Arrivals from Hankow had been large, but most of the Teas were undesirable except at very low prices. In face, however, of settlements of common Shangtams at Tls. 18½ to 19 per picul it may possibly be difficult to induce teamen to accept some such rates for their fair to medium Oopacks and Oonams. Settlements on the market, 62,689 chests; re-shipments on owners' account, 31,279 chests; stock, 104,862 chests. The following are the prices that had been paid:—Hohows, Tls. 20 to 27 per picul; Oonams and Oonfas, Tls. 18 to 33 per picul; Oopacks, Tls. 21 to 29 per picul; Ningchows, Tls. 21 to 29 per picul. Green: There had been considerable arrivals of Pingsueys, and 8,000 ½-chests had been taken at from Tls. 31½ to 39. Settlements and Re-shipments: 8,697 ½-chests Pingsuey; 1,470 ½-chests Shanghai packed, Japan, &c. Stock: 10,500 ½-chests Pingsuey; 4,000 ½-chests Shanghai packed, Japan, &c.

HANKOW.—The following is from Messrs. Drysdale, Ringer and Co.'s Report, dated 25th June:—After departure of last mail we had a dragging market with gradually declining prices till the news of the opening of the Shanghai market reached us, when teamen became firmer, as the prices paid there for the inferior grades were above our rates. Buyers did not at first show any disposition to meet the teamen in their increased demands, and for two or three days but little was done, and only such parcels were taken as would come at former rates; subsequently, however, more inclination was shown to operate on terms slightly in favour of sellers, and closing transactions show an advance of about 1 tael per picul from the lowest point. Settlements for the fortnight are 35,000 chests, 2,200 half-chests, and 1,700 boxes at 12½ to 24 taels, a fair portion of which has been in barter against goods. Total settlements for season are 153,457 chests, 19,000 half-chests, and 6,600 boxes, against in 1868, 165,829 chests, 6,600 half-chests, and 2,700 boxes. We quote good medium to fine Oopacks 20 to 24, medium to good medium 18 to 20; fair to good Oanfas 18 to 21; common Oonams and Shuntam 12½ to 16. Shipments to Shanghai for sale on native account are, for the fortnight, about 42,000 packages, making a total of 97,500 packages, against 5,300 packages for corresponding period last year. The total quantity shipped by natives to Shanghai for sale during last season was under 120,000 chests, and we can only account for the present enormous increase by this season being earlier, and the first crop being larger than it was last year, and also that many teamen preferred trying another market rather than sell at the heavy loss consequent on accepting our current rates. The future of our export now depends on the course taken by Shanghai buyers; we fear that if they continue to buy on the same scale as their opening rates, our export will in all probability be quite as large, if not larger, than it was in 1868.

KIUKIANG.—Fair arrivals had taken place, but, owing to the scarcity of fine Teas, very little business had resulted. A decline of 3 taels per picul had been established in Ningchow Teas, but teamen preferred to ship to Shanghai rather than accept these rates. Settlements were four chops Ningchow, at 21 to 23 taels.

FOOCHOW.—The following is from Messrs. Odell and Co.'s Circular, dated 2nd July:—We have to advise that our Tea market has at last been opened, though only a moderate amount of business has as yet been done. Congous: Business was commenced on 20th ult., by the settlement, on Russian account, of about 2,000 chests "Ching Wo" kinds, at Tls. 32.8 to 36.8 ship off, being a decline of 3 to 4 taels per picul on rates ruling last season. During the next few days only a few chops, which appeared to stand out as regards quality, were settled; but on the 25th ult. a purchase of about 7,000 chests was reported by one firm, since when buying has become more general. Common grades have been in demand on Australian account, and buyers, being anxious to despatch their chartered vessels, have paid full rates for these grades. Dust and broken leaf have been in good demand, and of the settlements reported at foot there are fully 17,000 chests of these sorts. For the good medium to finest Kaisow kinds, prices have gradually declined, and purchases could now be made about 4 taels cheaper: and compared with rates ruling last season, they show a reduction of 6 to 10 taels per picul, while Packling kinds, which are in very full supply, have been pressed for sale and show even a more marked decline. The well known "Crack" chops of Kaisow, which are inferior in quality to the average of years, have been sold out of their usual channels and realised a decline of 10 to 12 taels per picul on last year's rates. The quality of good and fine Tea remaining on offer is very small, the bulk of our large stock consisting of common mixed leaf kinds. We confirm our previous report as regards the yield of the first crop, viz.:—that it will be about 20,000 to 30,000 chests short of that of last season. The teamen have not yet commenced purchasing the second crop, waiting lower rates. Souchongs have come to hand more freely within the last few days, but business has not yet been commenced. As regards quality, they compare unfavourably with those of last season's growth. Oolongs: The teamen are unwilling to meet the views of buyers, and there are no transactions to advise. Scented Teas have been in fair inquiry and rates paid are about 10 taels cheaper than those ruling last season. Flowery Pekoes: A few small parcels have found buyers at full prices. Settlements have been—Congou, 95,178 chests, at Tls. 8.3 to 38.8 per picul, ship off; Scented Tea, 22,800 boxes, at Tls. 22.8 to 32.8 per picul, ship off; Flowery Pekoe, 663 chests, at Tls. 32.8 to 42.8 per picul, ship off. The above settlements of Congou were made at the following rates:—Dust to broken leaf kinds, Tls. 8.3 to 13.5.5 per picul, ship off; low ordinary to fair flavoury kinds, Tls. 14.8 to 22.8 per picul, ship off; fine to finest Kaisow, Tls. 24.8 to 35.3 per picul, ship off; extra fine, Tls. 35.8 to 38.8 per picul, ship off.

CANTON.—The market for new season's teas was opened on the 29th June (five or six weeks later than usual) by the settlement of some 5,000 boxes Scented Caper at Tls. 26 to 28 for fine to ordinary finest kinds. Since then a large business had been transacted almost entirely in good medium to finest Caper at about similar rates. Prices paid for the bulk of the settlements were seven taels below the opening quotations of last

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year. A few small parcels of finest Scented Orange Pekoe had been taken at full to excessive prices, but no business was reported in the medium and fine qualities. No settlements of district Congou had been made. But few chops of new season's Canton made Green Teas had been offered. The settlements reported were principally parcels of mixed old and new season's teas. Canton settlements from 19th June to 3rd July, 1869:—Country Congous, no stock; Canton District Congous, no sales; Scented Orange Pekoe, 8,000 boxes at Tls. 15½ to 34; Scented Capers, 55,000 boxes at Tls. 20 to 34; Canton Greens, Gunpowder, 15,500 boxes at Tls. 12 to 25; Young Hyson, 6,000 boxes at Tls. 14 to 18; Country Greens, no stock.

## SILK.

Yokohama.—Business in Silk had been all but nominal. The settlements did not exceed 150 bales, and a good part of these were shipped on native account. The small stock remaining was held for very full rates. Total settlements for season are thus just 15,000 bales. No new Silk had arrived.

Shanghai.—Messrs. C. J. Skeggs and Co. report upon the market as follows:—Soon after the departure of last mail buying was renewed at gradually hardening prices until an advance of fully 10 taels had been reached, when the receipt of a London telegram to the 8th June checked operations. Since then business has again commenced at a decline of 10 to 15 taels for common sorts, and about 10 taels on good and best Silks, chops, however, having been taken at last mail's rates. The following prices have been paid:—Chooping's No. 3, Tls. 560; Dragon, Tls. 550; Yakee and Donkey, Tls. 540 to 545; Blue Flag, Tls. 510; and Red Peacock, Tls. 460. Fatmow Hainin No. 2 has fetched Tls. 480, but sales have also been made at Tls. 475. In Kahing Taysaams, Ching-Yuen-Sing's Nanling has been taken at Tls. 435, but other inferior chops have been sold down to Tls. 420 for such Kah-Yuen-Fong's Nanling. In Chin-Cums there is no market to report, but very high prices are asked. Exchange is about a third per pound in favour of buyers. The total settlements are estimated at about 2,500 bales.

## STRAITS PRODUCE.

Singpaore.—The business done had been moderate, and prices were without much alteration. After the departure of the last mail Gambier receded to $3.05 per picul, but had again advanced to $3.07½, at which it was firm—about 950 tons having been contracted for. Black Pepper remained firm at $6.80; and about 7,500 piculs had been contracted for at this price; deliveries were small. White Pepper of good dry quality was scarce; what was offering being chiefly inferior. Pearl Sago was taken up freely at $3.15 to 3.20 per picul for ordinary grain, and $3.25 for large pearl. Sago flour remained without alteration, and had been taken up freely, at $2.50 to 2.55. Tapioca had been bought to a moderate extent at $4.60 to 4.80. Hides in larger supply. Tin declined to $29, and $29¼ for Malacca, until arrival of the present Mail from China, when, owing to advices thence, prices advanced to $29¾ to 30.

## JAVA PRODUCE.

Batavia.—Arrack was in fair supply, and the value was rather lower, a sale of about 100 leaguers having been made at f.117.50 per leaguer (equal to f.165.72 per leaguer f.o.b.). Coffee had been neglected, and no transactions in Java qualities had been reported; f.35 per picul may be considered the nominal value of good ordinary (equal to f.33.94 per 50 kilo., or 58s. 5d. per cwt. f.o.b.). The Government auction, held at Padang on the 29th May, averaged f.37.55 per picul for 41,600 piculs first quality, and f.13.71 for 1,200 piculs black beans. Gum Dammar continued to advance, the last price paid for fine clean being f.48,50 per picul (equal to f.46.17 per 50 kilo., or 76s. 10d. per cwt. f.o.b.). Unpicked quality offers at f.28 per picul. Hides readily commanded last rates. India-rubber, Gutta Percha and Pepper were not procurable, the market being quite bare of supplies. Sapanwood: About 600 piculs had been sold at f.3.25. Sugar was again dearer; transactions during the month had taken place at f.15,75 for No. 14, and selected parcels could not be bought at better than f.16 for No. 14 (equal to f.29.11 per 100 kilo., or 25s. 1d. per cwt. f.o.b.). Two crops of about 30,000 piculs each had been sold at public auction at f.15.16, delivery to be taken at the mills. The weather during the fortnight has become more favourable for drying, and some new sugars had already arrived. Tin: An auction of 5,000 piculs Billiton would be held in July.

## CEYLON EXPORTS.

Colombo.—The Report of Messrs. George Wall and Co. contains the following:—Coffee—Plantation: As the home advices continue to report a dull market at declining prices, and the demand has ceased for Australia, there is very little doing; the last transaction was at 11s. 3d. per bushel. Native: The price of Native Coffee is supported by a present demand for America, and it stands at 59s. per cwt. f.o.b. Exports of both Native and Plantation to date 921,161 cwt., against 879,765 cwt. at the same time last year, showing an increase of 41,396 cwt. Cinnamon: 24s. per pound is still paid for the best garden description; the clearances are 2,400 bales in excess of last year, being 8,336 bales this year, against 5,936 bales last. Cocoanut Oil has been dealt in at prices equivalent to £34 per ton f.o.b. The supply of Copperah is scarce; makers are disposed to advance their rates, but the dull advices from home prevent buyers from responding. Plumbago: Only the finest descriptions attract the attention of buyers, for which they only offer about £12 per ton for lump and £4 for dust; medium and low qualities are quite neglected; the prices now ruling do not pay the cost of mining, and for the present these operations are in large measure suspended. Coir Yarn: We have not heard of any transactions during the past fortnight, and the medium descriptions we quote 22s. per cwt. nominal.

Breakfast.—Epps's Cocoa.—Grateful and Comforting.—The very agreeable character of this preparation has rendered it a general favourite. The *Civil Service Gazette* remarks,—"The singular success which Mr. Epps attained by his homœopathic preparation of Cocoa has never been surpassed by any experimentalist. By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected Cocoa, Mr. Epps has provided our breakfast tables with a delicately-flavoured beverage which may save us many heavy doctors' bills." Made simply with boiling water or milk. Sold by the trade only in ½lb., ¼lb. and 1lb. tin-lined packets, labelled—James Epps & Co., Homœopathic Chemists, London.—Advt.

## EXPORT OF TEA AND SILK, SEASON 1869-70.

### TO GREAT BRITAIN.

| Date. | From Kanagawa & Nagasaki. | From Shanghai and Hankow | From Foochow. | From Amoy. | From Canton, Macao, &c. | Total lbs. | SILK. Total Bales & Cses |
|---|---|---|---|---|---|---|---|
| From June 1, 1868, to June 30, 1869 ..... | ... | 15986370 | 3091000 | ... | — | 19077370 | 1871 |
| Corresponding period last season..... | ... | 12746234 | 21931192 | ... | 4857824 | 39535250 | 4612 |

*Shipments Since;*

| | | | |
|---|---|---|---|
| June 18 per Lennox Castle | From Shanghai | ... | 970,500* |
| — 21 ... Nestor (str.) | ... Do. | ... | 1,850,811* |
| — 23 ... Taitsing | ... Do. | ... | 1,149,396* |
| — 25 ... Caller Ou | ... Do. | ... | 947,072* |
| — 26 ... Whinfell | ... Do. | ... | 1,017,859* |
| — 28 ... Helen Nicholson | ... Do. | ... | 984,500* |
| — 29 ... Burdwan | ... Do. | ... | 1,088,048* |
| — 29 ... Ariel | ... Foochow | ... | 798,400* |
| — 30 ... Leander | ... Do. | ... | 1,132,000* |
| — 30 ... Lahloo | ... Do. | ... | 1,160,000* |
| July 1 ... Thermopylæ | ... — | Cargo not circulated | |
| — 8 ... Behar (ml. str.) | ... Shanghai, &c. | ... | — 3,280 |

### TO UNITED STATES.

| | | | | | | | Pcls. |
|---|---|---|---|---|---|---|---|
| From June 1, 1868, to June 30, 1869 ..... | ... | ... | ... | ... | ... | 64215 | 43½ |
| Corresponding period last season..... | ... | ... | ... | ... | ... | ... | ... |

| | | | |
|---|---|---|---|
| June 18 per Costa Rica (str.) | From Shanghai | ... | 64,215 25 |
| — 18 ... H. Upman | ... Do. | ... | — 13 |
| — 19 ... Japan (str.) | ... Do. | ... | — 5½ |

*Shipments Since;* None.

### TO THE CONTINENT.

| | | | | | | | Bales. |
|---|---|---|---|---|---|---|---|
| From June 1, 1868, to June 30, 1869 ..... | ... | ... | ... | ... | ... | 42720 | — |
| Corresponding period last season..... | ... | ... | ... | ... | ... | ... | — |

*Shipments Since;* None.

### TO AUSTRALIA.

| | |
|---|---|
| From June 1, 1868, to June 30, 1869 ... ... ... ... | 68,960 lbs. |
| Corresponding period last year ... ... ... ... ... | ... |

*Shipments Since;* None.

| | | | |
|---|---|---|---|
| June 23 per Union | From Hong Kong | ... | 68,960 |

## EXCHANGES, &c.

[*For dates, see first page.*]

### ON LONDON.

| At | Bank Bills. | Credits. | Documentary. |
|---|---|---|---|
| Yokohama, 6 m. s. ... | 4s. 7d. | 4s. 7¼d. | 4s. 7¼d. |
| Hiogo & Osaka ,, ... | — | — | — |
| Shanghai ,, ,, ... | 6s. 0¼d. | 6s. 0¾d. | 6s. 1d. |
| Canton ,, ,, | 4s. 6¾d. | 4s. 7¼d. | 4s. 7¼d. |
| Hong Kong ,, ,, | | | |
| Macao ,, ,, | | | |
| Singapore ,, ,, ... | 4s. 6¼d. | 4s. 6¾d. | 4s. 7d. |
| Manila ,, ,, ... | 4s. 5d. | 4s. 5¼d. | 4s. 5¼d. |

### MISCELLANEOUS.

| — | At Shanghai. | At Hong Kong. |
|---|---|---|
| Bills on India ... ... ... | 305½ | 226 to 229 |
| ,, Hong Kong ... ... | 23 to 23½ dis. | — |
| Bar silver ... ... ... ... | 111.5.0 | 5 prem. |
| Mexican dollars ... ... ... | 76.2.0 | par. |

Bous, at Yokohama, 336 to 344 per 100 dols.

### SHARES.

Hong Kong and Shanghai Bank, New, 15 to 15½; Old, 35 to 36 per cent. prem.
Hong Kong Gas Company, 44 dols. per share.
Hong Kong and Whampoa Dock, New, 5 to 8; Old, 5 to 8 per cent. discount.
Union Dock Company, 25 to 35 per cent. discount.
China Traders' Insurance, 725 dols. premium.
Hotel shares, 50 to 60 per cent. discount.
Hong Kong and Macao Steamboat Company, 10 per cent. premium.

## COMMERCIAL POSTSCRIPT.

—o—

The steamer *Syria* took yesterday £249,270 in specie for the East. Annexed are the particulars, viz., for Galle, gold, £135; Bombay, gold, £70,100; Bombay, silver, £13,000; Madras, gold, £5,200; Calcutta, gold, £20,000; Singapore, silver, £89,217; Hong Kong, silver, £49,896; Shanghai, silver, £1,532; and Yokohama, silver, £190.

### SHIPPING.

Arrivals not in the Tables.—Aug. 20, off Falmouth, from Rangoon, for Hamburg, Aline; 9, at New York, from Shanghai, Monkchester; 10, White Swallow, from Zebu; 22, at Queenstown, from Rangoon, Diligentia.

Departures.—Aug. 21, from London, for Shanghai, Dartmouth; Hertfordshire, for Cardiff and Hong Kong, Solent; from Hamburg, for Hong Kong, Panama; 19, from Liverpool, for Marseilles and Japan, Stord.

Laid on.—At Glasgow, for Batavia and Sourabaya, County of Bute.

Freights and Charters.—The Admiralty have invited tender for the conveyance of 950 hhds. of malt liquor from England to Hong Kong.

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# Shipping Intelligence.

## ARRIVALS.

At YOKOHAMA.—From London, June 12, Deerfoot; from New York, 13, Belvidere.

At SHANGHAI.—From Liverpool, June 27, Maggie Leslie; from Cardiff, 26, Tynedale; from Sunderland, 27, Benmore.

At HONG KONG and CANTON.—From London, June 29, Dunmail; July 3, Red Riding Hood; 4, Carmarthenshire; from Shields, 2, Vanguard; 5, George Avery; from Cardiff, 2, Robert Fletcher; 5, Sea Mew; 6, North Star; from Baltimore, Argonaut; from Amsterdam, 5, Gouverneur Nagtglas; from Newport, Carl Ludwig.

At MANILA.—From Glasgow, June 27, Magallanes.

At SINGAPORE.—From London, July 2, Indiana; from Liverpool, 8, Johannes; 10, Mikado; 13, Ringdove; from Sunderland, 5, Hermann; from Cardiff, 11, Solid; 13, Belted Will; 14, Laura; from Glasgow, 10, Bothwell Castle; 14, Herald of the Morning; from Bourbon, 8, Felix; from Amsterdam; 13, Johan.

At PENANG.—From London, July 16, Pelham.

At BATAVIA.—From Glasgow, County of Forfar.

## DEPARTURES.

From YOKOHAMA.—None.

From SHANGHAI.—For London, 18, Lennox Castle (Hankow); 21, Nestor (str.); 22, Taitsing; 26, Whinfell, Caller Ou; 28, Helen Nicholson; July 1, Burdwan.

From FOOCHOW.—For London, June 28, Ariel; 29, Leander, 30, Lahloo; July 1, Thermopylæ.

From HONG KONG and CANTON.—For London, June 27, Nestor (str.); for Channel, 26, Condor; for Portland, July 1, Andreas; for New York, 6, H. Upmann.

From MANILA.—For Falmouth (via Ilo Ilo), June 27, Joyse Phillips (via Cebu), Anne Wood; for Cork, 29, Alexandrina; for Barcelona (via Singapore), July 1, Nuevo Lantaro; for New York, 22, Endeavour, 26, Her Majesty.

From SINGAPORE.—For Liverpool, July 6, Nestor (str.); for New York, 11, Kingdom of Belgium.

From PENANG.—For London, July 8, Charles; for Bordeaux, 7, Arakan.

## VESSELS PASSED STRAITS OF SUNDA.

| Date. | Ship. | From | To. |
|---|---|---|---|
| June 21 | China (N. German) ... | Manila ... | Falmouth |
| „ 23 | Sea Snake (N. German)... | Bangkok ... | Do. |
| „ 23 | Ocean Spray ... | Do. ... | Do. |
| „ 23 | Gamecock (Amer.) ... | New York ... | Hong Kong |
| „ 24 | Southern Cross (Amer.)... | Manila ... | Boston |
| „ 24 | Lady Louise ... | Bangkok ... | Europe |
| „ 24 | Valador (N. German) ... | Hamburg ... | Hong Kong |
| „ 24 | Solo (N. German) ... | Cardiff ... | Batavia |
| „ 24 | Dos Hermanos (Span.) ... | Liverpool ... | Manila |
| „ 24 | Alaveza (Span.) ... | Cardiff ... | Do. |
| „ 24 | Indian Empire ... | Bombay ... | Batavia |
| „ 24 | Mary Moore ... | London ... | Shanghai |
| „ 25 | Macao (Amer.) ... | Amoy ... | Havana |
| „ 25 | Lanercost ... | New York ... | Shanghai |
| „ 25 | Windermere ... | Cardiff ... | Batavia |
| „ 25 | Singapore (Dutch) ... | Cardiff ... | Foochow |
| „ 25 | Hope ... | Cardiff ... | Manila |
| „ 25 | Eastward Ho ... | Do. .. | Yokohama |
| „ 27 | Edinburgh Castle ... | Singapore ... | Liverpool |
| „ 28 | Yokohama (Amer.) ... | New York ... | Shanghai |
| „ 28 | Harmony ... | Sunderland ... | Singapore |
| „ 29 | Eleanor .. | Singapore ... | London |
| „ 29 | Benefactress (Amer.) ... | New York ... | Hong Kong |
| „ 29 | Ida Geertruida (Dutch)... | Antwerp ... | Batavia |
| „ 29 | England's Glory ... | Sunderland ... | Shanghai |
| „ 29 | Eugène et Adele (Fr.) ... | Marseilles .. | Saigon |
| „ 29 | Marie Suzanne (Fr.) ... | Bordeaux ... | Tientsin |
| „ 29 | Janet Fergusson ... | London ... | Yokohama |
| „ 29 | Bunker Hill (Amer.) ... | Boston ... | Hong Kong |
| „ 29 | Rebecca (N. German) ... | Hamburg ... | Shanghai |
| „ 29 | W. A. Farnsworth (A.)... | Boston ... | Batavia |
| „ 30 | Horatio (Amer.) ... | New York ... | Shanghai |
| „ 30 | Adelheid (N. German) ... | Hamburg ... | China |
| July 1 | W. G. Russell ... | Manila ... | New York |
| „ 1 | Adelina ... | Cardiff ... | Shanghai |
| „ 1 | Marseilles ... | Shields ... | Do. |
| „ 2 | Rover's Bride ... | London ... | Hong Kong |
| „ 2 | Everbard (N. German) ... | Cardiff ... | Shanghai |
| „ 2 | Tabor (Amer.) ... | Baltimore ... | Yokohama |
| „ 3 | Rosendael (French) ... | Bordeaux ... | Saigon |
| „ 3 | Imatras (Russian) ... | Cardiff ... | Yokohama |
| „ 3 | Ultinia ... | Do. ... | Singapore |
| „ 3 | Doctor Petermann ... | Do. ... | Hong Kong |
| „ 3 | Whirlwind ... | Falmouth ... | Shanghai |
| „ 3 | Australia (Russian) ... | Cardiff ... | Yokohama |
| „ 4 | Bertha (N. German) ... | Hamburg ... | Nicolafefsk |
| „ 5 | Baltimore (N. German) ... | Cardiff ... | Shanghai |
| „ 5 | Amur (Russian) ... | — ... | London |
| „ 5 | Induna (Dutch) ... | Amsterdam ... | Hong Kong |

## VESSELS LOADING.

At YOKOHAMA.—For London, Yangtze.

At SHANGHAI.—For London, Ajax (steamer), Maiden Queen, Juanpore, Melbrek, Decapolis, Weymouth, Conqueror, Geraint, Guinevere, City of Aberdeen, White Adder, Argonaut, Wild Deer.

At FOOCHOW.—For London, West Indian (str.), Nile (str.), Spindrift, Taiping, Serica, Windhover, Kaisow, Ziba, Clara, Black Prince, Min.

At HONG KONG and CANTON.—For London, Belted Will, Deerhound (cleared), Douglas Castle, Maitland; for New York, Peter Rickmers.

At MANILA.—For London, Ringleader, William Fruing, Verena; for Cadiz. Fidela, Pepita, Conchita; for New York, Zephyr; for Boston, Wild Rover.

At SINGAPORE.—For London, Blenheim, Canning, Solid, for Bordeaux, Mondelli; for Boston, Borneo.

At PENANG.—For London, Dharwar, Ceylon, George Trent.

## FREIGHTS AND CHARTERS.

At YOKOHAMA.—To London, £4; to New York, £2 15s. to £3.

At SHANGHAI.—Vessels on the berth for London, and loading, at £2 10s. per ton.

At FOOCHOW.—Rates for home opened at £4, and have since declined to £3 10s.

At HONG KONG and CANTON.—The rate home for new teas is £4 per ton, but is expected to decline.

At MANILA.—To London, £3 10s. sugar, and £4 10s. hemp and measurement.

At SINGAPORE.—To London are without alteration at £1 15s. to £2 per ton.

At PENANG.—The Ceylon has laid on the berth for London, and has secured a full cargo at £2 for tin, £2 to £2 5s. for pepper, and £2 10s. for measurement.

# BIRTHS, MARRIAGES, AND DEATHS.

## BIRTHS.

AUCHINCLOSS—On the 22nd Aug., at Adlington, Cheshire, the wife of P. W. Auchincloss, of a son.

BELL—On the 27th June, at Shanghai, the wife of F. H. Bell, Esq., of a daughter.

COHEN—On the 18th Aug., at 51, Highbury-hill, Highbury, the wife of F. S. Cohen, Esq., of a son.

CORNELIUS—On the 5th July, at Singapore, the wife of Mr. J. M. L. Cornelius, of a daughter.

DANIEL—On the 8th July, at Madampitya Grove, Colombo, Mrs. John C. Daniel, of a son.

KEASBERRY—On the 6th July, at Singapore, Mrs. Keasberry, of a son.

PADDAY—On the 6th July, at Green-hall, Penang, the wife of H. J. D. Padday, Esq., of a daughter.

PERREIRA—On the 29th June, at Hambantota, Ceylon, the wife of Mr. C. A. Pereira, Government Schoolmaster, of a daughter.

PLATT—On the 4th Aug., at 33, Ledbury-road, Notting-hill, the wife of William Monro Platt, Esq., of a son.

RAMSAY—On the 22nd June, at Hankow, Mrs. Hugh F. Ramsay, of a son.

WILKIE—On the 2nd June, on board the United States steamer *Aroostook*, near Hakodadi, Japan, the wife of Frederick Wilkie, Esq., of Hakodadi, of a daughter.

## MARRIAGES.

BOURNE—ROGERS.—On the 9th Aug., at St. Peter's Church, Southampton, by the Rev. Edward J. Rogers, Chaplain Royal Military College, Sandhurst, and uncle of the bride, assisted by the incumbent, the Rev. R. Stewart, John Henry Bourne, Esq., 77th Regt., eldest son of the late Rev. J. B. Bourne, to Henrietta Lizzy, daughter of J. M. Rogers, Esq., R.N.R., Commander P. and O. Company.

CAREY—STRACHAN.—On the 29th June, at Christ Church, Colombo, by the Rev. E. Rowlands, assisted by the Rev. Brooke Bailey, Laurence St. George, youngest son of De Vic Carey, Esq., of Le Vallon, Guernsey, to Alice Angelina, youngest daughter of the late J. Strachan, Esq., of Colombo, Ceylon.

COLLOM—PERERA.—On the 22nd July, at St. Paul's Church, Colombo, by the Rev. J. Bacon, Warden of St. Thomas' College assisted by the Rev. S. Nicholas, Colonial Chaplain, Mr Edward Alexander Collom, to Jemima Caroline, eldest daughter of Mr J. W. Perera.

CUMMINS—DUNMAN.—On the 13th July, at St. Andrew's Church, Singapore, by the Rev. J. A. Beckles, Colonial Chaplain, Turner Cummins, Esq., H.M.'s Madras Army, to Louisa, daughter of Thomas Dunman, Esq., Chief Commissioner of Police, Straits Settlements. No cards.

HAGEDORN—HARTWIG.—On the 5th July, at Singapore, by the Rev. W. Jeffrey, Egmont Hagedorn, Esq., of Hamburg, to Marianne, second daughter of F. von Hartwig, Esq.

HANNEN—WOODHOUSE.—On the 10th June, at Hong Kong, China, Nicholas J. Hannen, barrister-at-law, of Shanghai, Esq., to Jessie Maria Harriette, eldest daughter of James Woodhouse, of Henley-on-Thames, Esq. No cards.

LEICESTER—STEVENS.—On the 6th July, at the Parochial House of the Church of the Good Shepherd, Singapore, by the Rev. A. L. Daguin, and at St. Andrew's Church by the Rev. J. A. Beckles, M.A., Mr. Henry Edwin Leicester, to Annie Maryann, eldest daughter of the late Mr. Charles Campbell Stevens, of Compton, England.

STEWART—SMITH.—On the 17th Aug., at St. James's Episcopal Church, Edinburgh, by the Rev. F. Rowbottom, M.A., incumbent, William Bruce Stewart, Esq., of Brugh, to Annie Dowling, third surviving daughter of Dr. G. H. Smith, late of Penang.

## DEATHS.

CAMPBELL—On the 20th June, at Yokohama, Samuel W. Campbell, aged 34 years, a native of St. Croix, W.I.

FISH—On the 15th June, at Kobe (after an illness of three and a half years), Brinsley Sheridan Fish, of Thurstaston, Cheshire, England, youngest son of the late Rev. John Fish, aged 36 years.

HARVEY—On the 2nd Aug., at Valletta, Sarah, aged 88 years and 9 months, relict of Samuel Harvey, Esq., late of H.M.'s Dockyard, Malta.

JACKSON—On the 2nd June, at The Hutt, Wellington, New Zealand, John Jackson, Esq., late of the Hon. East India Company's China Civil Service, aged 70.

JARMAIN—On the 10th June, at Yokohama, Hannah, the wife of Mr. J. Jarmain, aged 32 years.

MARGESSON—On the 17th June, from the total wreck of the steamer *Hannara*, off Yokohama, Japan, Henry Davies Margesson, second son of the Rev. Wm. Margesson, of Woldringfold, Sussex.

MORGAN—On the 9th July, at the residence of Dr. Morgan, Borella, Colombo, William Morgan, late an Advocate of the Supreme Court, aged 61 years.

NICHOLL—On the 16th July, at Ghazeepore, East Indies, Edward, youngest son of the late Captain Nicholl, Bengal Horse Artillery, aged 28.

O'GRADY—On the 15th June, at Caraitivoe, Batticaloa, Ceylon, the residence of his third son, E. H. O'Grady, Esq., M.D., late Physician to the British Embassy at Paris, aged 80.

ORD—On the 9th Aug., at his residence, Upper Clapton, Middlesex, John Ord, Esq., aged 85.

THURNBULL—On the 15th July, at Singapore, Hannah, wife of Mr. W. Thurnbull.

THE Silk Supply Association has determined to start a *Silk Supply Journal*, on the model of the *Cotton Supply Reporter* of the Manchester Cotton Supply Association. Some talk has taken place among the Indian tea companies of publishing a journal on tea culture, to follow up the proceedings of the tea conference of the Indian Committee of the Society of Arts. The Society gives a medal for a book on the promotion of tea cultivation, and the Indian Government are likely to produce a manual on the same subject.

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NOTICES TO CORRESPONDENTS.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be accompanied by the name and address of the writer.

*Any information required by Subscribers, in reference to Commercial or General Matters in* China, Japan, Singapore, *and other parts of the* Far East, *will be supplied on application at the Office, where files may be seen of the Journals published in those countries.*

The applications for this journal from the Straits, China, Japan, &c., having lately become more numerous, a supply is now sent to the Agents of the London and China Express in those countries. The subscription is $8 per annum.

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PUBLISHED on the departure of the Fortnightly English Mails *via* Marseilles, and Monthly French Mails, contains a Summary of English, American, Continental, and General News, Commercial and Shipping Reports, and Special Notices of Trade with the Far East.

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# The London & China Telegraph.

*LONDON, MONDAY, AUG.* 23.

## AFFAIRS IN JAPAN.

We had some time ago a tolerably circumstantial account of the inauguration of the first session of the Parliament at Yedo, but have heard little of its doings since. The country seems to be a good deal disturbed, trade is at a standstill, and altogether the state of affairs is such as must give some cause of uneasiness to the Government, as well as to the representatives of Foreign Powers. If the so-called Parliament really possesses any legislative powers, they might surely be brought into operation with advantage. We hope Sir Harry Parkes will soon be able to obtain some insight into the working of this Assembly, with a clear definition of its *status* in the Empire, and the extent to which it may influence the relations of the Mikado with Foreign Powers. At present its functions appear to be involved in some degree of obscurity, the only one exercised being that of "considering" any question submitted to the members, and laying a report of their deliberations before the Mikado; and to-day's mail brings us a translation of a curious sort of memorial recently produced by the Japanese Foreign-office that is now undergoing that process.

This remarkable document professes to set forth, *seriatim*, the various difficulties occasioned by the presence of Foreigners in Japan; it is divided into twenty-one clauses, each containing a question, to which an answer appears to be required. It commences with an allusion to the diversity of opinion that exists in Japan as to the manner in which Foreign intruders ought to be dealt with; some, it is cheerfully remarked, think they ought to be exterminated at once, while others would prefer encouraging them for a time, until the Japanese have thoroughly perfected themselves in the science of warfare, and *then* driving their unwelcome guests into the sea. In the second clause the Assembly is naïvely asked for a candid opinion as to the relative merits of assassination or ejection — "shall we proceed to a "systematic expulsion, or shall the Foreigners residing in "our country be killed?" and then, with a sort of lingering doubt as to whether either plan will meet with unreserved approval from the Foreigners themselves, the writer pertinently adds, "But if the Foreigners wage war against us for this, how shall we resist them?" A query which, we should imagine, the Japanese Parliament will regard as a rather difficult conundrum, and "give it up." After discussing the best means of guarding the Imperial person in case of such a war, the writer proceeds to point out that the large force of Foreign soldiers (chiefly English) kept in Japan is entirely owing to the repeated murders of innocent Foreigners that have taken place; and asks, if this system of assassination and the consequent augmentation of the Foreign troops is to continue, what is to be done when they become so numerous as to take possession of all the ports? The difficulty is put in clear and forcible language:—"If, in consequence of new "murders of Foreigners, their troops should be so much aug-"mented that they occupied all our ports, what country will "be then more despised and humiliated than ours? Even "now, there are many grievances the Foreigners have against "us. How can we clear our old and sacred laws and religion "from this stain? What are we to do? It is because our "Government can neither protect their own people nor the "Foreigners that the Foreign countries have sent their troops "to us, and they declare that they will not withdraw "them until the Government has obtained the power over "life and death, and to punish and reward. And this power "the Government must have—enough authority to protect "their own people and the foreigners. That, as is now the "case, the Foreign countries themselves punish crimes com-"mitted in our country is a shame and an insult. How "can we wipe it out?" Theoretically, this is easily answered. Organise a strong Government, we might say. Make a law whereby offences against Foreigners shall be punished as severely as against natives, and honestly carry it into effect. You will then have done all that can be done to efface the stain of former misdeeds, and rendered armed interference unnecessary for the future. But, practically, this is not so easy; the country is torn by internal dissensions, and the restoration of tranquillity at home must precede a satisfactory adjustment of external relations.

The debts owing to Foreign countries, and the ways and means of paying them off, form the next "difficulty" regarding which advice is asked. The Foreign debts taken over by the new Government from the old one (the Shiogoon's) is stated at six millions of dollars. This includes the overdue balance of the Simonoseki indemnity—one million and a-half; a loan of half a million from the Oriental Bank; one of a million from (or through) an English merchant; debts from Daimios to Foreigners, now guaranteed by Government, to the extent of 240,000 dollars; and various other items. To the credit of the Japanese Foreign-office, their memorial does not exhibit any intention to rely on the bloodthirsty measures more than hinted at in its commencement as a means of extinguishing these liabilities. Even repudiation is not alluded to. The memorialists simply ask—"How are we to satisfy these claims?" Whereas, in some countries that we could name, a good deal nearer home, the formula would be "how are we to *avoid* paying these claims?" A portion of them, by the way, arise out of the large quantity of spurious gold and silver coin that has found its way into the hands of Foreign merchants, and in this document the fact of the debased coinage having emanated from the Government Mint at Osaka is freely admitted:—"The Japanese Government, by issuing bad coins and acting "contrary to the treaties, have, by deceiving their own people "and Foreigners, polluted their name in the sight of all the "countries; how shall we clear ourselves of this stain?" This is the final question, and the memorial (we can find no more suitable name for it) winds up with an earnest appeal to the Parliament for an early and thorough discussion of these pressing difficulties.

We await the result with some curiosity. Will the proposal to "kill all the Foreigners" be discussed by the Yedo Parliament as coolly as it is put forth by the Foreign-office? Or will the Daimios pass that over, as rather too strong a measure, and, accepting the presence of strangers as a necessary evil, proceed to legislate for their protection, and otherwise prepare to meet the difficulties they are called on to face? At any rate, whatever it may result in, this memorial is in itself an extraordinary document, for it admits us, so to speak, behind the scenes of Japanese officialdom, and affords a new and striking illustration of the peculiar point of view from which the natives survey questions of Foreign policy.

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Before the Session of Parliament came to an end the "Straits Settlements Bill" was read a third time and passed. Lest any over-sanguine Straitsonians should be led to imagine that their wildest visions are on the eve of realisation—that the constitution of the Legislative Council is about to be reformed, the independence of the Judges secured, and Governor Ord suppressed altogether, we may as well mention that this is simply a measure for transferring the Straits Settlements from the Episcopate of Calcutta, of which they have hitherto formed part, to another ecclesiastical jurisdiction.

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In another column we print the text of the Memorial addressed to Earl Granville by the members of the Ceylon Civil Service, wherein the Colonial Department is roundly taken to task for what the Civil servants are pleased to regard as a wholesale maladministration of patronage and promotion. The Memorial—the "humble Memorial," it styles itself at the outset—is couched in terms of such arrogance that we cannot anticipate for it much sympathy either in or out of the Colonial-office. It is an outburst of temper rather than a temperate statement of grievances, and will in all probability bring on its authors a decided "snubbing."

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## CHINESE EMIGRATION.

SINCE the *regime* of Admiral de SOUZA as Governor of Macao was inaugurated, the infamous slave trade that had so long disgraced that colony under the disguise of "free emigration" has been suppressed; but, unhappily, an equally vile, if not a worse form of the traffic, seems to have become naturalised in Hong Kong. According to the *Hong Kong Daily Press*, a perfectly trustworthy authority, the exportation of Chinese women from that port to California for the worst of all purposes, has lately increased to an enormous extent. Among the hundreds of Chinese passengers leaving by every vessel for San Francisco there have doubtless always been a certain proportion of "unfortunates"—women who went knowingly, and, alas, only too willingly, to pursue their miserable vocation in the Pacific States. Of course, no legislation, no care on the part of the Hong Kong Government or the owners of ships, could check this. But of late we are told that hundreds of girls are kidnapped, and shipped off wholesale against their will, to be sold to a life of shame, being first inveigled from their homes in the interior, then taken to Hong Kong, and finally forced on board ship under a system of terror and intimidation that frightens them into the appearance of being consenting parties. No wonder that the *Daily Press* calls for colonial legislation on the subject; and its suggestion that a proclamation should be issued, informing these poor people (who are necessarily ignorant of the law) that they can claim the protection of the Government, should be instantly adopted, together, we would add, with another, offering a reward for the detection of the guilty persons, for whom no punishment admitted by English law would be severe enough.

At the same time that this most unwelcome revelation is forced on our notice, a great controversy is going on in the United States as to the expediency of introducing Chinese coolie labour into the South, whereby it is thought that the formerly slave-cultivated States might be raised to a pitch of productiveness and prosperity even superior to that which they enjoyed in the palmy days before their peculiar "institution" was overthrown. Mr. KOOPMANSCHAAP is the hero of the hour; he has held up the tempting bait to the promoters of Southern regeneration, and they have become so enamoured with the scheme as to organise a company with an immense capital, to promote the influx of the wished-for tide of Chinese labour. But a difficulty has intervened. The importation of the coolies seems, according to the present condition of United States law, to be wholly illegal. Congress had passed an Act in 1862 totally prohibiting the coolie trade. By this Act citizens of the United States, and residents within the same, are forbidden to "raise, equip, load, or otherwise prepare, any ship or vessel, "registered, enrolled, or licensed in any port of the United "States, for the purpose of procuring the subjects of China, "known as coolies, to be transported to any Foreign country, "&c." The penalty for the infraction of this enactment is the forfeiture of the ship and all her appurtenances. It is also made an offence, punishable with fine and imprisonment, to aid or abet in building, equipping, or navigating any vessel intended for the coolie trade, or to take on board, receive, or transport coolies so intended. Again, in 1867, the matter was brought to the notice of Congress in connection with the Macao traffic, and a resolution was passed unanimously by both Houses of Congress, expressing the abhorrence of the people of the United States of the coolie trade, and their firm determination to maintain the prohibitive Act. And the fifth article of the celebrated BURLINGAME Treaty provides against any other than voluntary emigration, and agrees to make it a penal offence to take Chinese subjects from China without their free and voluntary consent. All these provisions are, it seems, to be interpreted in the most stringent form, for the Collector of Customs at New Orleans having applied to the SECRETARY of the TREASURY for instructions, in view of the expected influx of Chinese, has received a reply in which he is authorised and directed to use all vigilance in the suppression of this, as the SECRETARY of the TREASURY calls it, "new modification of the slave trade." This appears to us a most unreasonable action on the part of the United States Government. The law thus enforced was passed at a time when the shipment of coolies from Macao to Cuba, the Chincha Islands, &c., really embodied all the horrors of a slave trade; and the determination to be in no way identified with it reflected nothing but honour on Congress. But in what respect can the introduction of these labourers in American ships, to reside and work on American soil, under the protection of American law, be compared with a slave trade? If it is the deliberate conviction of the Southerners that coolie labour will be a blessing and not a curse to their land, why not let them have it? Once on American ground they will be free to all intents and purposes, and can no more be placed in the position of slaves than the now emancipated negroes can be again reduced to bondage. The only real difficulty is that of guarding against kidnapping or forced embarkation in China, and this might be accomplished by placing each vessel in a sort of quarantine on arrival at San Francisco, and permitting none of her passengers to be landed until a certificate had been produced showing the exact number on board, and that the United States Consul at the port of embarkation had received satisfactory proof that in every case the departure was free and voluntary. This system, properly carried out, and combined with the infliction of heavy penalties for every delinquency, would at once admit of the safe introduction of Chinese labour into the States, whether required for mining or agriculture, and at the same time put a stop to the monstrous evils that evidently beset the female emigration from Hong Kong. In adopting such measures the United States Government would assuredly receive the most hearty co-operation from Governor MACDONNELL, and the cordial sympathy of Englishmen in all parts of the world.

## AUSTRIAN TRADE WITH THE FAR EAST.

THE latest accounts received from the Expedition to the Far East contain some interesting particulars of the Treaty of Commerce concluded with Siam, which appears to have been very cleverly managed, and in many respects highly favourable for the interests of Austrian trade. The treaty differs in so far from similar ones concluded between Siam and the other European States that it contains a specified list of the articles of export and import either prohibited or monopolised. This has been overlooked in framing the treaties with England, France, and other Powers, by which the merchants and shippers of those nations are exposed to innumerable difficulties and chicanery in unintentionally infringing the laws and customs of Siam, and having to pay dearly for their experience. This definition of the prohibited articles, which is certainly an improvement on the existing treaties, is understood to be a diplomatic success of Herr VON SCHERZER, who was charged with the negotiation of the treaty, and who carried his point in spite of the violent opposition of the Siamese, who objected to it as an innovation, which they will probably be soon compelled to extend to their treaties with other countries under the "most favoured nation" clause.

It cannot be doubted that the Government of Austria acted wisely in sending out the Expedition, and "in the nick of time;" for in the face of the opening of the forthcoming Suez Canal, great preparations are being made in various parts of the monarchy to profit by the opportunity thus offered for direct communication with India and China. In Austria no doubt has ever been entertained that the Suez Canal would become an established fact, and a fair amount of the shares in the company are held by Austrian capitalists. It was only considered a question of time, and the uncertainty of the period of its completion was the sole reason for taking measures which have long since been projected and organised, and are now being brought into execution. At Trieste a company is in course of formation, for the purpose of running a line of steamers from that port through the Canal in the first instance to Bombay, and Calcutta, to fetch the two principal staple articles of the Austrian manufactures, cotton and indigo, for which they have hitherto been dependent on the English markets, subjecting them to the disadvantage of a doubly round-about route, firstly round the Cape of Good Hope to England, and secondly from London or Liverpool up the Mediterranean *via* Gibraltar. These long and tedious routes will now be dispensed with, at an immense saving of time, expense, and risk; and the saving thus effected will amply compensate the merchants for the trifling extra expense of steam navigation and the equally insignificant toll of ten francs per ton to the Suez Canal Company, whilst they will always have

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sure market for the disposal of their goods in Austria, Switzerland, and Germany. For this service, which is to be at first fortnightly, six steamers of 1,200 tons each are now being built, and as soon as this line is organised the company proposes establishing another through the Suez Canal to Siam, China, and Japan, with larger and more powerful steamers.

## THE CEYLON PLANTERS.—PRESENT CONDITION OF THE COFFEE ESTATES.

Mr., now Sir Wentworth Dilke, in his book, "Greater Britain," has allowed such surprising inaccuracies to creep into his description of Ceylon that it is difficult to believe that he was ever on the ground on which he writes. It would seem as if the knowledge he gained of the various countries through which he passed had all got mixed up together. For instance, instead of the coach which plies between Galle and Colombo being on the Java system of four ponies, it is simply the fact that it is always drawn by *two horses*. Not even on the occasion of the arrival of the Governor, Sir Hercules Robinson, were four horses used. This might pass as harmless, but not so when the writer attempts to twist the act of "a lady from Mauritius," in taking a cowrie from a native, into a specimen of the manner in which the English in Ceylon tyrannise over the natives. Mr. Dilke jumps at conclusions with more vigour than accuracy, and if this is a specimen of how he has used his experience in describing English people abroad he had better have remained at home, and left "Greater Britain" to be explored by a more experienced and more thoroughly English mind. The mischief of such anti-English tendencies is that they generally act as incentives to a train of abuse on Englishmen abroad. The *Edinburgh Review*, in reviewing Mr. Dilke's work, stretches these charges into a tirade of vulgar abuse against the Ceylon planters as a class, which is utterly untrue and scurrilous. The reviewer says:—"The people may often have been "treated harshly and superciliously by the officers of the "British army or the Government, but they were reconciled "to it by the knowledge that those were high-caste men— "sahibs—men in authority; whereas these fellows (alluding "to planters) are evidently, by their demeanour and bearing, "low-caste, low-born, and low-bred. It is scarcely possible to "imagine any human beings who combine all the disagreeable "qualities of the national character in a greater degree than "some of the creatures *who find their way to Ceylon and "India as managers of tea and coffee plantations*. English- "men without manners, education, or scruples; Irishmen "with an acuteness which their want of principle makes dan- "gerous, and with a recklessness which their want of kind- "ness makes terrible, are sent out to superintend the tasks of "Cinghalese or Assam labourers."

Now the planter, as a rule, is a man living entirely alone on his estate; he has to manage some two hundred to four hundred coolies in such a manner as to obtain from each coolie a fair amount of work for his wage, and it is the most important item in his management to do so without causing discontent. He must know how to act with firmness, as like all Asiatics these labourers are prone to idleness, but to resort to cruelty would be the most suicidal policy possible, for they would all walk off in a body to the nearest police magistrate, and most certainly obtain redress. The author must have had in his mind the condition of the slaves in the Southern States of America, with its system of nigger-driving. It is simply a matter of fact that no flogging or other means of coercion is permitted on a Ceylon coffee estate. It is notorious that all proprietors or their agents would immediately dismiss any superintendent who resorted to any kind of ill-treatment. The place of the superintendent is entirely dependent on the success of his management in this and other respects. Any man found to have a bad temper and to be unable to treat his labourers with kindness does not long retain his position. The chief element in the success of a coffee estate is of course an adequate labour. To judge the question however from a different test, we can state that these labourers, of their own free will, are continually passing to and from India, and if there were any truth in the statements alluded to we should not find the stream of immigration maintained; whereas at this time the supply of labour even exceeds the requirements of planters. Another test may be found in the fact that it is an unheard of occurrence that the help of the police or military is required to quell disturbances on estates, or, what is not uncommon in cases where Asiatics are ill used, the massacre of the superintendent and his staff.

Now, with regard to the personal habits of the planters, as a class, instead of abusing them, it should have been stated—very much to their credit considering their lonely life—that the cases of dissolute and intemperate life amongst the 800 planters are rare. Of course they are not angels, and there are exceptions; but as a rule these planters are a decidedly respectable class of men. Many, indeed, have had a college education—not that that guarantees a man against bad habits; but as a body planters are so well looked after by the proprietors or their agents that any such tendencies are followed by dismissal. Where the whole value of the estate depends on the efficiency of one man it is of the utmost importance that he should be free from intemperate habits. Even if there had been in days gone by any acts by which the planters could be spoken of as oppressors or "nigger-drivers," it was the duty of the reviewer to draw the line, and not to vilify the present generation for the acts of the past. That a journal of the standing of the *Edinburgh Review* should utter so gross a libel on the planters of Ceylon is most unaccountable; it is a gratuitous insult to a body of hard-working and generally speaking well-educated men.

In these days of close working estates are regularly visited by an inspector, who examines into all the departments, and reports accordingly to the proprietors or agents. Nothing is taken for granted, as in former days, when a planter dealt direct with the proprietor or his financial agents in London, and no doubt often appropriated a large portion of the funds drawn for the purposes of the estate to his own benefit. Very dishonest management was sometimes carried further, for planters who owned estates under loans from London houses would obtain advances under false representations as to the yield of the crop. More than this, a planter has been known actually to obtain these advances whilst his estate was under mortgage, and conceal that fact. In those days registration of mortgage deeds was not known, and hence the facility for frauds. Then followed the introduction of limited companies in London, for taking over estates at prices that have left heavy losses to the shareholders, although a few knowing vendors made a handsome profit by the transfer of estates they had easily acquired. This, added to some previous discreditable transactions, made Ceylon stink in the London market, and no capitalist would look at a coffee plantation as an investment.

This fast and loose condition of things has now happily been succeeded by a more strict *regime*, and it is no longer possible for a planter to draw up his estimates for the season, obtain the money, and spend it as he likes. The inspector now goes round and checks all the items. The reason that coffee estates did not pay became clear enough when examined into. The sums drawn for expenditure on the estate for its proper maintenance was not expended on it, but went another way. With such management, or rather want of management, it is not surprising that the yield was unsatisfactory as compared with the outlay. As a proof of the economical management now prevailing, it is only necessary to state that coffee was last season put on board ship at Colombo costing not more than 30s. to 40s. per cwt., and netting in the London market 60s. to 70s. This is the investment which capitalists turn aside from. These facts will, however, speak in time, and instead of acquiring a good-bearing estate at the present market price of £40 to £50 per acre, the rates will most probably considerably advance. The monsoon rain, which has not appeared for five years, has returned this season, and the crops all look very promising for next autumn's yield. There is but little forest land left suitable for coffee cultivation in the hands of the Government, which is selling at £1 to £3 10s. per acre. Really promising land is, however, worth £5 per acre, to which must be added all the expenses of clearing, planting, and a delay of three years before the maiden crop is gathered. Coffee estates in Ceylon properly bought at the present time and well worked will yield at least 10 to 20 per cent. Some estates will, with good honest management, return a much larger percentage, and a fortune can be made out of them with less than ordinary risks.

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The colonists of Hong Kong are hard to please. Labouring under a complication of inconveniences arising out of their defective monetary system, they cried out for a Mint of their own. In due time this was obtained, but no sooner had they got it, than they cried more loudly still to be rid of it. The second wish also was speedily, and we have always thought prematurely, granted; and yet they are not content. The *China Mail*, in a recent issue, draws a melancholy picture of the miseries arising from the want of a local coinage, "short," "chopped," and spurious dollars, the bank system of receiving by weight and paying by tale, the squeezes of shroffs and compradores, and innumerable other evils being inseparable from the present system, or rather total absence of system. The *Mail* suggests two remedies—one is, that clean Mexican dollars, before being paid away by any local bank, should be stamped with the "chop" of that bank, in English and Chinese, and that these dollars should be thereafter a legal tender in paying sums of moderate amount. This would certainly be a great boon in small transactions, while large ones might still be carried on by weight. But we like the second plan better; it is to resume the coining of Hong Kong dollars (and, we presume, the subsidiary coins) *at home*, and at the same time making an ordinance that, after a reasonable interval, say a year from the first issue, they should be the only legal tender, Mexicans ceasing to be so except in sums above a given amount, and then by weight only. This is an ingenious plan, and, unlike many ingenious plans, has the additional merit of being strictly feasible. We hope to see something of the kind carried out shortly.

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Really, some people are very unreasonable. Commander Robinson, for instance, of H.M.S. *Rinaldo*, who so rudely refused to allow his vessel to be used to convoy the yacht of his Majesty—we beg pardon, his Excellency, Sir Harry St. George Ord, on the occasion of that potentate's visit to Java. Governor Ord, who possesses a cultivated though somewhat expensive taste for sublimity and regal magnificence, thought it would be very nice to go in his own yacht, with one or more men-of-war in his suite—in fact to arrange it somewhat in the manner of a Royal progress. The commander of the *Rinaldo* quite failed to see the beauty of the plan, and, in deed, not only declined to sanction it, but so far forgot the respect due to Sir Harry as to offer the humiliating alternative of a passage to Batavia on board the *Rinaldo*. A mere sloop, however, could not possibly contain his Excellency's dignity, so the *Peiho* had to take him over alone, while the *Rainbow*, another Straits vessel, was told off to act for the nonce as a private despatch-boat, and carry his Excellency's mails over after him—a task that might very well have been left to the regular mail steamer. The fitting-out and coaling of the two steamers, of course, cost several thousand dollars, and the colonists will have to settle the little bill. No wonder if they begin to think that King Log was best, after all.

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The August number of the *Cornhill Magazine* contains a contribution by Mr. Mitford (Secretary to Her Majesty's Legation in Japan), in the shape of a translation of a Japanese sermon. Mr. Mitford has brought to bear on his task—doubtless a pleasant one—all the art of a good translator, for while rendering the discourse in most unexceptionable English, he has quite preserved the character of the original. If the sermon he has chosen is a fair average specimen, and not one selected on account of its peculiar excellence, the hearers of sermons in Japan are much to be envied, for it is as full of point, illustration, and vivacity, as an English sermon is usually of rigid formality and dulness.

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A Hong Kong telegram, recently published, says it is generally believed in China that the Peking Government has officially informed Sir Rutherford Alcock that the Duke of Edinburgh cannot be received by the Imperial family on a footing of equality. Of course our present Government, with its avowed intention to humour every prejudice of the Chinese, will not press the matter; so we earnestly hope, that as the Duke cannot go to Peking without subjecting himself to shameful humiliation, he will not go there at all. The Queen of England's son can hardly be expected to eat humble-pie with the startling avidity shown by the members of our present Administration.

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## CHINA MISSIONARIES.

**The following correspondence upon missionaries in China has been addressed to the editor of *The Times*:—**

Sir,—It is with great interest that we English of this extreme East have read the debates on the China Missions and the leaders in *The Times* to the same effect. By the time this letter reaches you the interval that must elapse will be too great to suppose that even the faintest trace of public interest will be felt in the matter; but still there are a few whom it affects directly, and others, again, who are compelled, however great a nuisance it may be to them, to take an interest in the matter, and it is to them that I would address a few words, which I can be trusted to do the more impartially as I am utterly indifferent to both sides of the question, and will merely record the few things that have fallen under my notice during a three years' residence in China, Formosa, and Japan. It is hardly necessary to say that there is not the least resemblance in the manner of conducting the Roman Catholic and Protestant missions. While the former endure every hardship, lead a wandering, precarious life in the remote regions of Thibet, in the wilds of Lower China, far inland, where their lives are completely buried, and their death often remains unknown for years after it has occurred, the latter are the sleek, typical, under-educated class, who are represented in England by the Bible readers and lecturers in the small Sunday-schoolrooms of the provincial towns. They here find themselves, to their utter astonishment, almost political agents (certainly as far as doing mischief is concerned), in obstinate defiance of the requests of their own Government, and with narrow-minded, bigoted prejudices against the people they come to convert. While I have attempted roughly to sketch the poor lay brother, a Franciscan of Rome, with no pay, no house, nothing but his breviary and his Chinese food, let me draw, with the object staring me and all other Eastern sojourners in the face, the comfortable bungalow of the worthy missionary—on a hill, to catch the least air from the south-west monsoon, with his mosquito curtains and his China logs, his well-stocked table and full cellar, his conventicle not a stone's throw from the house—probably his wife and children (the last certainly above the proportion usually allotted to men)—perfect immunity from all personal danger, with the inevitable gunboat under his windows.

I refrain from saying how they teach, or what they teach, or by what process they succeed in making the mission of peace and mercy an eternal cause of strife and bloodshed. For the same reasons am I unwilling to bear testimony to the amount of "fruit" these invaluable husbandmen produce, but I may fearlessly call all China to witness that of all the rascals that infest Shanghai, Hong Kong, or Canton, few exceed in villainy these precious lambs rescued from the toils of the Chinese Devil, whoever that may be. But if they did nothing worse than what I have already referred to, the evil in itself might be easily cured by having a better class of men, by having them more under control, and by a distinct determination that they should really be missionaries, and not so many well-housed, over-fed, illiterate persons, enjoying comfortable homes and good incomes, and doing worse than nothing. It is absurd the public at home should be made to support such an intolerable incubus as the fleet in China, which was distinctly proclaimed as necessary for the protection of the missionaries, while at the same time we are throwing off the burden of an ancient and magnificent establishment at home.

The present First Lord of the Admiralty is, no doubt, perfectly well informed as to the necessities of the China station, and if he carries out his reductions still more—if he can by that measure compel the missionaries to reside in recognised localities of safety—he will do more to preserve the peace between the two countries, and to pour the commerce into its legitimate channels, than probably he has any idea of. What can be more disastrous for the general traveller out in these remote regions than a horde of *soi-disant* proselytarians wandering about the country, craving protection everywhere, with their price-list and samples in three pockets, a Bible and tracts in the fourth? I am afraid I have already exceeded the very valuable space that you usually allow in your columns for a letter, and with the concluding remark, which now appears necessary to me, that I am neither a Roman Catholic nor of the Church as preached by the missionaries of China,—I remain, &c.,

Veritas.

Shanghai, June 10.

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Sir,—As a Protestant missionary of some standing in China, I cannot leave unnoticed the very strong charges brought against my class by your correspondent "Veritas," in *The Times* of to-day, and I trust, in justice to myself and my brother missionaries, that you will allow me space in your columns to state a few relevant facts.

I am a Churchman, and my testimony will be, perhaps, the less suspected if I speak, not of Churchmen, but of Independents,—namely, the missionaries of the London Missionary Society.

Protestant missionaries are charged indiscriminately with indolence and self-indulgence, want of education, narrow-minded prejudice, and a habit of mixing up trade with their ostensible calling.

The pioneer of Protestant missions in China was the London Society's missionary, Dr. Morrison, who, after many years of labour, left behind him translations of the Holy Scriptures and of portions of the English Liturgy, and also his well-known *Lexican* in six quarto volumes, which was published under the patronage of the East India Company.

Among his successors, reaching down to the present time, occur the names of Milne, Medhurst, the Strunachs, Drs. Lockhart and Hobson, Legge, Wylie, Edkins, and Muirhead. And of their works, passing over a large mass of both religious and scientific tracts, I may name a verson of the whole Bible in admirably lucid and classical Chinese, to the perfection of which several of the missionaries just named contributed; a *Lexican* in four thick octavos by Medhurst; translations of Euclid, and of standard works on algebra, mechanics, the differential and integral calculi, astronomy, and medicine; and a critical and exegetical translation of the Confucian canonical works by Dr. Legge, of which four octavos are published and which is still in progress.

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Your correspondent declines to discuss the question of the "fruits" of our labour, technically speaking: but I think I have at least said enough to call in question his wholesale charges of ignorance, indolence, and "narrow-minded bigoted prejudice against" the Chinese, so far, at any rate, as the missionaries of the London Society are affected by them.

It ought not to be overlooked that two of the great works I have named—*Morrison's Dictionary* and *Dr. Legge's Classics*—have been munificently patronised by lay residents in that China which "Veritas" invokes to sustain his indictment against us; the former work having been edited at the expense of the Hon. East India Company, the latter at that of the late Mr. Joseph Jardine and his executors.

With regard to the Chinese scholarship displayed in these works, my testimony will go for what it is worth. But having lived nine years consecutively within the walls of Chinese cities, Ningpo, and Hangchow, daily reading and conversing with natives, and having, through a university education, gained some notion at least of what scholarship means, I cannot help bearing very cordial witness to the fact that the Chinese of the above-named works is remarkably good, and acceptable to native scholars—heathen and Christian—particularly that of the version of the Bible, and that the dictionaries and the great critical work of Dr. Legge are probably the most valuable contribution to the knowledge of Chinese literature since the works of the great Jesuits of the seventeenth and eighteenth centuries.

I have, as I proposed to do, spoken only of the achievements of one of the missionary bodies—the London Missionary Society. They have been the longest in the field, they have been eminent for ability, and they have addicted themselves very much to literary work.

There are others, however, not far behind them in this respect, who in the special duties of evangelists are fully their equals.

For myself and my colleagues of the Church Missionary Society, I will only say that we are quite unconscious of having gone to China either to make money or to live in luxury; and that the Divine command and obligation which first overcame our aversion from expatriation has kept us hitherto conscientiously endeavouring to live as well as preach the gospel of truth and love among the Chinese.—I am, Sir, your obedient servant,

GEORGE E. MOULE,
Missionary of the Church Missionary Society.

Fordington Vicarage, August 17.

## THE OPIUM TRADE.

(THE GLOBE.)

It is an ill wind that blows nobody any good; thus the duty on the opium exported to China with such baneful and destructive results to the people of that empire, forms, as we were told by Mr. Grant Duff, no inconsiderable portion of the revenue of the British Indian Empire. At the same time the impost is one of great financial uncertainty, and exposed, Mr. Grant Duff considers, to three dangers—"first, to the possibility of some movement in China which might effectually close that market; secondly, to an effective competition in the Chinese market from other countries; and, thirdly, to such an improvement in the manufacture of opium in China itself, as to make it independent of the Indian supply." The first two dangers he was inclined to dismiss as being, though possible, improbable; and the third he looked on as only a remote contingency. We are inclined to think, however, that more weight is to be attached to this last than Mr. Grant Duff is willing to admit. The cultivation of the poppy has been for many years largely increasing in China, and whereas formerly it was confined to the provinces of Se-tchuen and Yunnan it is now also very generally grown in Shensi, Shansi, Mongolia, and Manchuria. At the present day the prepared native opium has nearly supplanted that of the Indian growth in many districts formerly supplied from Hankow, and has recently found its way to Shanghai, where it has been offered in the market at prices far below the cost of the Foreign drug; and although the rapid spread of opium smoking among all classes of the Chinese has prevented any decline in the quantity of Indian opium imported, the competition it has met with has materially lost its price. Malwa, which in 1866 was worth 650 taels per chest, in 1868 fetched only 500 taels; and it is impossible not to anticipate that the price must fall still lower, for as the cultivation of the poppy spreads, the use of native opium, either mixed with Malwa or pure and simple, will become more general; and although it lacks the strength and flavour of the Foreign kinds, and is at first unpalatable to those unaccustomed to its use, a taste for it is very easily acquired, while its comparative cheapness is an irresistible argument in its favour. The native growers have such manifold advantages over the importers that it is obvious that, unless some strong prohibitory measure is enforced against the cultivation, they will produce more and more opium each year; for while the import duty on the Foreign drug is as much as thirty taels per picul, the taxes on the same quantity of native opium amount to only three taels and a half—a difference which partly enables the grower to sell his opium at a price about 250 taels per chest less than that which is imported. The loss inflicted on the Imperial exchequer by the check thus given to the further importation of the Indian opium is very great, and has lately drawn from the Throne a decree forbidding altogether the cultivation of the poppy; but the profits to the farmers are so large, being, as compared with crops of pulse or grain, as twenty-four to fourteen, and the illegal exactions levied on it by the local mandarins are so considerable that only a very strong Government, backed with the full force of public opinion, would be able to suppress its production. Unfortunately for the revenues of both India and China, neither are known within the limits of the Flowery Land. It is said that last year the crop in See-chuen produced 50,000 piculs, while a traveller who lately visited Manchuria found that in the richer and more fertile districts the poppy was rapidly superseding all other crops. In a memorial recently presented to the Throne by an Imperial Censor it is also stated that in the Western Provinces the more productive districts are entirely devoted to the growth of the poppy, while the more sterile regions are considered good enough for the less remunerative, but all important crops of grain and pulse. While, then, at present the quantity of opium imported from India to China increases rather than diminishes, it is obvious that the rapid progress of the poppy cultivation in the latter country threatens eventually to drive the Foreign drug out of the market. And although, as we have shown, the loss being thus inflicted on the Imperial exchequer is very great, the section of the community who are interested in its growth is so large and powerful that the Government is powerless to take any effective measures for its prohibition It remains, then, for the Government of India to find a remedy for this condition of affairs. The true remedy seems to us to be to increase the quantity of opium produced, and to reduce the duty levied on it, and thus to enable larger importations at lower prices effectually to compete in the China markets with the native drug. We have as yet only looked at the question from a commercial point of view; but it is plain from the cheers which greeted Mr. Grant Duff's ambiguous declaration, "that no one who occupied himself with Indian finance could be altogether happy about this (the opium) revenue," that there is a large party in England who are opposed on moral grounds to what is called this "iniquitous traffic;" and with good reason, for it is abundantly evident that the use of opium is most injuriously affecting the people of China. The great diminution in the rate of increase of population, the widespread poverty, and the rapid growth of brigandage, are in a great measure traceable to its influence. By its enervating effects on the body, and its weakening effect on the mind, it disqualifies and disinclines the smoker for all work, either mental or bodily; and thus, at the same time that the indulgence entails on him a large additional expenditure, it deprives him of the energy necessary to earn that subsistence which without it he would be able to obtain. These evils are fully recognised by the poor wretches themselves, who eagerly seek from European science for remedies to enable them to free themselves from the pernicious habit. But none exist; and thus, while we have been the means of bringing innumerable evils on the countless thousands of China, we are powerless to alleviate their suffering.

## SUBSIDISED STEAMSHIP COMPANIES.—THE MESSAGERIES IMPERIALES.

The *Semaphore* of Marseilles makes the last report of the directors of the Messageries Imperiales Company the text of the following observations:—Documents of this kind possess something more than a momentary interest. They are read by the public for other motives than the shareholders, and the press, moved by considerations of a much more general nature, examines undertakings of this kind less to ascertain what profits they may yield, than to study the progress of, or the circumstances which may have exercised an influence on, this important branch of the national industry. At the present moment especially, since the mercantile marine of France ceases to be protected by artifices of Customs legislation, it is of interest to learn whether our great navigation companies are prospering, and whether they are, as our opponents say, in a healthy state. The Messageries Imperiales Company no doubt enjoys that peculiar situation of all companies largely subventioned by the State. It must naturally result that the bases of competition are sensibly modified. In such cases the question to be examined is not whether these companies do not depend too much on their privileged situation, but whether they really endeavour to attain that necessary equilibrium for the balance not to incline to either side, and for the laws of free trade not to be continually in peril. A country may submit to great sacrifices in order to organise, in all their branches, services as extensive as those of the Messageries Imperiales Company, and to create a new industry. But this enterprise must on its side prove in time that there is a reason for its existence by sustaining itself with its own resources, by flying with its own wings, and by providing for its own necessities; and that end may be attained without the State ceasing to take into account the services it requires and which are rendered to it. We happily find traces of these preoccupations in the report presented this year. In the announcement of the transformation of the vessels on the Brazil and La Plata line, it is easy to see that the directors of the Messageries Imperiales Company are struck with the difference existing between the present movement and the period at which they inaugurated the service. Since then there has been created a French line, two or three English services, and one from Hamburg, which have endeavoured to combine the regularity and rapidity of steam voyages with the requirements of commercial competition. These free companies, without subvention of any kind, are carried on to the advantage and to the satisfaction of numerous interests. Some of these foreign companies even come to the French ports of the Atlantic to compete for passengers and freight with the French company. Established subsequently to this last, and profiting by experience and the progress of naval constructions, they employ vessels in which efforts have been made to combine rapidity with a greater disposable space for cargo, and the minimum of expense possible. One of the steamers of the Hamburg company excited recently, from these different points of view, the admiration of one of our *confreres* of the *Journal du Havre*, a good judge in these matters. It is clear that if we are anxious to maintain our rank we cannot remain stationary, and trust to a certain excessive extravagance of installation and administration to assure the prosperity of our postal services. When our neighbours and opponents are advancing we cannot rest idle, and leave to the impulses of national *amour propre* to induce the public to tolerate our inferiority. The opponents of our South American line have brought about a reduction in the rate of freight. The receipts of the Messageries Imperiales Company have suffered from that competition, and it is about to defend itself by modifying its naval material. The vessels it is having constructed, and which are destined for that service—the *Gironde*, *Amazone*, and *Uruguay*—will meet those new requirements. They will convey almost double the number of passengers, will carry twice the quantity of merchandise, and will navigate at less expense. These vessels, with engines of 500-horse power, will be equal to 4,000 or 4,500 tons effective burthen. Commercially, the effect of the transformation of the naval material will permit a reduction of the rate of freight, and an increase of traffic, which is the indispensable basis of a

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profitable working. Those who have observed the history of steam navigation during the last few years must have noted the immense progress realised. In the Mediterranean, which is the centre of an incessant movement of steam navigation, the competition has been keen and profitable. The lines, at first created for passengers, did not disdain soon to carry merchandise; the latter has become the chief source of revenue, and at the present moment there is scarcely any article, however little may be its value, which does not constitute an aliment for steam navigation, formerly considered too expensive. What has taken place in the Mediterranean is now being repeated in the maritime relations between Europe and South America. We are witnessing the commencement of the rivalry between steam and sailing vessels, and we shall not have to wait long for the result. In this new situation, the course of the subventioned companies is marked out beforehand. Should it continue its first system it would soon be outstripped; while, on the contrary, only one consideration can justify the sacrifices the State is making in its favour—namely, that it should be always the first to adopt the progress accomplished, and to profit by the experience acquired, in order to anticipate the wants of the future. That future is, no doubt, in some measure foreseen. The conditions of competition will tend at each progress realised to equalise themselves, so that there will eventually be no privileged individuals, but only equals, remunerated according to the services rendered. And all the existing interests, far from having to fear those changes, will certainly have reason to be satisfied with them. Thus we believe we are acting wisely in openly approving of the decision taken by the Messageries Imperiales Company with respect to its Brazilian line.

# Foreign Intelligence.

## GERMANY.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, August 15.

In Germany we are in the midst of the dead season, when crowned heads are either travelling or enjoying rusticity at their country *chateaux*, and ministers are enjoying themselves at the various bathing places; the Parliaments are all closed, the Courts of Law are in vacation, politics are a drug in the market, and the newspapers find it so difficult to fill their columns that they look upon Count Beust's Austrian Redbook as a Godsend, from which they can reproduce a despatch every day for the edification of their readers, whilst the number of frightful accidents and offences that are brought prominently before the public is quite alarming. The great fire at Gefle, the discovery of a Carmelite Sister immured for twenty years in a convent at Cracow, and the awful explosion of coal gas in a mine in Saxony, caused, according to Reuter's telegram, "by stormy weather," have in their turn been all made full use of by the journalists. And *apropos de bottes*, as Mr. Reuter himself is a German, it is wonderful that his people should have been allowed to make so gross a blunder in translating *Schlagendes Wetter* into "stormy weather," as if any amount of stormy weather could have any effect on the atmosphere in a colliery four hundred feet below the surface, or cause an explosion of coal damp in the mine.

Count Bismarck is still residing quietly at his country seat in Pomerania, amusing himself with fishing and shooting—for hare and partridge shooting commence in Germany much earlier than is permitted in England—and leaving his colleagues at Berlin to make up as best they may the drafts of the Bills to be presented to Parliament in the next Session, and especially the Budget. It is asserted that the Finance Minister has had a bright idea, and happily hit on an expedient to reduce the deficit of eleven millions of dollars in the Treasury by five or six millions by shortening the credits granted to merchants for payment of duties from nine to three months, by which means the sums only due next year will be available in this. If this be confirmed it will require but a very small increase of taxation, or perhaps even only the issue of Exchequer Bills, to enable the Minister to tide over the difficulty.

Captain Kohler, of the German Navy, who was appointed to the command of the *Arcona*, intended for China and Japan, has just been gazetted to the *Hertha* at Kiel for service in the Mediterranean, to represent Germany at the festivities consequent on the opening of the Suez Canal. This would seem to confirm what I wrote in a previous letter, that the voyage of the *Arcona* to the Far East had been abandoned from motives of economy.

### COMMERCIAL.

In spite of the large supplies that have arrived at this port and Bremen during the past fortnight the deliveries of Rice have been considerable, and much animation has prevailed in the market, prices showing but little alteration. The Tea market is quiet, as is usual at this season of the year. Cassia Lignea continues in favour, and commands 13 to 13¼ sch. bco. Pepper rules firm. Spelter is tightly held, and not to be had under 14 marks banco in loco. If the holders would make a trifling concession a good deal of business might be done; though for delivery there are no inquiries, it being so uncertain when the supplies now on the way may arrive, as river navigation in the interior is almost suspended, owing to the want of water consequent on the drought. Discount 3¼ to 3½ per cent.

### SHIPPING.

ARRIVED.—Black Prince, from Rangoon (11,000 bags rice); F. C. Clarke, from Rangoon (9,868 bags rice); Cecilia, from Sourabaya (6,443 kranjangs sugar, 1,879 bundles rattans) and Passaroean (19,974 kranjangs sugar); M. W. Sass, from Saigon (5,640 bags rice); Octavia, from Rangoon (5,850 bags rice).

SAILED.—Formosa, to Hong Kong; Bertha, to Hong Kong.

ARRIVALS AT BREMERHAVEN.—Sadowa, from Bangkok (2,000 bags rice, 2,000 bundles rattans); Hudson, from Rangoon (10,210 bags rice); Woodville, from Maulmain (5,500 bags rice); Richard, from Rangoon (11,500 bags rice); Neptune, from Singapore and Saigon (17,310 bags rice, 2,132 bundles rattans); Jessie Jamieson, from Rangoon (8,525 bags rice); Viscount Canning, from Maulmain (10,300 bags rice); Eureka, from Bangkok (28,131 bags rice, 4,222 pieces sapanwood); Schwensen, from Saigon (14,400 bags rice); Pleiades, from Rangoon (17,730 bags rice); Castlemaine, from Rangoon (22,322 bags rice); Benjamin Bangs, from Rangoon (17,728 bags rice); Malta, from Rangoon (15,953 bags rice, 804 chests cutch).

## HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, August 16.

You must not be surprised if you hear that your correspondent is a traitor, and has been committed for high treason, for reproducing your leader, "Dutch Rule in Java," which is now a topic of universal comment. The leading Opposition papers have accused your most obedient of something quite equal to that offence for translating the article. I regret that our Conservatives are so angry with me and with your paper, which, they say, has no other aim than to make some English *chevaliers d'industrie* proprietors of Java. Such nonsense as this our Tory papers are talking every day, and, what is worse, not only some people believe it, but even the present Liberal Minister of the Colonial Department has so much respect for Conservative opinions, that he has not the courage to solve the colonial question. Instead of applying a Radical measure, he laid before the M.P.s an Agrarian Bill, of which even the prudent *Nieuwe Rotterdamsche Courant* said that it ought to be improved by amendments. My own opinion is that Mr. de Waal should be called upon to resign, and that the portfolio of the Colonial Department should be intrusted to a more Radical Minister. Mr. de Waal has made a very bad impression by appointing Mr. Nieuwenhuyzen as Vice-President of the Council of India, instead of conferring that important post upon Mr. Otto van Rees, who is so much feared by the Conservatives that they have named him "King Otto." It needs no assurance that the appointment of Mr. Nieuwenhuyzen will make the worst impression in India.

Some days ago a pamphlet was published by Mr. de Bruin, ex-director of the public works, on Java, to promote the establishment of a company for exploring the copper mines of the Island of Timour. The capital required is half a million of guilders. The plan is highly commended by the Liberal press.

Rumours with regard to alterations in the Cabinet still circulate. It is now asserted that General Knoop, M.P., is to be appointed Minister of the War Department.

I regret to have to record the death of Rear-Admiral J. G. Huys. He died at the age of seventy-five years, at Leeuwarden. Mr. Lamb, the Bristol bankrupt, has arrived safely at Flushing, without the intervention of our Government. The Opposition papers have made considerable noise about this question, but it was "much ado about nothing." The Belgian, or rather Flemish, papers are trying to raise subscriptions for erecting a memorial upon the grave of the Flemish author, Jan van Ryswyk.

### PRODUCE MARKETS.

Although there is, upon the whole, no change to report in the general features of our market for colonial produce, the approaching resumption of a more active trade, which is looked forward to during the fall, tends to impart sufficient firmness to most of the leading articles to ensure prices being well supported. The announcement by the Trading Company of their August public sale of Coffee and of their annual public sale of Spices will no doubt attract general attention to our market for these articles, the former of which has been in partial request, whilst Nutmegs and Mace have continued in fair demand at a further advance.

COFFEE.—There is no alteration to report in the position of the market, which is firm but quiet, purchases being strictly confined to the requirements for pressing wants. Sales since my last report—331 bags Padang Benkoelen, ex Henrietta, Maria Sarah, and Zaanstroom, at 31⅜c. to 33½c.; 856 b. Macassar, ex Neerlands Vlag; 1,544 b. do., ex Henriette; 1,500 b. do., ex Bulwark; 1,000 b. do., ex Areta; 3,400 b. do., ex Bulwark. The Trading Company will offer for public sale here, on the 25th inst., 70,200 bags Java and 2,000 b. Padang.

RAW SUGAR.—No change has taken place in the quiet tone of the market since my last report, and only a few small sales have been effected at ¼f. to ⅜f. below the currency of the July auction. About 30,000 mats syrup sugar (stored) have been sold for export at Amsterdam on secret terms, supposed at 22¼f. Refined continues in brisk demand for immediate delivery, whilst some transactions have taken place in barter against raw at a reduction of ½f.

TEA.—The market is firm under the influence of the gradual improvement in the London market. Ordinary Congou is in demand.

JAVA TOBACCO.—Very dull. Only 636 b. Java, ex Arlington, have been sold.

SPICES.—A steady demand has been manifested for Nutmegs, and prices are fully maintained in the proportion of 98c. for No. 1, 90c. for No. 2, and 73c. for No. 3. Mace, D 165c.; E 160c. Black Pepper is firm, but the market is almost bare of stock. Sales have been closed at Amsterdam of 700 packages Cassia Lignea, ex Amstelstroom, at a high price, which has, however, not been named. The Trading Company's annual public sale has been announced to be held at Amsterdam on the 31st inst., comprising 1,040 casks Nutmegs, 380 casks Mace, 380 casks cloves. No further quantities will be offered until the 1st August, 1870.

RICE.—I have to report the sale of 7,000 bags Rangoon, afloat, at 5¼f., on Rotterdam floating conditions of sale, and of 1,544 bags Java, ex Henrietta, at 7⅛f., and 580 bags ditto, ex Damio. The market is heavy.

RATTANS.—About 35,000 bundles were sold by public auction for account of the Trading Company, on the 5th inst., at the following prices:—Borneo, at f.11.20 to 12.30; Padang, at f.7.10 to 14.20;

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Koetie, at f.6.10 to 7.70; Mixed parcels, at f.6.60 to 9.60, according to quality. The business done privately has been confined to 150 piculs ex Jacoba Cornelia.

Banca Tin.—It is currently stated that in addition to the quantity of Banca afloat, officially reported, there is about 20,000 slabs more actually shipped, though the bills of lading have not yet reached the Trading Company. With regard, also, to the production of Banca during the year, on which so much dissension has taken place, all statements must be mere conjecture, and it cannot be positively ascertained till the spring of next year, but we may take it for granted that a large portion of the accumulated stock in the Island of Banca will come forward as soon as possible, and will be available for consumption next year. However this may be, it will be useful to look at the position of the article as it now is, taking the official returns, which I reported in my last. The business done since the last mail embraces:—700 slabs at 79½f.; 1,600 ditto at 79¾f.; 400 ditto at 79½f.; 500 ditto ex autumn sale. 1869, at 77f.; 300 ditto ex spring sale, 1870, at 70f.; 300 slabs Billiton, at 77f.

Kapok.—Sales have been closed at Amsterdam of two lots of raw, of 76 and 30 bales, the latter at 15c.

Hides.—A healthy tone continues to prevail in the market, but no sales have been closed here since my last. The following parcels have been sold by secret tender at Amsterdam, viz.:—977 Batavia Ox, ex Wykaan Zee, at 61c.; 1,000 Sourabaya do., ex Tjilingsie, at 61c. to 62c.; 374 Macassar do., ex Neerlands Vlag, at fully 43c.; 178 Sourabaya Buffalos, ex Wykaam Zee; 362 Java do., ex Tjilingsie; 3,000 do., ex Australie; 2.000 do., 718 Batavia, and 95 Macassar, ex Hendrik Ido Ambacht and Neerlands Vlag.

Java Indigo.—Buyers are readily offering for Indigo of fine quality, for which full rates are being paid. A fresh supply of 153 cases Java has arrived for our market, which will soon make their appearance, and several parcels of late importation are to be offered for sale by private tender this week.

Drugs.—Gum Damar is offering on the spot at 56c., bnt there are no floating shipments on sale in the market at present. Cassia Vera continues to be in request, and since the Trading Company's public sale has been attended with such a favourable result as regards this article the small balance of the stock left over with private importers is held for much higher prices—namely, from 49c. to 52c., according to quality. About 2,000 kilo Sumatra Gutta Percha, ex Henriette, have been disposed of at prices that did not transpire. The public sales on private account went off as follows, viz.:—1,479 baskets Padang India-rubber bought in at 75f.; 100 bags Cassia bought in at 25c.

Arrack.—184/1 and 82.2 casks, ex Dunedin, put up to tender last week have not been taken. The market is very dull.

Manila Tobacco.—The stock has greatly decreased, and some qualities are totally exhausted; prices are very firm. Floating parcels are in much demand.

Cotton.—Has continued in fair demand, both for home consumption and speculation, for which latter purpose a fair business has been doing in East India afloat.

### SHIPPING INTELLIGENCE.

Departures.—August 5, from Brouwershaven, for Batavia, Doelwyk; from Texel, Batavia, for Zaanstroom, Java Packet, Gebroeders van der Beck, Zeenimph; August 6, from Brouwershaven, for Batavia, Kosmopoliet I.; for Samarang, Albrecht Beyling; from Texel, for Macassar, Macassar.

Passengers Inward.—From Java, per Cornelis Wernard Eduard: Messrs. Scheltema and family, Hofstede and family, Le Rutte and family, Kroesen and family, Pahud and family, Spaan, van der Meulen, F. J. H. D. Baron d'Aulmis de Bourville, Mrs. van Es, and Mrs. v. d. Heul.

Passengers Outward.—For Java, per Kosmopoliet: Messrs. J. P. Mansfeld and family, J. M. Admiraal and family, H. G. Baumgarte and family, F. G. Leidelmeyer, P. F. L. van Hourbracht and family, E. J. C. Heiligers, and family, J. van der Maaden, P. J. Pauwells, Mrs. E. K. van de Venkeys and family, Miss A. Keller, and A. L. C. J. Casteren van Catteuburgh, and 125 soldiers. Per Java Packet: Messrs. H. C. Kloppenberg, B. Baud, Berg, and Sigon. Per Zeenimph: Messrs. van Braan, B. Loggere and family, J. C. Tamson and family. Per Gravenhage: The officers F. C. L. Reuling, J. H. van Holst, Pellekaan, and 125 soldiers.

## Naval and Military.

Vice-Admiral Sir Henry Kellett, K.C.B., accompanied by Lieutenant R. G. Thornhill, who has been appointed his flag lieutenant, left London for Southampton on the 6th inst., to proceed by the overland route to China, for the purpose of relieving Admiral the Hon. Sir H. Keppel, K.C.B. Captain Hewett, V.C., his flag captain, will remain to superintend the fitting out of H.M.S. Penelope, and will then take her out to be the flagship of the China squadron.

The distribution of naval prize money, &c., in the financial year 1868-69 included £24,519 in respect of slave vessels captured by Her Majesty's ships; £2,145 bounty for destruction of pirates; and some small sums out of the proceeds of junks captured by Her Majesty's ships in the Canton river for breach of blockade in 1857, from prize money allotted in the Indian mutiny, and from stores captured at Kertch and Yenikale in 1855. At the close of the year, on the 31st of March, 1869, there was still in hand, not distributed, £19,079 for slave and tonnage bounty, £7,333, for stores captured at Kertch and Yenikale, £5,937 from the Parliamentary grant of thirty days' additional pay to the naval forces for special service on the China station in 1856-58, £2,892 bounty for destruction of pirates, £1.413 from captures for breach of blockade of the Canton river in 1857, £1,214 for booty captured in China in 1857, £925 for booty captured in Pegu in 1852-53, £828 for prize money in the Indian mutiny, £800 shares of prize money forfeited by desertion, &c. In the year 1868-69 £6,568 was received from owners of merchant vessels for salvage services rendered by Her Majesty's ships, and £3,210 of the moneys received for salvage services was distributed.

The crew of the screw steam gun-vessel Serpent, 4, Commander Chas. J. Bullock (recently returned from China), were paid off at Devonport on the 10th inst. She will be placed in Keyham Steam-yard to have her machinery removed.

## Monetary and Commercial.

We understand that a prospectus of an "East India, Asiatic, and American Telegraph Company" will be issued shortly. This company will lay submarine cables along the coast of China and in the Chinese Seas south to Singapore, and *via* the North Pacific Ocean to North America, thereby completing the telegraphic circuit of the globe. The promoters are understood already to have obtained the assent of the Chinese authorities at Peking and the promise of co-operation in aiding and protecting the work. The Navy Department of the United States' Government have given instructions to their Asiatic squadron "to aid, assist, and protect" the undertaking, and similar directions are said to have been issued by the British Admiralty. The French and the Russian Governments will be solicited likewise to co-operate. The enterprise, it is added, "will be British, European, Asiatic, and American in character, and international in interest and protection." In our next issue we shall be enabled to give further particulars of the scheme.

The tenders for £325,000 in bills on India were received on Wednesday at the Bank of England. The amounts allotted were—to Calcutta £311,500, and to Madras £13,500. The minimum price was fixed as before, viz., at 1s. 10¾d. on Calcutta and Madras. Tenders on the above presidencies at 1s. 11⅛d. will receive about 39 per cent.; those above that price in full. These results indicate a slight increase in the demand for remittance to the East.

The Stock Exchange Committee have appointed Tuesday, 24th inst., a special settling day in the shares of the Falmouth, Gibraltar and Malta Telegraph Company (Limited), to bemarked in the official lists.

We understand that very satisfactory financial arrangements have been made on behalf of the Tanjong Pagar Dock Company, a sum of 250,000 dols. having been raised by an issue of preference shares at 7 per cent. The debentures falling due in October next are to be renewed at the same rate (7 per cent.), and the company will thus be relieved of the pressure of a loan at a high rate of interest, while there is the prospect of a satisfactory dividend both for old and new shareholders. The business done by the company during May and June shows a very large increase.

The amount of bullion by the P. and O. Company's steamer *Syria*, from Southampton on the 21st inst., was in gold, to Galle, £135; to Bombay, £70,100; to Madras, £5,200; to Calcutta, £20,000; in silver, to Bombay, £13,000; to Singapore, £89,217; to Hong Kong, £49,896; to Shanghai, £1,532; to Yokohama, £190; total in gold, £95,435; in silver, £153,835.

### BANK AND MISCELLANEOUS SHARES.

| Shares. | Joint Stock Banks. | Paid. | Prices August 21. |
|---|---|---|---|
| £10 | Agra Bank, A shares ... ... ... | All | 11 to 11½ |
| 10 | Do. B do. ... ... ... | — | 3¾ to 4¼ |
| 10 | Do. Prov. Certificates ... ... | 3 | par to ¼ pm. |
| 25 | Bank of Egypt ... ... ... ... | All | 38 to 40 |
| 20 | Chartered Bank Ind., Aust., and China | All | 18 to 18½ |
| 25 | Chartered Merc. of India and China ... | All | 32 to 34 |
| 20 | City Bank ... ... ... ... ... | 10 | 10½ to 11½ |
| 100 | Colonial Bank ... ... ... ... | 25 | 36½ to 37½ |
| 28½ | Hong Kong and Shanghai Bank ... | All | 37 to 39 |
| 28½ | Do. Do. new ... ... | 11¼ | 4 to 5 pm. |
| 100 | Imperial Bank ... ... ... ... | 20 | 15¾ to 16¼ |
| 50 | London and County ... ... ... | 20 | 48 to 50 x.d. |
| 50 | London Joint Stock ... ... ... | 15 | 30 to 31 |
| 100 | London and Westminster ... ... | 20 | 56 to 57 |
| 25 | Oriental Bank Corporation ... ... | All | 43½ to 44½ |
| 50 | Union of London ... ... ... ... | 15 | 35 to 36 |
| | Miscellaneous. | | |
| 10 | Anglo-Mediterranean Telegraph Co. ... | All | 16¼ to 16⅝ |
| 10 | Brit. Ind. Submrne. Telgph. Co., 1st iss. | 7 | 2 to 2¼ pm. |
| 20 | British India Tea Company ... ... | All | 2½ to 3¼ |
| — | Ceylon Deb., 6 per cent., May & Nov. 1878 | 100 | 110 to 112 |
| — | Do. Do. 1872 ... | 100 | 103 to 105 |
| — | Do. Do. 1882-3 ... | 100 | 113 to 115 |
| 20 | Ceylon Company ... ... ... ... | 10 | 4¼ to 3⅝ dis. |
| 20 | Do. A shares ... ... ... | 5 | 3 to 2½ dis. |
| 50 | Colonial Company ... ... ... | 20 | 2 dis. to par |
| 10 | Credit Foncier and Mobilier of England | All | 2⅝ to 3 |
| 10 | General Credit and Discount Company | 7½ | 1¼ to 0⅝ dis. |
| 15 | General Steam Navigation Company ... | 14 | 28 to 30 |
| 25 | Indo-European Telegraph Company ... | 20 | 1 dis. to par |
| 10 | International Finance Society ... ... | 5 | 2 to 1¾ dis |
| 10 | Mediterranean Extension Telegraph Co. | All | 7 to 8 |
| 10 | North Assam Tea (Limited) ... ... | 5½ | 7 to 5 dis. |
| 10 | Do. do. B shares ... ... | All | 9 to 8 dis. |
| 50 | P. and O. Steam Company ... ... | All | 45 to 47 |
| 50 | Do. Do. 1867 ... ... | 10 | 4 to 2 dis. |
| 100 | Royal Mail Steam Company ... ... | 60 | 43 to 45 |
| 25 | Reuter's Telegram Company ... ... | All | 79 to 81 |
| 10 | Upper Assam Tea ... ... ... ... | All | 2 to 2¼ |
| 50 | West India and Pacific Steam Company | 20 | 5 to 3 dis. |

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# LONDON PRICES CURRENT.

**Articles in the following list subject to duty are quoted with the duties paid as annexed, unless marked "in bond." Those articles against which no rate of duty is placed are admitted free.**

**NOTE.—Besides the duties of Customs payable on certain articles as mentioned below, an addition of ½ per cent. in the said rates is also payable on entry for consumption, except Tobacco, on which the extra duty is five per cent. and ⅛ per cent.**

| | s. d. | s. d. |
|---|---|---|
| ARROWROOT. | | |
| (*Duty free.*) | | |
| East India ... ... | — | — |
| CANES, Bamboo—each | 0 0½ | 0 2½ |
| Malacca ... ... | 0 1½ | 0 9 |
| Partridge ... ... | 0 1 | 0 4½ |
| Tonkin .. .. | 0 0⅜ | 0 1½ |
| Rattans, com., per 100 | 1 6 | 3 6 |
| Good and fine ,, | 4 0 | 7 6 |
| CHEMICALS. | | |
| Alum ... ...per ton | 145 0 | 150 0 |
| Antimony, ore ... | 260 0 | 280 0 |
| crude ...per cwt. | 32 0 | — |
| regulus, bowl .. | 51 0 | — |
| star ... ... .. | 50 0 | 51 0 |
| Brimstone, roll ... | 10 6 | — |
| Calomel ...per lb. | 2 5 | — |
| Corros. Sublim. . | 1 11 | — |
| Iodine, dry per oz | 0 9 | — |
| Ivory Blk. dry, p. cwt | — | — |
| Lime, Acet. wh. ... | 12 6 | 23 0 |
| Magnes. Carb. ... | — | — |
| Prussian Blue, per lb. | — | — |
| Quinine Sulph., per oz. | — | — |
| British, in bottle ... | 5 9 | — |
| French ... ... | 5 4 | — |
| Vermilion, Eng., pr. lb. | 2 6 | 3 0 |
| China ... | 2 7 | — |
| COALS, best per ton | 18 0 | 18 6 |
| other sorts ... ... | 14 3 | 17 6 |
| COCHINEAL per lb. | | |
| Honduras, black .. | 2 10 | 4 0 |
| silver ... | 2 7 | 3 2 |
| pasty ... | — | — |
| Teneriffe, black ... | 3 0 | 4 11 |
| silver ... | 2 8 | 2 11 |
| COFFEE, in bond per ct | | |
| (*Duty 3d. per lb.*) | | |
| Ceylon | | |
| Native, fine bold ... | 54 0 | 59 0 |
| gd. and fine ord. | 49 0 | 52 0 |
| small and ordinary... | 44 0 | 48 6 |
| Plantation, fine ... | 89 0 | 93 0 |
| fine middling .. | 83 0 | 88 0 |
| good middling ... | 76 6 | 82 0 |
| middling ... ... | 70 0 | 76 0 |
| fin. ord. to low mid | 62 0 | 69 6 |
| mixed and triage ... | 30 0 | 59 0 |
| Other British E. I. | | |
| fine and superior ... | 88 0 | 97 0 |
| good and fine ... | 81 0 | 87 0 |
| mid to good mid.... | 70 0 | 80 0 |
| fine ord. to low mid. | 62 0 | 69 0 |
| good ord. Native .. | 54 0 | 57 0 |
| ordinary ... ... | 50 0 | 53 0 |
| Batavia, yellow ... | 69 0 | 80 0 |
| pale and mixed ... | 48 0 | 66 0 |
| Manila... ... ... | 46 0 | 68 0 |
| Singapore ... ... | 44 0 | 72 0 |
| Sumatra ... ... | — | — |
| COTTON ...per lb. | | |
| Surat ... ... ... | 0 9¼ | 1 0¾ |
| Sawginned Dharw ... | 0 11 | 1 1¼ |
| Madras, Tinnevelly ... | 0 10½ | 0 11⅜ |
| North, and Westrn. | 0 9½ | 0 11½ |
| Cocanada ... ... | 0 10⅜ | 0 11 |
| Bengal and Rangoon | 0 9 | 0 10½ |
| Scinde ... ... ... | 0 9 | 0 9⅜ |
| China ... ... ... | — | — |
| Egyptian ... ... | 0 10 | 1 5½ |
| Smyrna ... ... | 0 10 | 1 0 |
| Sea Island ... ... | 1 11 | 4 3 |
| Upland .. ... ... | 0 11¼ | 1 1 |
| Mobile... ... ... | 0 11¼ | 1 1 |
| New Orleans ... ... | 0 11¼ | 1 1¼ |
| CUTCH. | | |
| See Terra Japonica ... | | |
| DRUGS. | | |
| Aloes, Hepatic, per ct. | 80 0 | 180 0 |
| Socotrine ... .. | 120 0 | 300 0 |
| Aniseed, Chi. Star ... | 105 0 | 107 6 |
| Beans, Tonquin, per lb. | 1 0 | 1 6 |
| Camphor, per cwt. ... | — | — |
| Japan ... ... | 100 0 | — |
| China ... ... | 95 0 | 97 6 |
| Cardamoms ...per lb. | | |
| Malabar, good ... | 7 9 | 8 2 |
| inferior ... ... | 5 6 | 7 6 |
| Ceylon ... ... | 2 8 | 3 2 |
| Corosos Nuts, per cwt | 16 0 | 19 0 |
| Cassia Fistula ... | 20 0 | 40 0 |
| China Root ... ... | 27 0 | 35 0 |
| Cubebs... ... ... | 36 0 | 39 0 |
| Dragon's Blood ... | 100 0 | 160 0 |
| Galangal Root ... | 15 0 | 20 0 |
| Gentian Root .. ... | 19 0 | — |
| Ginger, prsd. (*Duty 1d. per lb.*), per lb.... | 0 6 | 0 8 |
| Ipecacuanha ... ... | 5 6 | 5 8 |
| Isinglass, Brazil ... | 2 6 | 4 7 |
| Tongue sort ... | 3 1 | 5 0 |
| East India ... ... | 2 3 | 4 4 |
| Myrabolanes, per cwt. | 8 0 | 15 9 |
| OILS. | | |
| Aniseed ...per lb. | 8 6 | 9 0 |
| Cassia ... ... | 4 10 | 5 0 |
| Cinnamon ...per oz. | 1 0 | 4 6 |
| Citronel ... ... | 0 2½ | 0 2⅝ |
| fine ... ... .. | 0 3 | 0 3½ |
| Clove ... ...per lb. | 2 7 | — |
| Lemon... ... ... | 4 6 | 8 0 |
| Lemongrass ...per oz. | 0 4½ | 0 4⅝ |
| Mace, expressed ... | 0 1 | 0 2½ |
| Nutmeg ... ... | 0 4 | 0 8 |
| Orange ... per lb. | 5 0 | 8 0 |
| Patchouli ...per oz. | 6 0 | — |
| Orris Root ... per ct. | 38 0 | 44 0 |

| | s. d. | s. d. |
|---|---|---|
| DRUGS. | | |
| Rhubarb ... per lb. | | |
| China, good and fine | 4 6 | 9 3 |
| gd mid. to ord.... | 0 8 | 4 0 |
| Dutch trimd. ... | 10 0 | — |
| Saffron, Spanish ... | 30 0 | 38 0 |
| Squills... ... ... | 0 1 | 0 2½ |
| Tamarinds ...per ct. | | |
| East India ... ... | 11 0 | 12 0 |
| Vanilla, large...per lb. | 22 0 | 26 0 |
| DYE STUFFS. | | |
| Galls, Buss. bl. per ct. | 72 0 | 90 0 |
| in sorts ... ... | 65 0 | 70 0 |
| white ... .. | 48 0 | 50 0 |
| China ... ... | 47 6 | — |
| Japan ... ... ... | 43 0 | 46 0 |
| Madder Root ... ... | — | — |
| Bombay ... ... | 40 0 | 50 0 |
| Orchella, Angola ... | 60 0 | 65 0 |
| Bombay ... .. | — | — |
| Turmeric per cwt. | — | — |
| Bengal ... ... | 20 6 | 21 0 |
| Madras ... ... | 12 0 | 35 0 |
| Malabar ... ... | 12 0 | 13 0 |
| Java... ... ... | 19 0 | 20 0 |
| China ... ... | 30 0 | 35 0 |
| GAMBIER. | | |
| See Terra Japonica | | |
| GUMS ... per cwt | £ s. | £ s. |
| Arabic... ... ... | — | — |
| E. I fine pale ... | 3 18 | 4 2 |
| sorts, mid. to fine | 3 5 | 3 16 |
| garblings ... | 2 0 | 3 0 |
| Assafœtida, com. to gd. | 1 3 | 4 5 |
| Benjamin, Siam, 1st and 2nd ... ... | 12 0 | 25 0 |
| Sumatra, 1st and 2nd | 7 0 | 11 0 |
| do. third ... | 2 10 | 6 0 |
| Copal, Angola red ... | 5 0 | 5 7½ |
| Manila ... ... | 1 12 | 2 10 |
| Dammar, Batavia, pale | 4 15 | 5 2½ |
| Singapore ... ... | 4 0 | 4 10 |
| Gamboge, pkd. pipe... | 12 0 | 15 0 |
| Guaiacum ...per lb. | 0s 8d | 1s 4d |
| Kino ... per cwt. | 60 0 | 120 0 |
| GUTTA PERCHA. | | |
| genuine ...per lb. | 1 6 | 3 6 |
| HEMP ... per ton | £. s | £. s. |
| Sisal ... ... ... | 44 0 | 49 0 |
| Bombay & Kurrachee | — | — |
| Manila... ... ... | 52 0 | — |
| do., good & fine white | 73 0 | 90 0 |
| China grass ... ... | 60 0 | 80 0 |
| COIR ... per ton | | |
| Rope... ... ... | 18 0 | 33 0 |
| Yarn, good & fine... | 31 0 | 70 0 |
| ord. to fair ... | 22 0 | 30 0 |
| Bombay, cm. to fn. | — | — |
| Junk ... ... | — | — |
| Fibre ... ... | 15 0 | 34 0 |
| HIDES. | | |
| Sourabaya & Batavia | | |
| Ox and cow hides, | | |
| dry, best, 61b. to | s d | s d |
| 10lb. ... ... | 0 8 | 0 9½ |
| Seconds ... ... | 0 7 | 0 7½ |
| Thirds ... ... | 0 4 | 0 6 |
| Buffalo hides, yellow, best, 171b. to 22lb. ... | 0 6 | 0 7 |
| Seconds ... ... | 0 5 | 0 5⅝ |
| Thirds ... ... | 0 3½ | 0 4½ |
| Dark, best, 201b. to 28lb. ... ... | 0 5½ | 0 6½ |
| Seconds ... ... | 0 4½ | 0 5¼ |
| Singapre., Pnang., &c. | | |
| Ox and cow hides, dry, best, 61b. to 10lb ... ... | 0 8½ | 0 10 |
| Seconds & Thirds | 0 5½ | 0 9 |
| Buffalo hides, best, 20lb. to 36lb. ... | 0 5 | 0 6¾ |
| Seconds ... ... | 0 4½ | 0 5¼ |
| Manila, | | |
| Buffalo hides, best, 18lb. to 27lb. ... | 0 4 | 0 5 |
| Seconds ... ... | 0 3½ | 0 3¾ |
| HORNS, BUFFALO, | | |
| Calcutta, Madras and Bombay, 1lb. to 2lb., per cwt. | 19 6 | 41 0 |
| Singapore, 2½lb. to 4lb. | 35 0 | 47 0 |
| INDIA RUBBER, pr lb. | | |
| East India ... ... | | |
| Assam and Pegu ... | 0 9 | 1 2 |
| Penang, &c. ... ... | 1 3 | 1 6 |
| LAC. | | |
| STICKLAC per cwt. | 47 6 | 61 0 |
| METALS. | | |
| IRON ... ...per ton | £ s. | £ s. |
| Welsh Rails in Wales | 7 0 | 7 10 |
| Welsh Bars in Wales | 6 0 | 6 5 |
| Welsh Bars in London | 6 15 | 7 5 |
| Staffordshire Bst. Bars in London ... ... | 7 5 | 7 10 |
| Staffordshire B. Nail Rods... ... ... | 7 7½ | 7 10 |
| Staffordshire B. Hoops | 8 0 | 8 5 |
| Staffordshire B. Sheets | 9 0 | 9 10 |
| Scotch Pig No. 1 in the Clyde ... ... | 2 12 | 3 3 |
| Swedes Bars in London ... ... ... | 10 0 | 10 10 |
| Swedes Steel in kegs, ½ in. and ⅝ in. ... | 15 0 | 15 5 |
| COPPER ... ... ... | s. d. | s. d. |
| Ore ... per unit | 13 6 | — |
| Chili Slabs per ton | £ s. | £ s. |
| | 67 0 | 67 10 |

| | £. s. | £. s. |
|---|---|---|
| METALS. | | |
| Spanish Cake... ... | 69 0 | — |
| Australian Burra ... | 77 0 | — |
| Australian Wallaroo... | 77 10 | — |
| English tough quality | 73 0 | 74 0 |
| English best selected | 75 0 | 76 0 |
| English Sheets,— | | |
| Sheathing, &c. ... | 80 0 | 81 0 |
| English Bottoms ... | | |
| rolled ... ... | 83 0 | — |
| English Bottoms ... | | |
| hammered ... ... | 87 0 | — |
| | s. d. | s. d. |
| Yellow Metal Sheets, 4 by 4 ft. ...per lb. | 0 6¾ | — |
| Yellow Metal Sheathings and Rods ... | 0 6¾ | 0 7 |
| LEAD ... ...per ton | £. s. | £ s. |
| Pig, W.B. ... ... | 20 5 | — |
| Pig, L.B. ... ... | 19 5 | — |
| Pig, other brands ... | 19 0 | 19 5 |
| Spanish soft, ex ship | 18 7½ | — |
| Sheet ... ... ... | 19 10 | — |
| Shot (kegs extra) ... | 22 0 | — |
| White (kegs extra) ... | 27 0 | 30 0 |
| Red (kegs extra) ... | 20 10 | 21 0 |
| SPELTER ... ... ... | | |
| Silesian ... ... | 20 15 | — |
| English (smelted from ores)... ... | 20 10 | — |
| ZINC. | | |
| English Sheet .. | 25 10 | — |
| MOLASSES (*duty 3s. 6d.*) | | |
| East India ... ... | — | — |
| OILS. | £ s | £ s. |
| Cocoa-nut, Coch. p.tn. | 44 0 | — |
| Ceylon ... ... | 42 0 | — |
| Sydney ... ... | 36 0 | 42 0 |
| Rapeseed—Eng. pale | 42 0 | — |
| ,, brown | 39 10 | 39 15 |
| PLUMBAGO. | s. d. | s. d. |
| Ceylon, Lump ... | 12 0 | 27 0 |
| Dust ... ... | 6 6 | 12 6 |
| German ... ... | 4 0 | 5 0 |
| PROVISIONS, per cwt. | | |
| Butter— | £ s | £ s |
| Cork, 4th to 1st ... | 4 14 | 5 12 |
| Beef, India, per tierce | 7 5 | 8 0 |
| mess, and Ind. mess | 3 10 | 6 0 |
| Pork— | | |
| Pickled middles ... | 3 10 | 3 14 |
| Irish, mess. p. brl. | — | — |
| Foreign ... ... | 4 15 | 6 0 |
| Hams, Irish ... ... | 4 0 | 5 10 |
| American ... | 3 16 | 4 0 |
| Lard, Irish bladder ... | 3 16 | 4 6 |
| keg and firkin ... | 3 10 | 3 18 |
| RICE ... per cwt. | s. d. | s. d. |
| Bengal, white ... | 8 6 | 13 6 |
| Ballam and Moonghy | 8 6 | 10 0 |
| red cargo ... ... | 7 6 | 8 3 |
| Madras ... ... | 8 3 | 9 6 |
| Arracan (Necransie) | 8 0 | 9 9 |
| Moulmein ... ... | 8 9 | 10 0 |
| Rangoon and Bassein | 8 3 | 10 6 |
| Saigon... ... ... | — | — |
| Java ... ... ... | 10 0 | 18 0 |
| Siam, garden... .. | 8 0 | 8 9 |
| Do. field ... ... | 7 3 | 7 9 |
| Patna-cleaned ... | 15 0 | 21 0 |
| Ballam do. ... | 10 0 | 12 0 |
| Rangoon do. ... | 9 6 | 19 0 |
| Java do ... | 20 0 | 34 0 |
| Do. London cleaned... | 14 0 | 36 0 |
| SAGO (*duty free*) ... | | |
| Pearl, small ... ... | 18 0 | 20 0 |
| large and medium | 19 0 | 22 6 |
| SALT (at the works in Cheshire, exclusive of 3s. lighterage) per ton | | |
| common ... ... | 5 6 | — |
| butter ... ... | 7 0 | — |
| stoved, common .. | 8 6 | 10 0 |
| handed ... ... | 12 6 | — |
| Rock, large lumps ... | 6 6 | — |
| Irish lumps ... ... | 4 0 | — |
| SALTPETRE, per cwt. | | |
| Bengal, 6 p.c. or und | 21 9 | 22 6 |
| over 6 per cent. ... | 21 0 | 21 6 |
| Calcutta, 5 to 2 pr. ct. | — | — |
| 12 to 6 per cent. ... | — | — |
| Scinde, refined ... | — | — |
| Madras ... ... | 18 6 | 19 3 |
| Bombay & Kurrachee | — | — |
| British refined ... | 25 6 | 26 0 |
| SEED. | | |
| Rape per qr. 416lbs. | | |
| Calcutta ... ... | 59 0 | 60 0 |
| Madras ... ... | 62 0 | — |
| Bombay—Guzerat . | 65 0 | 66 0 |
| Feroze and Scinde.. | 61 6 | 62 6 |
| Japan ... ... | — | — |
| Teel per 384 lbs. | | |
| Sesame or Gngly ... | 59 0 | 63 0 |
| SHELLS per cwt. | | |
| Mother o'Pearl ... | — | — |
| China and Manila . | 120 0 | 200 0 |
| Singapore ... ... | — | — |
| Bombay ... ... | 45 0 | 130 0 |
| Panama ... ... | 20 0 | 40 0 |
| Tortoise per lb. | — | — |
| Manila ... ... | 14 0 | 22 0 |
| Other East India ... | 8 0 | 20 0 |
| West India... ... | 10 0 | 15 0 |
| SOY per gall. | | |
| China ... ... ... | 2 9 | 2 10 |

| | s. d. | s. d. |
|---|---|---|
| SOY. | | |
| Japan ... ... ... | — | — — |
| SPICES. | | |
| Cassia Lignea per cwt. | 126 0 | 136 0 |
| Vera... ... ... | 45 0 | 85 0 |
| Buds ... ... | 140 0 | 162 6 |
| Cinnamon per lb. | | |
| Ceylon, 1st quality. | 2 2 | 3 8 |
| 2nd ,, | 1 10 | 3 5 |
| 3rd ,, | 1 4 | 3 2 |
| 4th ,, | 0 10 | 2 5 |
| Cloves, Penang ... | 0 10½ | 1 0 |
| Amboyna ... ... | 0 4½ | 0 5½ |
| Zanzibar ... ... | 0 2⅝ | 0 3 |
| Ginger per cwt. | | |
| Cochin ... ... | 38 0 | 120 0 |
| Mace, 1st qual. per lb. | 3 6 | 4 2 |
| 2nd and inf. ... | 2 4 | 3 3 |
| Nutmegs. | | |
| 78 to 60 lb. ... | 2 8 | 4 4 |
| 80 to 90 lb. ... | 2 1 | 2 7 |
| 95 to 132 lb. ... | 1 6 | 2 1 |
| Pepper, black per lb. | — | — |
| Penang ... ... | 0 3⅞ | 0 4 |
| Singapore ... ... | 0 4½ | 0 4¾ |
| white ... ... | 0 5⅝ | 0 6¾ |
| SUGAR per cwt. | | |
| *Duties:—* | | |
| *Ref. and Candy, 12s.* | | |
| *Raw, 1st cl. 11s. 3d.* | | |
| ,, *2nd cl. 10s. 6d.* | | |
| ,, *3rd cl. 9s. 7d.* | | |
| ,, *4th cl. 8s.* | | |
| Penang, yell. and gray | 35 0 | 40 6 |
| brown ... | 28 0 | 34 6 |
| Manila, clayed ... | 29 6 | 31 6 |
| unclayed ... | 27 0 | 28 6 |
| Java, gray and white | 37 6 | 41 6 |
| brown and yel. | 28 0 | 37 0 |
| China and Siam, white | 35 0 | 40 0 |
| brown and yellow... | 26 6 | 33 6 |
| TALLOW per cwt. | | |
| East India .. ... | — | — |
| TAPIOCA (*Duty free*) per lb. | | |
| Penang and Singapre. | 0 1⅝ | 0 2 |
| Pearl ... per cwt. | 24 0 | 27 0 |
| TAPIOCA FLOUR lb. | 0 2 | — |
| TEA (*Duty, 6d. per lb.*) | | |
| Congou. | | |
| brown leaf, ord. ... | 0 10 | 0 11 |
| good ord. to bst md. | 1 0 | 1 1½ |
| good export kinds . | 1 1½ | 1 1⅝ |
| Kaisow, 1st & 2nd ... | 1 4 | 2 0 |
| bk. leaf, com. to gd. | 1 1 | 1 2 |
| medium to finest ... | — | — |
| Oopack and Moning . | 1 4½ | 2 0 |
| Tayshan new make ... | 1 1½ | 1 7 |
| Ning Yong and Oolg. | 0 10 | 2 2 |
| Souchong. | — | — |
| fair to good ... | 1 1½ | 1 8 |
| fine to finest ... | 1 10 | 2 6 |
| Flowery Pekoe. | — | — |
| fair to good ... | 0 10 | 1 6 |
| fine to finest ... | 1 10 | 3 6 |
| Caper, scented ... | 0 6 | 2 0 |
| Orange Pekoe, plain . | 1 2 | 1 6 |
| scented ... ... | 0 11 | 1 10 |
| Twankay. | — | — |
| common to good ... | 0 11 | 1 0½ |
| fine to Hyson kind . | 1 1 | 1 1½ |
| Hyson Skin. | — | — |
| common to fair ... | 0 9 | — |
| good to fine ... | 0 11 | — |
| Hyson, common ... | 0 11 | 1 1 |
| fair to fine ... ... | 1 3 | 2 6 |
| finest ... ... | 2 7 | 3 8 |
| Yg. Hyson, Can. kind | 0 7 | 1 4 |
| country kinds ... | 1 0 | 2 10 |
| Imperial ... ... | 0 9 | 2 6 |
| Gunpowder ... ... | 0 9½ | 3 6 |
| Japan, uncoloured ... | 1 0 | 1 8 |
| Assam ... ... ... | 0 10 | 3 4 |
| TERRA JAPONICA. | | |
| Gambier per cwt. | 16 9 | 17 3 |
| free Cubes ... ... | 19 6 | 22 0 |
| Cutch ... ... ... | 26 0 | 27 0 |
| TOBACCO. | | |
| (*Duty 3s. per lb., and 5 per cent. and ⅛ per cent., equal to about 3s. 1⅞d per lb.*) pr. lb. | | |
| East India leaf ... | 0 2 | 0 5 |
| Japan ... ... ... | — | — |
| Java ... ... ... | 0 4 | 1 0 |
| Manila cheroots ... | 6 0 | 7 6 |
| WAX per cwt. | | |
| BEES'. | £. s. | £. s. |
| English ... ... | 9 10 | 10 0 |
| German ... ... | — | — |
| American ... ... | 8 15 | 9 5 |
| Bombay & Madras | 8 0 | 9 0 |
| Bengal ... ... | 9 5 | 9 15 |
| E. I. white ... ... | 10 0 | 12 0 |
| VEGETABLE.—Japan | 3 7½ | 3 15 |
| Do. mixed ... ... | 2 5 | 3 5 |
| WOOD ...per ton | | |
| Red Sanders ... ... | 8 0 | — |
| Sapan, Bimas, &c. ... | 8 0 | 10 0 |
| Do., Siam ... .. | 9 0 | 11 0 |
| Cedar, Cuba ... per ft. | 0 5½ | 0 6½ |
| Ebony... ...per ton | | |
| Ceylon ... ... | 6 0 | 13 0 |
| Satinwood ... per ft. | 1s 0d | 1s 2d |
| WOOL ... ... per lb. | | |
| East India, white ... | 0 9½ | 1 2½ |
| yellow and gray ... | 0 3 | 1 1 |

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# Shipping Intelligence.

## ARRIVALS.

| Date. | Ship. | Captain. | From. | At. |
|---|---|---|---|---|
| Aug. 2 | Cornelis W. Eduard | Swart | Batavia | Brouwershaven |
| — 2 | Acacia | Henderson | Colombo | Havre |
| — 4 | Onward | Watson | Do. | London |
| Jly. 23 | Surprise | Ranlett | Amoy | New York |
| — 22 | Brilliant | Warren | Yokohama | Boston |
| — 23 | Nabob | Rich | Padang | Do. |
| Aug. 5 | Chinaman | — | Shanghai | New York |
| — 6 | Beau Ideal | Partridge | Bassein | Liverpool |
| Jly. 25 | Ortelius | Groot | Singapore | New York |
| Aug 5 | Zaanstroom | Oepkes | Batavia | Texel |
| Jly. 27 | Albert | Hopkins | Amoy | New York |
| — 28 | Thames | Arnold | Ceylon | Do. |
| Aug 10 | Merrimac | Jacobs | Rangoon, for Bremen | Off Falmouth |
| — 2 | Rebecca | Davidson | Amoy | New York |
| — 2 | Jan v. Galen | V. Boon | Padang | Do. |
| — 3 | Golden Fleece | Willcomb | Manila | Do. |
| — 14 | Zuid Holland | Zwart | Bassein | Falmouth |
| — 14 | Sophia Helene | Schon | Akyab, for Hamburg | Off do. |
| — 14 | Theophane | — | Bassein | Liverpool |
| — 4 | Eduard | Sohst | Hong Kong | San Francisco |
| — 4 | Dunmore | Robertson | Singapore | Boston |
| — 17 | Phaeton | Mathews | Colombo | London |
| — 15 | Gerard P. Servatius | — | Batavia for Amstdm. | Off Dover |
| — 15 | Estrella | Otazabel | Manila | Liverpool |
| — 16 | Staatsraad v. Ewyck | — | Java, for Amsterdam. | Off Dungeness |
| — | Comete | Bernard | Saigon | Off Palais, B.I. |
| — 19 | Andromeda | — | Rangoon | Liverpool |
| — 19 | Macassar | Horner | Rangoon, for Rotrdm. | Falmouth* |
| — 20 | Elmira | Miska | Penang | Off do. |

* With crew sick.

## DEPARTURES.

| Date. | Ship. | Captain. | For. | From |
|---|---|---|---|---|
| — | India Packet | Diepering | Batavia | Amsterdam |
| Jly. 27 | Staffa | Jopp | Singapore | Penarth |
| — 17 | Mispine | — | Hong Kong | San Francisco |
| Aug. 5 | Sarah Nicholson | Hefferman | Shanghai | London |
| Jly. 31 | Amadine | Farrow | Do. | Sunderland |
| — | Robertus Hendrikus | — | Batavia | Rotterdam |
| Aug. 5 | Stanley | Doughty | Singapore | Sunderland |
| — 5 | Choice | Harrison | Galle | Do. |
| — 7 | Hopeful | Buttrey | Singapore | London |
| — 7 | Zanita | Abroe | Cardiff and Galle | Do. |
| — 2 | Evangeline | — | Galle | Newcastle |
| — 6 | Juliana | Gastanaga | Manila | Liverpool |
| — 6 | Amigos | Erezuma | Do. | Do. |
| — 9 | Lauderdale | Smith | Shanghai | London |
| — 7 | Arlington | Newcombe | Galle | Liverpool |
| — | Albrecht Beyling | — | Samarang | Rotterdam |
| — 5 | Island Queen | Forster | Yokohama | Cardiff |
| — 7 | Fort Regent | — | Hong Kong | Swansea |
| — 8 | Edith | — | Singapore | Shields |
| — 9 | Azia | Boucher | Batavia | Sunderland |
| — 9 | Gelderland | Mulder | Do. | Do. |
| — 11 | Sir William Wallace | Taylor | Shanghai | London |
| — 10 | Niagara | Fry | Hong Kong | Cardiff |
| — 10 | Stavers | Darling | Singapore | Sunderland |
| — 12 | Arabia | Hinckley | Galle | London |
| — | Macassar | Bosen | Macassar | Amsterdam |
| — 9 | Stavers | Earling | Singapore | Sunderland |
| — 12 | Louisa Fletcher | Luckes | Galle | Liverpool |
| — 13 | Eliza Laing | Jones | Galle, &c. | Sunderland |
| — 14 | British Crown | — | Singapore | Shields |
| — | Willy | Rohker | Hong Kong | Bremen |
| — | Formosa | Paulsen | Do. | Hamburg |
| — | Java Packet | — | Batavia | Rotterdam |
| — | Zaanstroom | Oepkes | Do. | Amsterdam |
| — 16 | Psyche | Harris | Japan | Cardiff |
| — 16 | Prospere | Levestre | Galle | Do. |
| — | Jho Sho Mara (s.) | James | Nagasaki | Galway Bay |
| — 18 | Hesperia | Jarvis | Singapore | London |
| — 6 | Jesus | Arriandiga | Manila | Penarth |
| — 18 | Voletta (?) | — | Galle | Shields |
| — 20 | Palmerston | Seagrove | Colombo | London |
| — 17 | Norman Court | Shewan | Hong Kg. via London | Glasgow |

*(See Commercial Postscript and Correspondents' Letters.*

## LOADING.

At London.—For Hiogo and Yokohama: Corsair. For Nagasaki and Hiogo: Chanticleer. For Yokohama: Mountain Ash, Osaka, Velocity. For Shanghai: Carrick Castle, Dartmouth, Hertfordshire, Carnarvonshire, Undine. For Hong Kong: Sophie, Borealis, Cleta, Isles of the South, Queen of the Age, Everest. For Singapore: Henry Grenfell, Belle of Southesk, Antipodes, For Penang: Alvington. For Bangkok: Lotus. For Batavia and Sourabaya: Gladiator. For Colombo: Thomas Blythe, Spirit of the North, Britomart.

At Liverpool.—For Yokohama: Edwin Bassett, Caractacus. For Shanghai: Banian. For Singapore: Banda. For Manila: Maria, Trinidad, Loyola. For Batavia and Sourabaya, Maranon.

At Glasgow.—For Yokohama: St. Dunstan. For Hong Kong: Grace Peille. For Singapore: Loch Ken. For Penang: James Paton. For Batavia and Sourabaya: County of Elgin.

## SPOKEN.

Valador (?) (brig), Hamburg to Hong Kong, 70 days out, May 16, 38 S., 14 E.

Uknia (? Utinia) (ship), Cardiff to Singapore, 72 days out, June 2, 39 S., 24 E.

Siberia (ship), Singapore to London, May 29, in the Caramatta Passage.

Anjer, Cardiff to Shanghai, June 26, 8 N., 27 W.

No. 3,768. 3rd d. p. (English ship), Colombo to London, July 23, 42 N., 30 W.

Tartar, London to Shanghai, June 27, 1 S., 32 W.

Hernsten (?) (barq.), Liverpool to Sourabaya. June 16. 1 S., 31 W.

Lammermuir, London to Shanghai, July 23, 44 N., 9 W.

Mary Spencer, Liverpool to Batavia, June 4, 36 S., 19 E.

Queen of Trumps (?) (Brit. bq.), Manila to London, June 19, 18 S., 3 E.

Premier, London to Chefoo, June 29, 8 N., 27 W.

Laju, Glasgow to Shanghai, July 27, 50 N., 12 W.

Moro Castle, New York to Shanghai, June 26, 1 N., 31 W.

Ellary, Liverpool to Yokohama, 11 days out.

Oribe (brig), Colombo to London, June 26, 22 S., 5 E.

Artistic (brig), from Colombo, June 17, 33 S., 16 E.

Contest (brig), Bangkok to Falmouth, June 11, 31 S., 35 E

Queen of India (barque), Singapore to London, June 12, 31 S, 36 E.

Comet (barque), Cochin China to Belle Isle, June 18, 35 S., 20 E.

Maude, Bangkok to Falmouth, July 8, 18 S., 3 W.

Everton, from Singapore, April 22, 6 S., 105 E.

Pepita (Sp. bq.), Manila to Falmouth, April 22, 10 S., 103 E.

Undine (ship), Shanghai to London, June 1, 29 S., 40 E.

Amoor (barque), Saigon to Bremen, July 8, off St. Helena.

Madagascar (Aust. barq.), Singapore to Hamburg, June 1, 33 S., 32 E.

Alfred, Falmouth to Singapore, 67 days out, 44 S., 18 W.

Alpha, Singapore to Liverpool, June 24, lat. 11, lon. 5.

Lola (Brit. bq.), Saigon to Falmouth, 65 days out, April 29, 23 S., 60 E.

Agra, Manila to New York, April 13, in the Straits of Sunda.

Susan Collins, Ilo Ilo to London, April 18.

Hamilla Mitchell, London to Shanghai, May 25, 25 S., 30 W.

Etha Rickmers, New York to Shanghai, July 4, 21 N., 40 W.

Mary Ismay, Bangkok to Falmouth, June 1, 32 S., 29 E.

Anita, Cardiff to Shanghai, June 30, 5 N., 25 W.

Hendrick, Hamburg to Japan, March 1, 4 S., 22 W.

Good Hope, New York to Hong Kong, about June 24, lat. 31, lon. 72

Abracan, New York to Anjer, May 29, 1 S., 29 W.

Henriette Gerardina Susanna, Rott. to Bat., July 15, 45 N., 11 W.

Electra, Batavia to Amsterdam, June 27, 31 S., 33 E.

Emolus (?), (Eng. bq.), Liverpool to Japan, 80 days out, March 22, 37 S., 21 W.

Vizcaya (?), London to Shanghai, April 22, 41 S., 30 E.

A Russian ship, 120 days out, Cardiff to Japan, May 10.

Nederland, Amsterdam to Batavia, July 23, 46 N., 13 W.

Empress of India, Cardiff to Singapore, June 11.

Ann Bow (?), Newcastle to Hong Kong, 32 days out, June 12.

Insulinde, Amsterdam to Batavia, June 16, 17 N., 26 W.

India Packet, Amsterdam to Batavia, Aug. 3, 40 N., 10 W.

Kate Carnie, Japan to New York, May 31, 80 S., 84 E.

Roslin Castle, Clyde to Singapore, July 1, 2 N., 25 W.

Nieuwe Waterweg II., Sourabaya to Amstdm., July 24, 33 N., 45 W.

Alcyone, Amsterdam to Sourabaya, 49 N., 6 W.

Bezoekie (Dutch barq.), Batavia to Rotterdam, Aug. 10.

Agatha Johanna (Mecklenberg barq.), Cardiff to Hong Kong, Aug. 6 46. N., 12 W.

Chryseis (barq.), Bangkok to Falmouth, Aug. 10.

Elsinore, Manila to New York, July 16, 6 N., 42 W.

Annie Braginton, Shanghai to New York, June 11, 36 S., 20 E.

Maria Therese, Colombo to London, June 12, 25 S., 6 E.

Bothwell Castle, Clyde to Singapore, June 10, 39 S., long. 60.

Eleanor, London to Padang, 63 days out, 37 S., 19 E.

Janet Ferguson, London to Japan, 65 days out, 39 S., 22 E.

Kate, Hamburg to Hong Kong, June 20, 27 S., 32 W.

Abacan (Dutch barque), Amsterdam to Sourabaya, 45 days out, June 25, 20 S., 33 W.

Norwood, of Workington, bound to Singapore, July 26, 33 N., 18 W.

Alpha (Norwegian ship), Singapore to Liverpool, July 28, 37 N., 44 W.

Grondwet (Dutch), Batavia to Zierikzee, June 3, 35 S., 22 E.

H.D.F.G., Colombo to London, 91 days out, July 28, 37 N., 41 W.

Reigate (ship), from Batavia, August 6, 45 N., 29 W.

Red Deer, Bangkok to Falmouth, July 11, 11 N., 27 W.

William Connal (?), Batavia to Amsterdam, Aug. 4, 45 N., 29 W.

Agra, Colombo to London, Aug. 7, 45 N., 28 W., had been becalmed fourteen days, and was supplied with provisions.

Webfoot, Saigon to Falmouth, Aug. 8, 46 N., 27 W.

Eunomia, Colombo to Havre, Aug. 8, 46 N., 27 W.

Westbury (barq.), London to Japan, June 28, 7 N., 24 W.

Susanna and Elizabeth, Flushing to Batavia, July 10, 12 S., 34 W.

Union, Banca to London, 147 days out, 38 N., 34 W.

Southern Cross, for Colombo, July 12, 12 N., 25 W.

Olano, Manila to Liverpool, May 30, 29 S., 37 E.

Assistance, Penang to London, June 2, 32 S., 29 E.

P D L C (com. code), Padang to New York, July 5, 6 N., 28 W.

Chariot of Fame, Liverpool to Hong Kong, July 5, 1 N., 23 W.

Monkchester, Shanghai to New York, May, 30 S., 34 E.

Malacca, Liverpool to Japan, July 3, 1 N., 29 W.

Johanna Auguste, Cardiff to Singapore, May 30, lat. 23, lon. 103.

Peruvian, New York to Japan, in the China Sea.

Maria and Elizabeth, Rotterdam to Sourabaya, June 26, 10 N., 26 W.

Bristow, London to Shanghai, June 27, 11 N., 27 W.

## FREIGHTS AND CHARTERS.

Berth freights to the Eastern ports still continue much depressed, and rates rule very low; the steamer Alonso, for China and Japan, has been withdrawn from the berth, owing to the small quantity of goods offering. In coal freights from the Northern outports we have no change to note.

Current rates of freight for vessels on the berth:—To Yokohama: 30s. weight or meast. To Nagasaki: 40s. weight or meast. To Hiogo: 35s. weight or meast. To Shanghai: 30s. weight or meast. To Hong Kong: 30s. weight, 27s. 6d. meast. To Batavia: 25s. weight, 30s. meast. To Singapore: 30s. weight, 25s. to 30s. meast. To Ceylon: 20s. to 25s. weight, 20s. meast. At New York to China; $12 to $15 per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—For Shanghai: £43. For Hong Kong: £32 10s. For Singapore: £25. For Galle: £25. From Newport, Cardiff, or Swan-

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sea per ton.—For Yokohama: £2. For Shanghai: £2 2s. 6d. For Hong Kong: £1 13s. For Singapore: £1 6s. For Galle: £1 5s.

## MISCELLANEOUS.

At Ascension.—June 23, Eunomia, from Colombo, and sailed for Havre; 25, Estrelle, from Manila, and sailed for Liverpool; 27, Hakon Jarl and Virgilia Lesueur, from Bangkok, and both sailed for Falmouth.

Off Ascension.—June 19, Marbs (?), from Penang; July 11, John Fraser, from Java.

At St. Helena.—July 1, A. Lloret, Gonzala, from Manila, and sailed 2 for London; Gefle, Wahlman, from Sourabaya, and sailed 2 for Amsterdam; 2, Milton, Smith, from Ilo Ilo, Appelina, Youll; from Saigon, and both sailed 3 for Falmouth; 4, Betty, Chevalier, from Tjilatjap, and sailed 6 for Amsterdam; Drie Gerzusters, Fischer, from Batavia, and sailed 5 for Amsterdam; 5, Ocean Empress, McDonald, from Saigon; Cornelia Mathilda, Houtkoper, from Banjoewangie, and both sailed for Rotterdam; 6, Ellenborough, Robb, from Colombo, and sailed 7 for London; 7, Bengal, West, from Manila, and sailed 8 for New York; 8, Ercilla, Vicente, from Manila, and sailed 9 for Cadiz; 9, Vyf Vrienden, Verweg, from Batavia; Gertrude, Dewar, from Saigon, and both sailed 10 for Rotterdam.

Off St. Helena.—June 30, Sir Henry Havelock, from Manila; July 7, Royal Minstrel, from Colombo.

At Simon's Bay.—June 23, Hollandia, Nieuwenhuys, sailed for Macassar; Moneca (str.), Barclay, sailed for China.

At Mauritius.—June 22, Couronnement, Lauriol, from Saigon, and sailed 26 for Falmouth; 23, Andreas, Krabb, from Bangkok, and sailed 24 for Falmouth; 24, Glenallan, Shilston, from Bangkok, and sailed 26 for Falmouth.

On the 20th inst. a fine ship, called the Hesperia, 500 tons burden, commanded by Captain Jarvis, laden with a valuable cargo, bound for Singapore, foundered in the river near Gravesend, after being in collision with the Northumbria steamer, bound to Cardiff. The Hesperia left St. Katherine's Docks on the 18th inst., and on arriving at the lower part of Gravesend Reach was brought to an anchor, and would have sailed on her voyage at daybreak the following day but for the unfortunate accident, which occurred about half-past one o'clock in the morning. The Northumbria is quite a new steamer, nearly 1,000 tons burden. It was her first voyage, and all that can be at present ascertained is that she ran into the Hesperia with such force as to bury her bows in that vessel, cutting her down to the water's edge. Fortunately for the crew of the Hesperia the Northumbria was unable to extricate herself for some time, thus enabling the crew to get safe on board, but directly she got clear the Hesperia went down at her anchors in deep water. The Northumbria put back and has arrived at Victoria Docks. It is represented that the Hesperia and her cargo were insured for £30,000.

The already large and important steam fleet of Liverpool has just received a valuable addition in the case of the new and large steamer Palm, owned by Messrs. Charles Horsfall and Sons; the Palm is brig-rigged. Her gross tonnage is 1,600, her nett about 961, and she can carry 2,500 tons of coal and cargo by measurement, or 1,900 tons dead weight, on a draft of 16½ feet. Besides carrying a large quantity of sail, she is propelled by a screw worked by engines of 160-horse power nominal, but which with a pressure of 100 lbs. to the square inch can be worked up to between 700 and 800-horse power, with which, on a consumption of 10 cwt. of coal per hour, she can, while drawing 16 feet, make 9½ knots per hour, an immense amount of speed on so small a consumption of coal. Yet, under the conditions named, she was tested and proved during her trial trip on the Clyde. She is divided into seven water-tight compartments by six iron bulkheads, which extend from the keel to the main deck, the latter of which is entirely of iron, and, combined with the bulkheads, give great strength and elasticity to the hull. Her engines are Macnab's patent, with surface-condensers, the whole of the machinery being constructed on the principle of combining simplicity of structure with efficiency of working. The boilers for these engines are Ramsden's patent—of the firm of Hebson and Ramsden, consulting engineers, of Liverpool. The Palm is fitted with four patent steam winches, which are adapted to assist in all the deck working of the vessel, in loading and unloading cargo, lowering and raising the anchors, and also in working the pumps. This noble vessel was built by Messrs. Macnab and Co., shipbuilders and engineers, Greenock, under the special supervision of Mr. Douglas Hebson, consulting engineer, of Liverpool, and under the superintendence of Captain Brown, overlooker for Messrs. Horsfall and Sons. The builders also furnished, under the same supervision, the splendid engines and machinery of the ship. She has now nearly completed her loading, and will, it is expected, sail on her first voyage to Africa under command of Captain Buchanan.

## CASUALTIES.

The Zeebloem, Gollards, from Amsterdam to Batavia, put into Rio Janeiro, July 20, with bowsprit broken.

Advices from Cuxhaven, dated Aug. 16, state that the Panama, Nielsen, bound to Hong Kong, grounded on Schaarhorn, when going out the day previous, but was assisted off on the 16th without damage.

The Hesperia, Jarvis, from London to Singapore, foundered in Gravesend Reach on the 20th inst., having been run into by the Northumbria (s.s.), bound to Cardiff.

The Eliza Laing, Jones, which sailed from Sunderland, Aug. 13, for Galle, put into Falmouth on the 20th inst. with loss of water.

## LAUNCHES.

On the 11th inst. there was successfully launched from the building-yard of Messrs. C. R. Clover and Co., Woodside Ferry, Birkenhead, a beautiful iron clipper ship, named the Cumeria, which has been built for Messrs. Richd. Nicholson and Son, of Liverpool. She is a full-rigged ship of 1,380 tons B.M., and 1,275 tons register. Her length is 225 feet; breadth, 37 feet; depth of hold, 22 feet 9 inches; and she is classed A (highest class) at Lloyd's. The Cumeria, as regards strength, model, and finish, will compare favourably with any of the many fine East Indiamen launched by these celebrated builders, neither ability nor expense having been spared to make her one of the finest ships afloat. The general appearance and fitting of the Cumeria—being smooth-plated—is very fine; her saloon is handsomely finished with polished fancy wood, the ceiling, which is lofty, being white and gold; the skylight is fitted with stained glass with views of Lanercost Abbey and Carlisle Castle, scenes in Cumberland, from which county she takes her name. The sleeping berths are light, airy, and commodious. Amidships there is a steam winch for loading and discharging cargo, working the pumps, windlass, &c., and attached to the same boiler is a condenser for 200 gallons water per minute, and a circulating pump which acts as a powerful fire-engine. Directly after being launched the Cumeria was towed into the Queen's Basin, where she will receive her masts, &c. Captain Joseph Brown, late of the ship Carlisle, belonging to Messrs. Nicholson, has been appointed commander of the Cumeria, and she will be immediately placed on the berth for Calcutta.

At Pallion, near Sunderland, on the 10th inst., a fine iron sailing barque, about 682 tons register, was most successfully launched by Messrs. William Doxford and Sons, shipbuilders. The name Garnock was given to her as she started on the ways by Miss Doxford, daughter of one of the builders. The vessel has been built for David Hunter, Esq., of Ayr, and is intended for the India trade. This is the second iron vessel Messrs. Doxford have built for the same firm. Captain Auld, late of the Inverary, will take command.

We understand that Messrs. Scott and Co. have contracted with Mr Alfred Holt, of Liverpool, to build a screw-steamer of 1,800 tons and 200-horse power, to be employed in the China trade. The engines will be supplied by the Greenock Foundry Company. The new steamer will be sister to the Achilles, Ajax, and Agamemnon, built by Messrs. Scott and Co. for the same owner.


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Hong Kong, Aug. 15, 1867. CHAS. A. SAINT.

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The Daily China Mail.—Six pages; published every evening (except Sunday). Subscription, 24 dols. per annum. Circulates in Hong Kong and along the China and Japan coasts. Terms of advertising:—Ten lines and under, 1 dol.; each additional line, 10 cents; one-half of these charges for repetitions. In Chinese, 2 cents per character for any number of days during the current week.

The Overland China Mail.—Compiled from the *Daily China Mail*, is published twice a month on the morning of the English mail's departure, and is a record of each fortnight's current history of events in China and Japan, contributed in original reports and collated from the journals published at the various ports in those countries. It contains, besides, a Shipping List for Shanghai, Hong Kong, Canton, and Macao, and a complete Commercial Summary.

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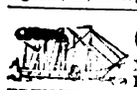

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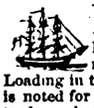

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**THE LONDON & CHINA TELEGRAPH.**

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FRENCH MAIL EDITION.]

# The London and China 新聞紙 Telegraph.

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON THE ARRIVAL OF THE FORTNIGHTLY ENGLISH, AND MONTHLY FRENCH MAILS FROM CHINA, JAPAN, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A SUMMARY OF NEWS FOR THE OUTWARD MAILS.

VOL. XI.—No. 324.] LONDON, MONDAY, AUG. 30, 1869. [Price 9d., with Sup., 1s. 3d.—Sub. 30s. per ann. postage, included. Sup. 12s. extra.

## Latest Advices.

| Ports. | From London | Arrived out. | HOMEWARD. Received this day. |
|---|---|---|---|
| JAPAN — Yokohama | May 13 | July 3 | July 6 |
| Yedo | — | — | July 5 |
| Osaka and Hiogo | | | |
| Hakodadi | | | |
| Nagasaki | — | — | July 3 |
| CHINA — Peking | | | |
| Tien-tsin | | | |
| Chefoo | | | |
| New-chwang | | | |
| Hankow | — | — | July 5 |
| Kiu-kiang | | | |
| Chin-kiang | | | |
| Shanghai | May 21 | July 5 | July 8 |
| Ningpo | — | — | July 5 |
| Foochow | May 21 | July 6 | July 12 |
| Formosa | | | |
| Amoy | — | — | July 14 |
| Swatow | | | |
| Hong Kong | June 4 | July 13 | July 16 |
| Canton | — | — | July 15 |
| Macao | — | — | July 15 |
| PHILIPPINES— | | | |
| Manilla | | | |
| COCHIN-CHINA— | | | |
| Saigon | — | — | July 21 |
| SIAM — Bangkok | June 4 | July 13 | July 16 |
| BORNEO—Labuan | | | |
| Sarawak | | | |
| JAVA — Batavia | — | — | July 17 |
| Samarang | | | |
| Sourabaya | | | |
| MALACCA STRAITS— | | | |
| Singapore | June 18 | July 20 | July 24 |
| Penang | | | |
| CEYLON — Colombo | July 8 | Aug. 1 | Aug. 2 |
| Galle | July 8 | Aug. 1 | Aug. 3 |

### THE MAILS, &c.

The present inward mail is delivered on its due date; as usual with the French mail, there is but a meagre budget of news. The papers were not delivered until after eleven o'clock.

The next inward mail, due here on Monday next, will bring the following dates: Yokohama, July 14; Shanghai, July 15; Hong Kong, July 22; Singapore, July 30; Galle, August 9.

Telegrams from Hong Kong, *via* Galle, have been received in advance of the mail of August 5. *Via* Kiachta, we have Shanghai telegrams to August 9, received on the 27th inst.

## List of Passengers.

### PASSENGERS INWARD.

By this mail to Marseilles, per French mail steamer *Peluse*, arrived August 28.—From Yokohama: Messrs. L'Amiral, De Chaille, Des Perriere. From Shanghai: Messrs. Maignan, Fimk, Fitzhenry, Bourlet, Dumont, Debacker, Marneffe, Hensel. From Hong Kong: Messrs. Vallé, Mollie, Mesdames Ribotte, Vidal, M. Faurié, General Maldonado. From Saigon: Mr. Denis. From Singapore: Messrs. Smith, Mayboon, Serratico, Van der Multon. From Batavia: Messrs. Forbecque, Hatendicke, Bowles, De Mareuil, Calish, Mr. and Mrs. Harting. From Galle: Messrs. Goodall, Brabazon, Madame Reeres.

### PASSENGERS OUTWARD.

Per P. and O. steamer *Syria*, from Southampton, August 21.—To Yokohama: Mr. G. Wauchope. To Shanghai: Mr. Inaba, Mr. Collinson, and one second-class passenger. To Hong Kong: Mr. Marcus Wolff, Mr. R. C. McClement, and two second-class passengers. To Ceylon: Mr. W. Raikes, Miss A. Walker, Miss Crowe, Mr. and Mrs. J Robertson and child, Rev. Mr. Bateman, and one second-class passenger.

Per P. and O. steamer *Bangalore*, from Marseilles, August 29.—To Shanghai: Mr. J. J. Tucker, Mr Douglas Jones. To Singapore: Mr E. J. Tolson. To Batavia: Mr. T. Van der Chys, Mrs. Van Haeften. To Ceylon: Mr. E. Rymer, Mr. G. S. Steward.

Per P. and O. steamer from Suez, Sept. 5.—To Hong Kong: Mr. and Mrs. C. C. Smith.

Per P. and O. steamer *Poonah*, from Southampton, Sept. 4.—To Shanghai: Mr. Russell, Mr. and Mrs. J. Hart, Miss E. Hart. To Hong Kong: Mrs Hackin, Dr. Franklyn. To Ceylon: Mr. and Mrs. G. W. R. Campbell, Miss A. Carey.

Per P. and O. steamer *Delhi*, from Marseilles, Sept. 12.—To Shanghai: Mr. J. Maitland. To Singapore: Mr. T. F. van der Plas.

Per P and O. steamer *Ceylon*, from Southampton, Sept. 18.—To Yokohama: Mrs. Campbell and child. To Hong Kong: Mr. J. Y. V. Shaw, Mr. Head. To Ceylon: Mr. M. Finch, Miss Horn.

Per P. and O. steamer *Syria*, from Marseilles, Sept. 26.—To Yokohama: Mr. R. Johnstone. To Penang: Mr. and Mrs. H. Frohlich.

Per P. and O. steamer from Southampton, Oct. 2.—To Hong Kong: Mrs. E. Arthur, Mrs. Wilberforce Wilson. To Ceylon: Mr. C. Buchanan, Miss Macartney, Mr. J. Duncan's two children, Mr. and Mrs. W. Carver, Capt. Skottowe. To Singapore. Mr. J. W. Witham.

Per P. and O. steamer from Marseilles, Oct. 10.—To Ceylon: Mr. and Mrs. M. H. Thomas, Miss Creswell, Mr. J. W. Gossett, Mr. Stanley Daniell, Miss Sconce, Sir J. Elphinstone, Mr. H. W. Ridley.

Per P. and O. steamer, from Suez, Oct. 17.—To Ceylon: Mr. Duncan Davidson.

Per P. and O. steamer from Southampton, October 16.—To Penang: Miss Napier. To Ceylon: Mrs. Wilson.

Per P. and O. steamer from Marseilles, October 24.—To Shanghai: Mr. John Fraser.

Per P. and O. steamer from Suez, October 31.—To Ceylon: Mr. J. H. Cheape.

## Summary of News from the Far East.

### JAPAN.

#### YOKOHAMA.

The present mail brings advices from Yokohama to the 6th July. The outward French mail of May 13 was received there on the 3rd July. The *Japan Times* supplies the following:—

We hear that an Embassy is shortly to leave for Hawaii, in charge of which will be Terashima Tozo and a Vice-Minister for Foreign Affairs. We have never been able to comprehend the object of the unenlightened opposition to freer intercourse between Japan and Hawaii manifested in quarters where we should have expected greater liberality. Japan has as good a right to make a treaty with Hawaii and to inaugurate a trade with that country as any of the great Western Powers had to make treaties with Japan—and certainly she is likely to derive more benefit from such intercourse with a kindred race than she has as yet received from ourselves. We shall watch the progress of the mission with interest, and trust that it will successfully achieve its object of bringing both countries more closely together.

#### THE FALL OF HAKODADI.

The following picturesque account of the recent events at Hakodadi, which have culminated in the fall of the place, will be read with great interest. Written as it is by a correspondent who is entirely independent of either side, it has the additional advantage of being impartial:—

"HAKODADI, 19th June, 1869.

"The *Dove* left us at daybreak on the 16th inst., and was barely out of sight before the severest engagement commenced between the Tokugawa refugees and the Imperialists that we have yet seen. The *Stonewall* steamed towards the head of the bay, followed by the *Henda*, the *Kami-no-kami*, a Dutch built vessel whose name I have forgotten, and the *Kiangsu*, all directing their fire against the fort and the *Eagle*, which was replied to with much spirit, especially by the latter. The *Stonewall* was apparently husbanding her ammunition, which is said to be falling short, and only fired one of her great guns at long intervals. The shells invariably burst a few yards after leaving the gun, and were thus wholly useless. As she slowly steamed towards the *Eagle* the latter backed towards her, and we looked for a death-grapple between the two. The *Eagle* fired with unabated spirit during the approach of her formidable opponent, and we waited—almost breathlessly—for the great gun of the *Stonewall* to tear the other ship to pieces, previously to the last fatal charge of the ram; but, strangely enough, the *Stonewall* did not fire, deterred, possibly, by want of spirit to open her bow port and expose herself to the deadly and well-directed fire of the *Eagle*. She then sheered off, and the *Eagle* backed to her old position in the bay; but, being terribly pressed by her opponents, ran ashore, where she now lies stranded, yet still an effective battery."

* * * * * *

"Sunday, 20th June, 1869.

"At 3 A.M. the Mikado's fleet commenced an attack on the fort,

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while the troops advanced towards the breastworks near Kamida, and prepared to contest possession of the fort itself. For four hours a severe and continuous fire of great guns and musketry was kept up, and both sides fought with vigour and spirit. But superior to all in gunnery, in indomitable courage and inexhaustible vigour were distinguished the crew of the *Emperor*. Beset by the whole of the Mikado's fleet, menaced by the crushing ram of the *Stonewall*, the especial mark of the well-directed fire of the *Kiangsu*, the Dutchman, and the *Henda*, the little vessel was fought with heroic courage and dauntless resolution. Shell after shell and shot after shot from her kept the other vessels at bay, nor did her fire ever slacken duirng the terrible struggle. That a craft so small should have been able successfully to defy the successive and sometimes the united efforts of five men-of-war—a mere yacht—for it must be remembered that she was the present of our Queen to a former Shiogoon on the occasion of Lord Elgin's signing the treaty—against vessels built for warfare, is due partly to the indomitable courage of her defenders, but chiefly to their education by Captain Tracy, R.N., formerly Naval Instructor to the Japanese in Yedo. This little ship was manned by his pupils, and had he seen their gallant conduct and dauntless bearing in action he would indeed have been justly proud of them. And now occurred the great incident of the day, which drew all eyes toward the north-east corner of the bay. Without warning or note of preparation of any kind, a column of flame, high as the mainmast of the British corvette, shot into the air, followed by a dense column of smoke, in the midst of which fragments and *debris* of all kinds might be discerned. A shell from the *Emperor* had burst in the magazine of the *Chosu Maro*—the Dutchman, as I have hitherto called her—and she sank instantly, her bowsprit and foremast alone appearing above the water. Then commenced one of those dreadful scenes which so greatly intensify the horrors of war, poor wretches clinging to the spars and rigging, others striking out for the shore and perishing in the attempt to reach it, and, worst of all, the throwing of more shells by the *Emperor*, which burst over so closely that they could hardly have failed to swell the fatal tale of mortality caused by the explosion. Of course this would never have been seen in European warfare, mitigated as that is by the more humane and chivalrous dictates of a higher civilisation; but before we blame the crew of the *Emperor* we must remember that the sentiments connected with human life are very low—in spite of institutions which show that death is readily preferred to a disgraced life. The Tokugawa men are fighting in a desperate cause, and no set of men are blameable for not being in advance of the general average of the national sentiments they represent.

"But the conduct of the *Henda's* commander cannot be excused; instead of moving at once from his position, which was not a thousand yards from the *Chosu Maro*, with the view of assisting the victims of the explosion, he steamed away at once to what seemed a cooler part of the bay, and left the poor wretches to their fate. I am unable to explain these movements, and do not wish to place a wrong construction on them, but do not hesitate to say that the strangely unsympathetic feature of the Asiatic character never appeared to me more prominent than on this occasion. Two cutters from the *Pearl* were at once lowered and pulled towards the wreck, returning in about an hour with some twenty odd of the survivors. Some few had miraculously escaped without hurt, but most, I am told, were cruelly burnt or mangled. One died during the passage from the wreck; some were bleeding from great open wounds which dyed the boats with their blood. The captain had escaped, but was frightfully burnt and had an arm broken. Sitting in the stern sheets at the bottom of the boat, he seemed almost insensible to what was going on, but as the boat pushed off for the shore, with the inborn politeness of the Japanese, he bowed forward in acknowledgment of the efforts made on his behalf, though the effort cost him dear, in the evident increase of the agony he suffered. Assistant-Surgeon de Meric and Mr. Quin, of the Consulate, accompanied the sufferers to the shore, secured accommodation for them in the neighbouring village of Arigawa, and there all that skill and thoughtful kindness could effect or suggest was done for them.

"The *Eagle* during this time had been doing but little work, firing occasional shots, but showing nothing like the spirit or good practice of the little *Emperor;* her crew, however, have often enough shown their mettle, and they were perhaps employed at some other quarter of the defences.

* * * * * * * * * *

"But as the day wore on it was evident that the Tokugawa men were being overpowered, though they still fought with unabated gallantry. A little smoke was detected issuing from the stern of the *Eagle*, and it was soon evident that she had been fired. Two hours afterwards she blew up, a vast dense column of smoke rising slowly into the air, carrying with it the clearly discernible fragments of the ship. When the smoke cleared she appeared with her poop blown away, but still little changed otherwise in general appearance. The flames continued to gain on her, and she was slowly burnt to the water's edge, shells bursting one by one at intervals as the fire destroyed her. In the same way the *Emperor* was presently also seen to be on fire, which, smouldering at first, gradually burst into flames, and as evening drew on the two burning vessels threw a brighter and still brighter light over the bay. Meanwhile, two large fires had burst out in the town, and the mountain at the foot of which it is placed was enveloped in a dense cloud of smoke, which entirely obscured its features. The wind blew strongly during the evening, and the fires ate their way rapidly to leeward, but as night fell the wind fell with it, and they subsided in great measure. The Tokugawa people had also fired the villages and officials' houses round Kamida, and the horizon for several degrees was lit up with flames. Brightest among them all showed the fire that was consuming the *Eagle*, which, changing from deep red to glowing white, was as the intense glare of an open furnace, and brightly illumined the western side of the town. I should have mentioned that during the afternoon a fresh steamer belonging to the Mikado's fleet had arrived, and, boldly taking up a good position within easy range of the fort, threw many shot into it, and evidently damped the ardour of its defenders, for their return fire slackened considerably. One gallant fellow, however, was long seen loading and firing the gun at the eastern angle, and attracted constant attention by his undaunted behaviour and strange good fortune during the hot fire directed upon the work.

"When morning dawned the *Pearl* was seen thickly surrounded by the floating remains of the sunk *Chosu Maro*, and the fires of the *Eagle* and the *Emperor* paled gradually before the growing light. During the morning, of Monday the 21st, little was done; the Mikado's troops and civil officers had occupied the town at two P M., after the crews of the *Eagle* and *Emperor* had thrown themselves into the Kamida fort, but a dropping fire was carried on by besieged and besiegers. The fires in the town had greatly subsided, and parties landed from the foreign vessels to survey it. It presented the forsaken and desolate appearance we anticipated, marks of shot and shell were everywhere apparent, and the shore was lined by the smouldering ruins of houses. The few inhabitants who had returned to look at their homes, or at the charred remains which but too often represented them, seemed to creep about scared and sad at the changed aspect of affairs. In the afternoon the *Stonewall* took up a position in the bay, about 2,000 yards from the Kamida fort, and opening fire from her great bow gun, made splendid practice against it. Most of her shells burst just over the great earthwork, and must have done fearful execution among the fifteen hundred men now cooped up in the place. An early shot took off the crest of the tower which stands in the midst, and every successive shell added to the destruction of the place.

"Thus for the present I must leave Hakodadi. Imperial troops are in the town, but the small fort in face of the bay is still in the hands of Enomoto's party, tenanted by some thirty or forty desperate men. Kamida contains now perhaps fourteen hundred, and this is all that remains of the whole piratical force. Kamida is surrounded by the Imperial troops, and can be shelled from the bay. It is difficult to believe that it can hold out long, though it is said to contain provisions for six months and plenty of ammunition. The latter statement I greatly doubt.

* * * * * *

It is only right to advert to the utter destruction of the French *prestige* among both parties, indeed, it is too clear and acknowledged a fact to be passed over without notice. It is possible, and I dare say true, that among the French adherents of Enomoto's party, some have behaved with individual gallantry, though it is certain that their instructions forbade their exposing themselves. Those instructions were given and implicit obedience—to the letter—were paid to them—by M. Brunet. Whatever other accounts may be circulated regarding this part of the affair, you may entirely rely on my statements in respect of it. M. Brunet may be an excellent theorist in military tactics, but he lacks the quality which is absolutely essential to his putting his theories into practice, or at all events to any personal superintendence of carrying them out. He has shown what I cordially believe to be amongst French soldiers an exceptional 'discretion,' and has deserted a cause with which he was entirely bound up at the time when, of all others, it most needed his devotion. He has shown himself heartlessly indifferent to the fate of men whom he encouraged to rebellion, and whose submission to the Mikado's authority would have saved the lives of many brave men and supplied the Empire with many good servants.

"All honour to the gallant little crew of the *Emperor!* Deserted by their French leaders, they showed themselves well rid of such unworthy comrades, and fought their tiny vessel with a heroic gallantry which the opposition of tenfold her power could not abate. Many of them must have perished, but they died like brave men, and fought nobly for a cause to which, whether espoused for higher or lower motives, they have sacrificed themselves and followed to the end, without regard to the dastardly conduct of those whose precepts they obeyed so well, but whose example they disgustfully scorned to imitate."

## CHINA.

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### SHANGHAI.

Our advices from this port extend to the 8th July. The English mail of May 21 arrived out on the 5th July. The latest London telegrams were to June 15, *via* Kiachta. The following items are from the *North China Herald*:—

The *Peking Gazette* contains a memorial from Ting Futai to the

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Emperor, advising, amongst other things, that the tribute rice should be carried in Foreign built ships instead of native junks, and pointing out the superiority of the former in point of speed and safety. It is mentioned in the Tientsin trade report that nine Foreign ships were employed in this carriage last year; but they were too large to enter the Peiho, and the additional cost of lighterage from Taku made the total freight heavier than would have been the case if junks had been the carriers. Mr. Mongan feared that this mischance might prevent the re-engagement of Foreign ships, for a time.

The *Gazette* also contains a memorial from a Censor begging the Emperor to take measures to stop poppy cultivation. A proclamation has been issued in accordance with this request, but it is not expected to have any effect. The Indian Government, which has ordered an increased cultivation, in consequence is likely to find itself rudely deceived. In our opinion, the tendency is to a steadily lessening demand for the Indian drug; and the import statistics of the past year bear us out.

We learn that there is renewed apprehension of an outbreak at Soochow. The Taoutai and a number of officials are congregated there.

We have to acknowledge a copy of the sixth annual report of the Peking Hospital, on whose useful career, under the care of Dr. Dudgeon, we have frequently had occasion to comment. The total number of patients relieved during 1868 was 13,239. We are glad to find that the hospital fully maintains its reputation among the Chinese, and continues to do vast good.

We are sorry to hear that the steamer *Ying-tze-fei* got ashore on Shantung Promontory during Thursday night last (July 1). The *Manchu*, which passed at daylight, stayed by her several hours, trying to help her off, but failing, went on to Chefoo, where the *Nanzing* happened to be lying. The latter at once went to the assistance of her consort, and it is hoped that, by taking out some of the stranded vessel's cargo, she may be safely got off. The weather was thick.

The apse windows in the new church have just been filled with stained glass, to commemorate the late Mr. George Henry Fitzroy. The subjects represented are:—The Agony in the Garden of Gethsemane, the Carriage of the Cross, the Crucifixion, the Entombment, St. Mary Magdalene in the Garden, and the Angel announcing the Resurrection to the Three Holy Women at the Sepulchre. Each subject is surmounted with a small canopy, laid upon a ground of rich colour. In our opinion the colouring of the centre window is a little cold and monotonous; and in all cases the borders are too wide, thus giving them an undue prominence, and confining the space devoted to the subject work. On the whole, however, the work possesses much artistic merit, and gives a handsome effect to the interior of the building. It was executed by Messrs. Lavers, Barraud, and Westlake, of London, at the cost of some of the late Mr. Fitzroy's friends in the Customs service.

The body of Captain Cooper, commander of one of the gunboats lately launched from the Kiangnan Arsenal, whose death by drowning (at Hankow) was recorded by last mail, has been picked up nearly at the spot where the steamer was anchored.

We regret very much to have to record the death of Mr. Hamann (of Messrs. Trautmann and Co.), who was accidentally drowned while boating. He was out sailing with a friend, when the boat capsized in a squall, some distance below the Harbour-master's hulk. They stuck to the boat for some time, but as she was sinking, the survivor swam off, and was picked up when at the point of sinking; but Mr. Hamann disappeared immediately. Everything has been done to recover the body, but so far without success.

Our Foochow correspondent writes:—"As a faithful chronicler of the times, I must state that freshets No. 4 and No. 5 have come and gone since I reported concerning the third. Since the memory of the oldest Foreign inhabitant, there have never been two freshets in one season so high as any two of the five we have already had this year. Several years there have been one h gh and a very small or low one, doing no damage, and lasting but a short time. No. 3 was the highest of all. How many more we shall have this season it is useless to conjecture, as all signs seem to fail this year."

The *Evening Courier* of July 8th says:—"The American mail steamer *Costa Rica*, arrived yesterday, brought treasure to the large amount of 875,000 dols., while the Messageries Imperiales steamship *Phase* carries out 505 bales silk. The two facts taken together are well fitted to illustrate the important place which Shanghai takes in the world's commerce."

The *Daily News* says:—"Ting Futai passed Chingkiang on the 1st, *en route* for Soochow, in a rather seedy looking barge towed by a small canal steamer. The military were in waiting along the river banks to give him a *feu de joie* as he passed. It is stated that his boat was towed all the way from the Yellow River. This enlightened official appears to appreciate travelling by steam; but we always understood that the people objected to steamers entering the canals. How is it that H. E. Ting is not afraid of hurting their feelings?"

### OPIUM.

The following is the memorial above alluded to:—

"It is the duty of the State to provide for the wants of the people, and this poison is destroying the very foundations in which the State rests. Food is like heaven to the people; planting opium like nourishing disease. It entered the country first at Kan Liang, and then it spread to Shen Si, where it grows everywhere in abundance. There are in each *hsien* more than 10,000 *mow* of land, and in each province more than one million *mow* under cultivation, and allowing three *mow* of land for one *mow* for one year, there is thus in each province a deficiency of food sufficient to support some 10,000 and more men. So common is it that the children have a rhyme which is heard everywhere. 'The whole earth over the flowers [of opium] open; sleep goes, waking comes, to-day we possess, to-morrow it is lost, let the future care for itself; the people covet wealth and forget the evil; the earth (opium—foreign dirt) spreads everywhere without bounds.'

"The root must be removed if opium smoking is to be abolished, and in this way only can the people have plenty and life be nourished.

"In Kan Su and Shen Si, where it was first planted, the people made money and the mandarins also made much gain from the duty, and this plan they adopted to increase the revenues of a poor appointment; by-and-by, the land was overgrown with it, and less and less grain was produced, and thus it came about that the people began to starve—the valleys among the mountains were depopulated from insufficient food, and the people and soldiers were alike in want, those who came with money to buy could not procure anything, and then it was that they threw themselves into the rivers and canals. The rebellion in the S.E. was nothing to the misery caused by this want of food. A good opium harvest cannot be called a good year; it destroys the land—leaves the land uncultivated; and the growers of opium never try to bring in the waste ground and make it arable. The powers of the body are destroyed by the drug, consequently all other business suffers—even the cultivation of the grain for the food of man. The opium smokers become idle; and, after some years, the strength of their bodies and the abundance of the earth become paralysed—the people become poor, and all manner of evils arise. The evils are so great that they cannot be spoken of. It is fast spreading, and soon the whole earth will be covered with it, so that every one may see it. It would be easy to forbid its cultivation if the yamen did not make so much by it. If the great officers of the Government took the matter up in earnest their action would resemble the sun. Darkness flies away at his rising; so would it be with opium.

"The Censor is harassing his soul night and day, fearing that this will never come to an end. He begs the Emperor and the Empress to issue a proclamation to all the high officials throughout the provinces, to prohibit it and to make it a punishable offence. The people will then be afraid, and desist from its cultivation. Now that the Taeping rebellion is over and the people who were scattered, and who had lost their all, lands, houses, &c., are settling down to peaceful industry, it is a convenient time to inform them to grow the ordinary cereals, upon which depend the life of men, and not to listen to those people who wish to grow opium because of its lucrativeness. This is only temporary and apparent, not real prosperity, and the future will prove this."

## HONG KONG.

The latest date from this port is the 16th July. The outward mail of June 4 was received there on the 13th of July. As usual, by the French mail, there is not much news.

In the matter of *Regina* v. *Saint* the following letter has been received by the defendant's attorney from the Crown solicitor:—

Hong Kong, 13th July, 1869.

Sir,—The two letters addressed by you to the Honourable the Colonial Secretary on behalf of your client, Mr. Saint, concerning the costs in the above criminal information, have been transmitted to me with directions to acknowledge their receipt. I am further instructed to inform you that, under the particular circumstances of that case and for reasons which, though ample, it is unnecessary to detail here, the Government feels precluded from taking any further step in the matter at present.

As an important question of prerogative is concerned, his Excellency is advised to wait the result of the application made to the Privy Council for special leave to appeal against the judgment of the Honourable the Chief Justice; more particularly as to that portion of his honour's judgment by which the Crown is condemned in costs.

The necessity of making certain references on the subject of your communication has unavoidably caused delay in replying thereto.—I have the honour to be, Sir, your most obedient servant,

F. I. Hazeland, Crown Solicitor.

On this the *Mail* has the following very just remarks:—

"Mr. Acting Attorney General Ball consented on behalf of the Crown that the costs in this case should be regarded as if they arose in a case between private parties. By the above letter it appears that the Crown, as it is represented in this colony, holds itself at liberty to depart from an agreement which, if made between private suitors, it might be called upon to enforce in Court as a matter of common honesty. It is excellent to have a giant's strength, but it is tyrannous to use it as a giant. The exercise of such a 'prerogative' is no doubt a pleasant thing, but whether it is precisely generous or honourable we do not stay to inquire. On the whole we are not sorry that leave to appeal has (so the above letter states) been applied for, inasmuch as the result will probably be to teach the lesson that the highest prerogative

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powers of the English Crown cannot be exercised at discretion by the Attorney-General (or his substitute) of a small Crown colony. Mr. Hazeland refers to the application for special leave as being already made. On June 4 defendant's solicitors at home had heard nothing of it, but of course the application may have been made since that date. We may be permitted to express surprise at the refusal to pay costs. Mr. Pauncefote, if we remember rightly, told the Court—at any rate he led the Court to believe—that security for costs had been given by the Government of Macao. That would be in accordance with the usual practice. Why, then, decline to pay costs for which the security was given? The acceptance of the security implies an original intention to pay costs; but it is possible that, among the other mistakes which have been committed by the Government in this matter, is the neglect to provide security—a mistake of which Senor Souza takes advantage, the damage falling upon the defendant alone. The taxed costs (only portion of the whole) amount to over 1,400 dols.—an amount which must necessarily be increased by the course which his Excellency has been *advised* to adopt."

The *China Mail* says:—"As the Ocean steamer *Ajax* was to have left Shanghai about an hour after M.I. str. *Phase* on the 9th, and has not yet arrived, some fears are expressed that she may have got on shore in the river, or been compelled to anchor an unusual time on account of fogs. We trust that the former is not the case."

### COMPTOIR D'ESCOMPTE DE PARIS AND ANOTHER V. RODGER AND OTHERS.

This was a motion for the leave of the Court to issue execution of the judgment debt arising from the recent decision of the Chief Justice in the *Min* case; and as the moneys therein stated have not yet been paid, although judgment was given on the 16th of June last, the Manchester firm, by their counsel, Mr. Whyte, apply for the payment of the money on the part of the banks here.

A long and confused conversational discussion arose between the Court, Mr. Whyte, Mr. Hayllar (counsel for the banks), and Mr. Pollard (who represents the official assignee), touching the complications in which the parties seemed to be now thrown.

Mr. Hayllar said that the large sum (56,392 dols.) was in the hands of the Court, under notice from the official assignee not to pay the same, which notice was given before his lordship's judgment. This state of things had gone on for a long time, and his only fear was that, if he paid over the money to the defendants (Rodger) there might be a responsibility cast upon them for so doing.

Mr. Pollard explained that the official assignee had not appeared before the Privy Council as a party in the recent case, but that some large and important questions would most likely arise regarding the bankruptcy of Lyall, Still and Co. Lyall had been declared bankrupt in London upon one of the Manchester debts.

His Lordship suggested that an inter-pleader bill could be filed. He had been promised a case prepared on behalf of the official assignee, which he had not got.

After some conversation Mr. Hayllar discovered that Mr. Whyte only moved for the costs and interest (some 9,000 dols.); and as he said they had never objected to pay that sum, he now undertook to pay it.

Mr. Whyte asked for costs of present motion, when another conversation ensued, resulting in an agreement to file affidavits on the matter. The Court then rose.

## STRAITS SETTLEMENTS.

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### SINGAPORE.

Advices from this port are to the 24th July. The outward English mail of June 18 was received there on the 20th July. Our Singapore despatches have not come to hand, but there appears to be very little news of importance, except that a telegram previously received of the failure of a large Chinese hong is now confirmed. Pay-tung is the name, and the liabilities are stated at 80,000 dollars.

## AUSTRIA AND SIAM.

(To the Editor of the *London and China Telegraph.*)

Sir,—The remarks contained in your impression of the 23rd instant, relative to the late treaty between Austria and Siam, do not do justice to the liberality of the latter Government.

It is set forth that the definition of prohibited and monopolised articles entered in that treaty at the request of the Austrian representative is an improvement, inasmuch, as it removes the innumerable difficulties and chicanery to which other nations are exposed in unintentionally infringing the laws and customs of Siam.

Permit me to state that the Siamese Government cheerfully conceded the addition referred to, viewing it as consonant with the extension of Foreign trade, and being at the same time aware that if such a definition is important to Austrian interests, the advantages derived would forthwith accrue to the commerce of other nations.

I can confidently refer to the resident Consuls of the Treaty Powers, who can best attest to the spirit of fairness which has always actuated the Government of Siam in the adjustment of cases extraneous to the provisions of existing treaties.—I am, Sir, your obedient servant,

D. K. Mason, Consul.

London, Aug. 26, 1869.

## MISSIONARIES IN CHINA.

The following extracts from a letter on this subject, written by a highly respected member of the missionary body in China, will be found interesting:—

Hankow, July, 1869.

The news from England has lately been full of interest, both to us missionaries and to Foreign residents generally. The notoriety which, as a class, missionaries have lately acquired contrasts, not a little strangely, with the general quiet of our daily life, the invariable kindness and respect which we receive from our mercantile fellow-countrymen, and the unmolested, friendly manner in which we are mingling with, and trying to benefit, the natives themselves. We care little what those who know us not may think or say, so long as those who do know us, who see both what we are and what we do, continue, by word and deed, to testify their approval and respect. A great dust must have been raised in England respecting us; but it has settled on their heads whose feet kicked it up, and scarce a stray particle has been wafted into this remote region. We hear the distant murmur of the terrible storm in certain official announcements that, hereafter, outside the Treaty Port, we have no claim on Consular assistance, and therefore must expect none. But that whispering echo does not cause us much alarm, specially as things go on as usual, and rather better than worse.

*Apropos* of the question of our right to purchase and build outside treaty ports, it may surprise you to learn that in Wuchang, the capital of two provinces, with the famous Li Hung Tsang for Vicerory, the mandarins themselves have procured for and sold to a certain Mission, an eligible plot of land, in a main thoroughfare, and near to the Viceroy's own yamun. Does that admit our right to be there, or does it not?

It seems to me that the whole case, as respecting missionaries in China, has, in England, been greatly exaggerated and misunderstood. One case has precipitated some statesmen and certain men of the press headlong into the conclusion that all are alike, all rash and untrustworthy, and all to be censured. A capital article in one of the recent Shanghai papers cleared the Yangchow missionaries of any particle of blame, clearly putting the blame on other shoulders, so that for the suspicion, censure, and calumny so freely vented on us there is not the slightest foundation. But apart from this Yangchow business, philosophers, such as have the ear of the Upper House, and such as write for the upper ten thousand through *The Times*, ought to have been able, from certain well-known premises, to have reached a different conclusion. *A priori*, missionaries, as such, should not be objects of great suspicion, dread, or hatred to the Chinese. Already, and from ancient time, China has tolerated several great and diverse religious sects. Side by side with the State religion, or Confucianism, grow up the sects of Tau and Buddha—three venerable growths, whose intertangled branches and commingled foliage show no lack of the spirit of toleration. Hence one might justly and logically conclude that missionaries would rather command a quiet hearing than provoke to violence. And such is the case.

To Christianity the Chinese have no violent objection, but against Foreigners they have considerable antipathy. When a missionary is attacked, the Foreigner is attacked; rarely, if ever, is he attacked as a missionary. Hence the difficulty of making a legislative distinction. Let the English Government try to put us beyond the shadow of its protection, if it will; it cannot do so without injury to all other British subjects in China. And knowing, as it ought to know, that these small outbreaks are not the result of a general popular ill-feeling, but rather of the prejudices of certain troublesome but influential minorities, the English Government cannot but be in the wrong in withdrawing the ægis of its protection from a class of conscientious and peace-loving men, who until now have gloried in the name of Britain.

## LATEST TELEGRAMS.

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(Received via Galle, Aug. 24)

### CHINA.

Hong Kong, Aug. 3.—The Peking Government definitively refuses to ratify the Burlingame Convention with the United States. The death is announced of Consul Gibson. It is stated that his decease was hastened by anxiety in consequence of the recent troubles. Mr. G. Ross Browne, the American Minister, replying to an address of the British and American communities at Shanghai, emphatically denounced the policy of Mr. Burlingame, which he considered as evidence of the Chinese disinclination to progress. Equality in the relations was impossible at present, and a yielding attitude on the part of the Foreign Powers would tend to produce war, as the revelations made proved that the

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British was a mistaken policy. The Chinese text of Mr. Burlingame's credentials differed from the Foreign version, and appointed him envoy to a tributary nation.

HONG KONG, AUG. 5.—The reports that some missionaries have been massacred in the province of Szechuen are confirmed. Twenty persons, among whom is supposed to be a French priest, have been killed. The Peking Government has ordered the Hungchan to proceed to Szechuen, in order to examine and report on this affair.

COMMERCIAL.

SHANGHAI, JULY 30.—Gray Shirtings, 6½ catties, 8¼ lb., $2 17. Cotton: Shanghai, 16 taels. Tea, Shanghai, active. Silk, active, but unchanged; settlements since departure of last mail, 3,400 bales. Export to date (China and Japan) from commencement of season, 12,500 bales. Exchange on London, bank bills, six months' sight, 5s. 11¼d. Freights: Tea, £2.

HONG KONG, AUG. 5.—Gray Shirtings, 6½ catties, 8¼ lb., $2 80. Water-twist, 16-24, $136. Cotton: Bengal fair medium, $17. Tea, at Foochow active; short supplies; total export (China and Japan), 53,000,000 lb. Exchange on London, bank bills, six months' sight, 4s. 6½d.

*** The above are in anticipation of the mail due in London on the 19th September.

# Commercial Report.

## CEYLON, STRAITS, JAVA, CHINA AND JAPAN IMPORTS.

SHANGHAI.—Piece Goods: The market for Gray Cottons had been very quiet during the week, but prices showed no change. Local and river wants had been fairly supplied by auction sales of damaged goods, and the reported stranding of a Tientsin steamer with a large cargo of uninsured goods on board had tended to keep the Northern dealers very quiet for the time. White Shirtings: Small sales are quoted at rather easier rates. Drills were lower, but wanted at the reduced values. American Jeans had also fallen. In Fancy Goods and Woollens there was nothing fresh to report. Metals.—Lead: A lot of L. B. had found a buyer at Tls. 5.35. The latest advices from the river ports led to the inference that the demand for the season was at an end. Nail Rod Iron: The sales of Nail Rods during the week had comprised some 6,000 bundles of small sizes at Tls. 2.15, 2,000 bundles of fair assortment at Tls. 2.20, and 3,000 bundles of large-sized Rods at Tls. 2.30 per picul. Bar Iron also had been inquired after, and some 150 tons of large sizes had found buyers at Tls. 2.40 to 2.45 per picul. Stocks of Nail Rod Iron were estimated at about 100,000 bundles, and of Bars about piculs 5,000 to 6,000. For Nail Rods the market was very dull, whilst Bars were more in demand. Coal: This market had been quiet, English and Cardiff kinds were arriving freely, but there were few purchasers at last rates. In other kinds there had been no arrivals or transactions of consequence. The cargoes arrived were—Trudel, John Milton, and Lord Macaulay, from Cardiff; Clara Babuyan and Inarime, from Sunderland. Quotations:—Gray Shirtings, 7 lbs., per piece, Tls. 1.9.4 to 1.9.7; 8.4 to 8.6 lbs., Tls. 2.1.6 to 2.2; 9 to 9.12 lbs., Tls. 2.6.5 to 3.1.0. White Shirtings, Tls. 2.1.5 to 3.0.0. T-Cloths, 6 lbs., Tls. 1.4.4 to 1.7.2; 7 lbs., Tls. 1.6.5 to 1.9.2; 8 to 8.4 lbs., Tls. 2 to 2.5.5. American Drills, 40 yards, Tls. 4.1.5. to 4.3. American Jeans, 30 yards, Tls. 3.6.5. American Sheetings, 40 yards, Tls. 3.6.5 to 3.8.5. English Drills, 40 yards, Tls. 3.8.0 to 3.9.0. Dutch Drills, Tls. 3.6.5 to 3.9.0. Camlets, English, SS, per piece, Tls. 12 to 12.5. Spanish Stripes, per yard, Tls. 0.5.5 to 0.8. Medium Broad and Habit Cloth, Tls. 1 to 1.5. Long Ells, Scarlet, 24 yards H.H., per piece, Tls. 6.4.8 to 6.4.5.; CPH, Tls. 6.4.5; Assorted, HH, Tls 6.5.5 to 6.6; CPH, Tls. 6.5.5 to 6.6.5. Coals (Cargo quotations afloat), Cardiff, per ton, Tls. 7.7.5 to 8; North Wales, Tls. 7.7.5; English, Tls. 6.5; Anthracite, nominal.

HONG KONG.—Messrs. Olyphant and Co.'s Circular, dated 16th July, is as follows:—During the last eight days very little change has taken place in this market for any description of goods, and business has continued upon a limited scale. Holders of Cotton Yarns have accepted dealers' offers in some instances, and the sales made have been within previous quotations; the enquiry is very light at the close. Transactions in Piece Goods have been restricted entirely to 8.4 lb. Gray Shirtings, of which only some 13,000 pieces have been settled, at former rates. Quotations for T-Cloths are unchanged. American Cotton Goods are very quiet.

## CEYLON, STRAITS, JAVA, CHINA, AND JAPAN EXPORTS.

### TEA.

SHANGHAI.—Since the departure of the English mail the demand for Congou had continued active, and prices were fully up to those then current. Low common Hohows had been settled at Tls. 17, and sound common black leaf at Tls. 18¼ to 18½. Settlements of 36,000 chests and reshipments of 16,000 chests had been reported, and further business, of which no account has been given, had been transacted. The departures for London since the mail had been the Argonaut and Golden Spur, the former taking 1,110,233 pounds, and the latter 906,009 pounds Congou, making a total for the season to date of 17,280,556 pounds. In Green Teas about 8,000 half-chests had been settled at Tls. 33.75 to 40 for Ping-suey, and Tls. 34 to 38 for new Hoochow teas. Arrivals of new Teenkies and Moyunes were expected.

FOOCHOW.—After the despatch of the P. and O. mail the inquiry for Congoes became much more active, and, owing to the demand, which had in great part been for Australia, and the small supplies received, prices had become considerably firmer, and showed a slight advance. The teamen having sustained such heavy losses on the first crop, it was thought that a large portion of the second would be kept back; but this, of course, will be regulated by the character of demand at this port. A small business had been done in Souchongs, five chops (888 chests) having been settled at from Tls. 30.8 to 34.8 o.b.; these Teas were called finest, but in reality they were thin, flavourless, and of indifferent quality. The Oolong market was opened on the 5th July, at from Tls. 24.8 to 26.8 o.b. for good to superior cargo, or about 8 taels under last season's figures. Since that date business had been transacted on the same basis to the extent of 11,214 ½-chests. For Scented kinds but quiet inquiry had existed. Departures had been—for London, Spindrift, 1,219,012 lbs.; West Indian, 1,241,648 lbs.; Taiping, 1,129,124 lbs.; and Ziba, cargo not circulated.

AMOY.—Settlements of Congous had been made to the extent of 10,030 half-chests and 620 boxes, leaving in stock 10,151 half-chests and 3,643 boxes. Rates paid ranged from $15 to 21 per picul short. Since the opening of the market prices were easier, and business had become more general; we do not however expect to see any marked decline in rates. The Katharina Maria was loading for Dunedin. Second crop Teas were arriving, but, in this class, no business had been done. Oolongs: No transactions were reported. Stocks were 10,211 half-chests and 1,742 boxes.

CANTON.—There had been a pretty steady demand for Teas of all descriptions, and settlements had been:—Scented Caper, 38,000 boxes, at Tls. 16 to 26; Scented Orange Pekoe, 16,000 boxes, at Tls. 15 to 32; District Congou, 5,000 boxes, at Tls. 19 to 24; and Gunpowder, 2,000 boxes, at Tls. 20 to 26—making a total of 56,000 boxes. Prices were about 2 to 3 under opening rates, quality considered. Really finest Teas were scarce, and brought full prices. Transactions had been confined to two or three buyers; the usually largest operators were holding off apparently for lower rates. The Maitland was engaged full. The Seawfell and Dunmail had been laid on for London, rate £3 10s. For New York, the P. Rickmers and Enrique were loading at £2 15s., and the Game Cock and Nightingale were advertised to follow these vessels.

### SILK.

SHANGHAI.—About 600 to 700 bales had been settled at irregular prices, purchases in some cases showing a slight decline and in others a slight advance; but at the close the tone of the market was decidedly firm. Arrivals coming forward were of a very mixed and undesirable nature and tended to confirm previous reports of a short and bad crop. Unsold stock about 4,000 bales, a great proportion of which consisted of undesirable parcels. This remark applied specially to all Taysaams, which classes were worse in quality and not so clean as last year.

CANTON.—There had been a large business done in Silk, at slightly reduced prices. The discouraging advices from the home market had had a beneficial effect upon the market, and caused a reduction of from $25 to 50 in the offers made. Tsatlee, which was settled at $485 to 505 per picul for last mail, would not realise over $440 to 475. The Silkmen were asking higher prices for Re-reels, but buyers offered reduced values.

## LIST OF SILK SHIPPERS FOR SOUTHAMPTON AND MARSEILLES.

*From 1st June to 2nd July, 1869.*

| | Bales. | | Bales. |
|---|---|---|---|
| Adamson, Bell, and Co. ... | 70 | Jardine, Matheson, and Co. | 317 |
| Ashton and Co. ... ... | — | Jarvie, John, and Co. ... | 26 |
| Barnett and Co. ... ... | 843 | Krayer, A. ... ... | — |
| Birley, Worthington, & Co. | 161 | Meynard and Co. ... ... | — |
| Birt, W. ... ... ... | 10 | Milsom and Tod ... ... | 526 |
| Bland, J. ... ... ... | 57 | Nachtrieb, A., and Co. ... | 107 |
| Blum Bros ... ... ... | — | Overweg and Co. ... ... | — |
| Borneo Company ... ... | — | Olyphant and Co. ... ... | — |
| Borntraegar and Co. ... | 178 | Petrocochino and Co. ... | — |
| Bourjau, Hubener, and Co. | 29 | Pustau, Wm., and Co. ... | 7 |
| Bovet Brothers and Co. ... | 70 | Primrose and Co. ... ... | — |
| Bower, Hanbury, and Co. .. | 189 | Reid and Co. ... ... | — |
| Bradwell, Bloor, and Co. ... | — | Reiss and Co. .. ... | 14 |
| Brand, Monro, and Co. ... | 324 | Russell and Co. ... ... | 83 |
| Buissonet, E. ... ... | — | René, Wm., and Co. ... | 143 |
| Bull, Purdon, and Co. ... | 5 | Sassoon, D., Sons, & Co. ... | 5 |
| Carter and Co. ... ... | 402 | Sassoon and Co., E.D. ... | 18 |
| Chapman, King, and Co. ... | 45 | Scheibler, Matthaei, and Co. | 93 |
| Chinese ... ... ... | 4 | Shaw Brothers and Co. ... | 100 |
| Coutts and Co. ... ... | 25 | Siemssen and Co. ... ... | — |
| Cumine and Co. ... ... | 76 | Skeggs and Co. ... ... | 164 |
| Dickenson and Co. ... | 35 | Smith, Jo. M. ... ... | — |
| Fogg and Co. ... ... | — | Textor and Co. ... ... | 113 |
| Gamwell, F. R. ... ... | 35 | Thorne Brothers and Co. ... | — |
| Gibb, Livingston, and Co... | 204 | Trautmann and Co. ... | 25 |
| Gilman and Co. ... ... | 32 | Turner and Co. ... ... | — |
| Glover, Dow, and Co. ... | — | Ulysse, Pila, and Co. ... | — |
| Gutschow and Co.... ... | 5 | Westall, Brand, and Co. ... | — |
| Heard, Augustine, and Co. | 84 | White, F. G. .. ... | — |
| Helbling and Co. ... ... | 93 | Winch, J. H. ... ... | — |
| Hogg Brothers ... ... | 149 | Miscellaneous ... ... | 182 |
| Holliday, Wise, and Co. ... | 10 | | |
| Hughes and Co. ... ... | — | Total bales... ... | 4,558 |

## EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

| At | Bank Bills. | Credits. | Documentary. |
|---|---|---|---|
| Yokohama, 6 m. s. ... | 4s. 7d. | 4s. 7¼d. | 4s. 7¼d. |
| Hiogo & Osaka ,, ... | — | — | — |
| Shanghai ,, ,, ... | 6s. 0¼d. | 6s 0¼d. | 6s. 0¼d. |
| Canton ,, ,, | 4s. 6¾d. | 4s. 6¾d. | 4s. 7d. |
| Hong Kong ,, ,, | | | |
| Macao ,, ,, | | | |
| Singapore ,, ,, ... | 4s. 6¾d. | 4s. 7d. | 4s. 7d. |
| Manila ,, ,, ... | — | — | — |

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MISCELLANEOUS.

| — | At Shanghai. | At Hong Kong. |
|---|---|---|
| Bills on India ... ... ... | 302½ | 226 to 229 |
| „ Hong Kong ... ... | 23½ to 23⅝ dis. | — |
| Bar silver ... ... ... | 111 2 0 | 5 prem. |
| Mexican dollars ... ... ... | 76.1.0 | par. |

Bons, at Yokohama, 335 to 346 per 100 dols.

SHARES.

Hong Kong and Shanghai Bank, New, 15 to 15½; Old, 35 to 36 per cent. prem.
Hong Kong Gas Company, 44 dols. per share.
Hong Kong and Whampoa Dock, New, 5 to 8; Old, 5 to 8 per cent. discount.
Union Dock Company, 25 to 35 per cent. discount.
China Traders' Insurance, 725 dols. premium.
Hotel shares, 50 to 60 per cent. discount.
Hong Kong and Macao Steamboat Company, 10 per cent. premium.

# Shipping Intelligence.

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## ARRIVALS.

At Yokohama.—From London, June 29, Empress; from Liverpool, 30, Empress; from Cardiff, 29, Glenclune, Emilia.

At Shanghai.—From Sunderland, July 5, Clara Babuyan; 6, Inavine; from Cardiff, 6, John Milton, Trinidad, Trudel, Lord Macaulay; from Down (reported by telegram), Mary Moore, Corea.

## DEPARTURES.

From Shanghai.—For London, July 2, Argonaut; 7, Golden Spur.

From Foochow.—For London, Spindrift, West Indian, Taiping, Ziba.

## SHIPPING POSTSCRIPT.

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Arrivals not in the Tables.—Aug. 23, at Scilly, from Maulmain, Moravia; 24, from Bangkok, Chryseis; 25, from Rangoon, Pride of England; off Crookhaven from Rangoon, Garibaldi; at Plymouth, from Singapore, for Hamburg, Madagascar; off Falmouth, from Bangkok, Yokohama; from Rangoon, for Hamburg, Helios; 26, at Liverpool, from Rangoon, Belpore; off Palais, B. I., from Akyab, Karikal; 12, at New York, from Colombo, Lady Turner; 26, at Queenstown, from Rangoon, Ostendie; 27, at Falmouth, from Bangkok, Virgilia; from Rangoon, for Bremen, Hakon Jarl; from Rangoon, Metis; off Falmouth, from Akyab, for Bremen, Joseph Haydn; 25, at Queenstown, from Akyab, and sailed for Antwerp, Black Watch; 26, off Queenstown, from Rangoon, Glaramara; from Bassein, Dipton; 25, off Plymouth, from Batavia, for Rotterdam, Bezoekie; from Colombo, Liberator; 27, at Falmouth, from Bangkok, Hydra; 19, off Cape Clear, from Rangoon, Eriminta; 27, at Falmouth, from Bangkok, for Liverpool, Red Deer; 26, at Queenstown, from Rangoon, Brodrene; from Akyab, Argo, Alpine; off Queenstown, from Bassein, Sterling; from Akyab, Heidi, Nordeus Dronning; 15, at New York, from Manila, Agra; off the Start, from Colombo, Queen of the Sea; 25, off Plymouth, from Batavia, for Amsterdam, Aria and Betsy; 28, at Falmouth, from Akyab, Harwich; 26, off the Lizard, from Colombo, Harvest Home; 28, at Penzance, from Colombo, Phillis; at Queenstown, from Akyab, Gladstone; 14, at San Francisco, from Hong Kong, John L. Dimmock, Malay; 29 at London from Hankow, Erl King (s.s.); at Queenstown, from Bassein, Nena Barbena, Barracouta; from Rangoon, Lesbia, San Bartolomeo; at Falmouth, from Rangoon, Jupiter, Clara Morse; from Bangkok, Lota; from Saigon, Robert Rickmers; off the Start, from Manila, Sir Jamsetjee Family; at Falmouth, from Rangoon, Woodcote.

Departures.—Aug. 26, from London for Cardiff and Hong Kong, Trion; 24, from Cardiff for Chefoo, Therese; 25, from Liverpool for Singapore, Glenlyon; 24, from Glasgow for Penang, James Paton; 27, from London, for Hong Kong, Borealis; for Cardiff and Singapore, St. Petersburg; 26, from Swansea, for Galle, Suomi; from Liverpool, for Hiogo, Isolina; 27, for Shanghai, Banian; 14, from San Francisco, for Hong Kong, Haze.

Laid On.—At Liverpool for Yokohama, Haddington; for Shanghai, Bolivia.

## BIRTHS, MARRIAGES, AND DEATHS.

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### BIRTHS.

Bell.—On the 27th June, the wife of F. H. Bell, Esq., of a daughter.
Bush.—On the 21st Aug., at Greyfriars, Chester, the wife of Commander Bush, R.N., of a daughter.
Carbery.—On the 9th July, at Kandy, the wife of Dr. J. Carbery, Assistant Colonial Surgeon, of a son.
Irving.—On the 15th July, at Singapore, the wife of Charles John Irving, Esq., Auditor-General of the Straits Settlements, of a daughter.
Keele.—On the 6th July, at Shanghai, Mrs. O. R. Keele, of a daughter.
Morgan.—On the 29th July, at Whist Bungalow, Colombo, the wife of Richard Hillerand Morgan, Esq., of a daughter.
Padday.—On the 6th July, at Penang, the wife of H. J. D. Padday, Esq., of a daughter.
Pigott.—On the 19th July, at Colombo, the wife of Henry R. Pigott, missionary, of a daughter.
Place.—At Shanghai, on the 29th June, the wife of T. Place, jun., of a son.
Ramsay.—On the 22nd July, at Hankow, Mrs. Hugh F. Ramsay, of a son.

### MARRIAGES.

Le Feuvre—Dodsworth.—On the 20th July, at St. Paul's Church, Kandy, by the Ven. Archdeacon Mooyaart, assisted by the Rev. W. Clarke, William Seward Le Feuvre, Esq., to Jane, younger daughter of B. Dodsworth, Esq.
Marshall—Clarke.—On the 24th August, at St. Georges, Everton, Liverpool, by the Rev. Charles M. Aldis, M.A., incumbent of Wrenbury, Cheshire, uncle of the bridegroom, John Clarke Marshall, captain of the *Douro* (s.s.), to Ellen Jane, second daughter of William Clarke, Esq., of Liverpool.
Thompson—Tate.—On the 13th July, at Christ Church Cathedral, Colombo, by the Rev. W. E. Rowlands, assisted by the Rev. J. Bacon, Henry Thompson, of Kandy, to Miss Harriet Louisa Tate, of the same place.

### DEATHS.

Cooper.—On the 26th July, off Woochang, Simon W. Cooper, of Babylon, Long Island, U.S., Master of the Imperial Chinese gunboat No. 2, aged 42.
Droege.—On the 4th July, Wilhelm Christian Albert Droege, aged 10 months and 20 days.
Hendrickson.—On the 1st July, at Shanghai, suddenly, Mr. W. T. Hendrickson.
Pratt.—On the 8th July, at Shanghai, Mr. G. S. Pratt, of the Imperial Customs, Hankow, aged 37 years.
Ramsay.—On the 27th June, at Hankow, Francis Claude, infant son of Hugh Francis Ramsay.
Reeks.—On the 19th July, at Shanghai, of heart disease, Sarah Reeks.

# Foreign Intelligence.

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## GERMANY.

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(FROM OUR OWN CORRESPONDENT.)

Hamburg, August 26.

Although in Prussia the fullest liberty of conscience exists, and all professions are placed on an equal footing, yet it cannot be doubted that it is, and has been ever since the Reformation, a pre-eminently Protestant country. The great strongholds of the Catholic Hierarchy are the provinces of Silesia—annexed to the Monarchy by Frederick the Great as the result of the Seven Years' War, and where the Catholics and Protestants are to be found in equal numbers—and the Rhine Provinces, which were attached to Prussia by the Congress of Vienna after the peace and the final breaking up of the Confederation of the Rhine. Here the Catholic element predominates over the Lutheran in the proportion of three to one. But Berlin is essentially a Protestant city, and it has therefore created a feeling of much bitterness and discontent to find the Catholics making of late strenuous exertions to extend and consolidate their sphere of action in various ways. The negotiations between the Court of Prussia and the Papal See for the appointment and recognition of a Nuncio from the Pope at Berlin have been broken off in consequence of unmistakable proofs of public opinion being decidedly averse to such an innovation; but the Roman Catholics have been unusually energetic in their attempts to obtain a footing at Berlin, and have spent a large sum of money in the construction of an establishment of monks of the Dominican Order in the suburb of Moabit. This convent has just been completed and taken possession of by the monks, which has given great umbrage to the Protestant part of the population, who have expressed their feelings by committing great excesses for several nights last week, breaking the windows, openly insulting and assaulting the monks, and one evening would have formally stormed the convent and demolished it had not preventive measures been taken by the police; so that when the mob were about to carry their project into execution they were taken by surprise at seeing a hundred and fifty policemen issue forth from the portals. An engagement ensued, in which about forty of the rioters were more or less severely wounded and many of the ringleaders captured. The excitement against Catholics, and especially against convents, has been much increased by the late revelations of the Carmelite nunnery at Cracow, abduction of Hebrews, and other irregularities that have lately been brought to light in monasteries on the Rhine and in other parts of Germany.

Great excitement has been created in this city by the intelligence of the loss of the Hamburg-American Company's fine steamer *Germania*, in Trepassy Bay, near Cape Race, Newfoundland, where she ran aground in a fog; passengers, crew, and mails saved, and brought home by the *Cimbria*, belonging to the same company. The ill-fated vessel was of 2,000 tons register, and was built on the Clyde by Messrs. Caird and Co., of Greenock, in 1863. She was considered a good seaboat, but was not so fast as the other vessels of the company constructed more recently by the same eminent firm. She cost originally a million marks banco, but had been so successful during her career that the directors were enabled to write off considerable sums every year, so that on her thirty-seventh and last voyage she stood in the company's books at somewhat less than half her original cost, for which she was fully insured.

An International Horticultural and Floricultural Exhibition on a very grand scale will be held in this city from the 2nd to the 14th of September, for which the preparations have been going on for a whole year, as they include a transformation of the former ramparts, fosse, and glacis of the fortifications into a park of singular beauty, which will remain *in statû quo* after the Exhibition as a place of recreation for the public. Promises of efficient support have been received from almost every part of Europe and some States of America, and many valuable prizes to be competed for have been sent by various potentates. Among them is a magnificent silver-gilt vase presented by Her Majesty, and bearing the simple inscription—"For the best assortment of grapes. Victoria R. 1869." For this there will be a very keen competition, for not only will many assortments of hothouse grapes be sent over from England, but space has been bespoken and reserved for seventy-five assortments from different parts of France, more than a hundred from the Rhine, and numerous others from Austria, Italy, Portugal, Belgium, and other countries. The King and Queen of Prussia have sent to the committee a splendid vase of china, made at the Royal Porcelain Manufactory at Berlin; the Kings of Wurtemberg, Bavaria, and Belgium, silver vases; the Senate of Hamburg, various money prizes to the extent of 250 ducats, and there is an almost interminable list of prizes placed at the disposal of the managing committee by wealthy citizens of this city and other private patrons of horticulture and floriculture in different parts of Germany. Her Royal Highness the Crown Princess of Prussia

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(Princess Royal of England) has intimated her intention of sending over her head gardener to attend the Exhibition and draw up a special report for her own perusal, and at the same time he is to make a selection of the finest rose-trees for transplantation in the autumn to her Royal Highness's own rosary in her garden at Potsdam.

COMMERCIAL.

Cassia Lignea is in continued good request, and within the last few days 6,000 chests have been sold by importers at 12¾ sch. bco. per lb. After a long period of lethargy, Pepper has again come into favour, and as the autumn approaches a more lively business may be expected. Mace and Nutmegs command an easy sale at full prices, but Cloves are neglected. In Rice the transactions have been on a very limited scale, as importers make such great pretensions that buyers are unwilling to come forward. The Tea market is firm, and 420 chests of Congou changed hands, as well as some hundred chests of Souchong and Pekoe by the dealers. Spelter: Totally neglected, and quotations at 13¾ mks. bco., both for delivery and in loco, purely nominal.

SHIPPING.

Sailed.—Pyrmont, Niemeyer, to Shanghai (this is the vessel that saved part of the crew of the Blue Jacket, burnt at sea, for which Captain Niemeyer has just been rewarded by a present from the British Government of a gold chronometer and chain); Panama, to Hong Kong (got aground on Schaarhorn, at the mouth of the Elbe, but got off by assistance from the lightship, and proceeded to sea.)

## HOLLAND.

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(FROM OUR OWN CORRESPONDENT.)

Rotterdam, August 26.

Whilst the members of Parliament are enjoying their holidays, and the Ministers are busy making up their Budgets (that for the East Indies is already printed), the public is occupied with "Congresses," exhibitions, and rifle-shooting. Columns in the newspapers are filled with reports of the festivals in the camp at the Bildt, where the volunteers met, in order to try their rifles and to get an idea of military life. The heath offered a beautiful aspect, with its bands of music and crowds of uniforms that might be heard and seen for several days. The King, the Prince of Orange, and Prince Frederick were present, and assisted in the military festival from the beginning, until it ended with a display of fireworks in the neighbouring town of Utrecht. The volunteers have now returned home. The public has not much sympathy with these military festivals, and none of our leading papers published reports, for which they were accused by the *Dagblad* of want of love for their fatherland.

In Amsterdam a most interesting meeting was held some days ago, in accordance with an appeal from the International Association for Promoting Trade. Mr. C. A. van Hemert occupied the chair. The principal question discussed was a proposal to organise a communication by steamers between Holland and Java *via* the Suez Canal, when that is opened. After a great many speeches the following resolutions were carried:—1st. That a congress of tradesmen should be held at Cairo, in which Holland should be represented. 2nd. That it was most necessary to establish a steam line between Holland and Java. And, 3rd. The meeting agrees with the proposal that the Suez Canal shall be declared neutral. The question now remains, whether the steam line will be established, or whether it will prove a mere paper project. In such matters we Dutch are very slow; our capitalists prefer to buy and sell metal rather than to invest their money in industrial undertakings. This is proved by the very small success of the endeavours to establish a steam line between one of our harbours and America. The papers are publishing every day "reclames" for this plan, but not a guilder is furnished. The only meeting held to promote this plan assembled at Enschede. Of course, the proposal was applauded by the "industrials" of Twenthe, who profited by the occasion to discuss the India Agrarian Bill, whilst it was resolved to forward an address to the Second Chamber, in order to urge the necessity of the Bill being carried, whether altered in a more liberal sense or not.

In a few days the members of the International Statistical Congress will meet in the Hague. It is stated that most important discussions will take place about our colonies. The meeting of this congress has caused the postponement of that of the Association for the Welfare of the Javanese for some days. At this congress a most interesting project will be discussed, namely, that of Mr. H. de Bruyn, ex-director of the public works in India, which proposes that the Government, when the Agrarian Bill is passed, should grant to the association 20,000 bouws of waste grounds belonging to the regencies of Demak and Grobogan. The Association intends also to promote a system of agricultural instruction for the natives. This plan meets with much opposition, both from the leading Liberal and the Conservative press.

There is much talk here of a congress of "journalists," which can only be an illusion. Our editors and "colaborators" are too fond of quarrelling for such a congress to give a satisfactory result; in the meantime it is stated that a medal has been engraved by Mr. Charles Wiener in remembrance of the abolition of the "tax upon knowledge," a fact which is still much lamented by the Conservative papers.

The "Batavia letters" published by the *London and China Telegraph* are still a subject of discussion in the daily press. In Conservative circles rumours are still circulating about alterations in the Cabinet. I, however, doubt very much if there is the least foundation for them. H.M. has approved of the appointment of Mr. R. A. Mees as Consular Agent for Italy at Yedo.

PRODUCE MARKETS.

Quietness has continued to prevail in the demand for most of the leading articles of colonial produce, and hardly any changes of note have occurred in their market value, but the firmness generally evinced by holders causes the tone of the market to remain pretty healthy.

Coffee.—In anticipation of the Trading Company's public sale of about 72,200 b. Java and Padang to be held here to-morrow, there has continued to be but little stirring in this article, but the demand for actual requirement is nevertheless evidently increasing. Sales have been closed since my last report:—320 bags Java, ex Gerredina Wilhelmina, at 30c. to 40; 331 b. Padang, ex Henriette, Maria, Sarah and Zaanstroom, at 31⅜c. to 33½; 361 b. Java, ex Waterloo; 1,500 b. Java, ex Geredina Willemina and Waterloo, at 27⅜c. to 38; 2,402 b. Java, ex Waterloo, at 31¼c. to 36; 2,600 b. Java, ex Bulwark, at prices not named.

Sugar.—Raw looks very quiet, and the transactions are limited. The following parcels have changed hands:—747 mats Samarang, ex Eva Johanna, No. 13¾, fine and moist quality at 35f.; 1,543 mats Sourabaya, ex Antelope, No. 13¾, on secret terms. A very firm tone pervades the close of the market, and prices range in the proportion of ¼f. to ¾f. below the currency of the July sale.

Tea remains in a healthy position, but transactions are on a limited scale. The following are the figures of the brokers' valuations of the Java teas, to be put up at the public auction at Amsterdam on the 8th proximo:—Dust, 85c.; Bohea. 65c. to 90c.; Pouchong Bohea. 90c.; Souchong Bohea, 95c.; Congou, 78c. to 100c.; Campoy, 80c. to 92c.; Souchong, 80c. to 125c.; Pouchong, 92c. to 95c.; Pekoe Souchong, 95c. to 170c.; Souchong Pekoe, 140c.; Pekoe, 200c. to 500c.; Skin, 90c.; Twankay, 110c. to 115c.; Hyson, 150c. to 170c.; Young Hyson, 150c. to 170c.; Imperial, 170c.; Gunpowder, 180c.

Tobacco.—The public sales of Java to be held here on the 2nd of September will include a total quantity of 6,308 b. Java, whilst at Amsterdam will be offered on the 27th inst. 7,644 bales. On the 12th inst. were sold in auction:—355 bales Java Kepandjen Blitar, in average at 32c.—3 lots bought in at 30c. to 40c.; 220 b. Tanah Wangie, in average at 39c.; 2,157 b. P. A. Malang, in average at 24c.; 439 b. Kederie Kotta/P, at 31c.; 90 b. Kederie, at 26c.; 226 b. M. S/K., at 20c.; 241 b. M. D. P., at 40c; 42 b. Blitar, at 28c.; 1,270 b. B. D. R., at 29½c.; 140 b. Nicot, at 19½c.; 33 b. A. and L. Penawangan, at 20½c. The prices are all in average. Sales have also been closed by private contract of 275 b. Java, ex Sourabaya Packet, and 440 b. Java Tempeh, ex Glenclune.

Arrack.—Sales have been closed by private contract at Amsterdam of 180/1 and 82/2 casks Batavia, ex Dunedin, which were put up to tender a fortnight back, without being then adjudged.

Java Indigo.—The only transactions to report are 30 cases, which have changed hands at full rates. 153 cases of recent importation are to be put up to tender this day week, which will again impart more activity to the market.

Spices.—The advertisement of the Trading Company's annual sale has not exercised much influence on the position of Nutmegs and Mace, which continue firm at former prices, but there is little actual business doing. I have to report the sale of 18 cases Mace, ex Henriette, at 153c., and in addition 24 cases private of importation have been disposed of at prices which were kept secret. Immediately after the Trading Company's sale, to be held on the 31st inst., about 200 casks Amboina and Zanzibar Cloves will be offered.

Rice.—Prices continue firm. Sales have been closed of the shipment of Indramayoe Table, ex Triton, of which 2,244 bags were sold at 9¾f., and 5,833 bags at 8½f. The cargo of 8,761 b. Java table, ex Johanna Cornelia, has been disposed of at 9¾f. and 8¾f.

Tin.—The tone of the market has not improved. Banca has been sold on the spot at 79½f. to 78½f., and for delivery, ex the next spring sale, at 69½f., which establishes a further decline of ½f. Billiton changed hands at 77¼f. to 77f.

Rattans.—A shipment of 489 piculs, ex Triton, has been disposed of at a price kept secret.

Kapok.—306 bales have changed hands here at prices that did not transpire.

Drugs.—A steady demand prevails for Cassia Vera; but the advanced prices demanded by holders are but reluctantly submitted to, which checks business; stocks, however, are but small, which assists the holders in displaying great firmness. The article is held on the spot for 48c. to 51c. according to quality. Gambier is offered at 11¼f., and lower bids are refused. Cutch in cubes is on sale at 15¼f. Our small stock of Long Pepper remains on sale at 20c. Siam Sago is offered at 12½f. About three tons Gutta Percha changed hands by secret tender, without the price having been allowed to transpire. Gum Damar of fine quality cannot be purchased under 57c.

Tortoiseshells.—I have to record the sale of 5 cases of late importation from Macassar ex Neerlands Vlag, at a price kept secret.

Hides.—A few small lots, Sourabaya Cows and Buffaloes, ex Wyk aan Zee, have changed hands.

SHIPPING INTELLIGENCE.

Arrivals.—Aug. 19, at Texel from Batavia, Gerard Pieter Servatius; 21, at Texel from Banjoewangie, Staarsraad van Ewyck.

Departures.—Aug. 17, from Texel for Batavia, Anna Digna; for Samarang, Zes Gezusters; 20, from Texel for Batavia, Ymuiders; for Samarang, Anna Maria Wilhelmina.

Passengers Inward.—From Java, per Gerard Pieter Servatius: Messrs. Timmermans and family, Schaefer and family, Van Uytenhoven and family, and Van Ham and son. Per Staatsraad van Ewyck; Messrs. Motta and family, Dumont, Veenhuiser and family, and Miss Abbink.

Passengers Outward.—For Java, per Anna Digna: Messrs. L. Vermandel and G. Burlett, Mrs. Raedt van Oldenbarneveldt and two children, the officers Raedt van Oldenbarneveldt, Raaymakers, and 125 soldiers.

Breakfast.—Epps's Cocoa.—Grateful and Comforting.—"The very agreeable character of this preparation has rendered it a general favourite. The *Civil Service Gazette* remarks.—"The singular success which Mr. Epps attained by his homœopathic preparation of Cocoa has never been surpassed by any experimentalist. By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected Cocoa, Mr. Epps has provided our breakfast tables with a delicately-flavoured beverage which may save us many heavy doctors' bills." Made simply with boiling water or milk. Sold by the trade only in ¼lb., ½lb., and 1lb. tin-lined packets, labelled—James Epps & Co., Homœopathic Chemists, London.—Advt.

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NOTICES TO CORRESPONDENTS.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be accompanied by the name and address of the writer.

*Any information required by Subscribers, in reference to Commercial or General Matters in* China, Japan, Singapore, *and other parts of the* Far East, *will be supplied on application at the Office, where files may be seen of the Journals published in those countries.*

The applications for this journal from the Straits, China, Japan, &c., having lately become more numerous, a supply is now sent to the Agents of the London and China Express in those countries. The subscription is $8 per annum.

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PUBLISHED on the departure of the Fortnightly English Mails *via* Marseilles, and Monthly French Mails, contains a Summary of English, American, Continental, and General News, Commercial and Shipping Reports, and Special Notices of Trade with the Far East.

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# The London & China Telegraph.

*LONDON, MONDAY, AUG. 30.*

## MORE TELEGRAPHIC SCHEMES.

After having unceasingly advocated, for some years, the construction of a direct line of telegraphs between England and China, we have had no little satisfaction in announcing the series of undertakings whereby an independent chain of communication, in English hands throughout, is secured as far as Galle. We long since noticed two or three projects for the extension of the system to the Straits, China, and Japan, but from various causes these hung fire, until it began to seem as if the idea had on all hands been indefinitely postponed. Suddenly, however, quite a number of competing companies have presented themselves to the public for the purpose of constructing telegraphs between Ceylon, the Straits, Siam, Saigon, Java, Australia, China, and Japan. These projects are so numerous, and have been brought out so suddenly, that we have neither time nor space for a close analysis of their respective merits; all we can do just now is to give a brief description of each, merely remarking, *en passant*, that some of them have very powerful support, and that there is not the slightest doubt that one or more will be rapidly carried into execution.

The one that is most prominently before the world just now is known as "The India, Australia, and China Submarine Telegraph," which proposes to lay a series of light cables on Mr. Varley's plan (which we have described on former occasions), to connect Ceylon with the Straits Settlements and China (Hong Kong, Amoy, and Shanghai) with a branch from Singapore to Java and Australia. It is proposed to commence forthwith the section between Ceylon and Penang, which is to be completed in the course of next year, at a cost of £350,000. The cable is to be constructed by the India-Rubber, Gutta-Percha, and Telegraph Works Company, and most encouraging reports are published as to its efficiency. According to this plan, the system would be extended to all the principal ports without the use of any land lines.

Yesterday there appeared the preliminary announcement of "The China Submarine Telegraph," which does not propose to deal with Australia, but limits its operations, at all events for the present, to the Straits and China. The promoters, instead of taking up the Indian system at Ceylon, propose to start from Rangoon, laying a submarine cable thence to Penang, Singapore, Hong Kong, Amoy and Shanghai. There is also a short link to join Singapore with the Java lines, which would ultimately form a connecting link with Australia. These cables would be similar to that now being manufactured for the "British Indian" Company, with portions of extra thickness in the neighbourhood of the points where it is landed. This project, like the first-mentioned, depends entirely on submarine cables, except for the approach to Shanghai, to which point it is proposed to carry it from Yangtsze Cape, a distance of thirty miles, overland. Here the promoters are boldly facing the difficulty of introducing telegraphs into the Chinese Empire—a difficulty that must be grappled with sooner or later, and the sooner the better. The capital required for the whole series of cables from Rangoon to Shanghai is estimated at £1,110,000, on which a dividend of ten per cent. is expected. It is thought the entire plan may be carried out within twelve months.

The plan brought forward last year, for an extension of the land lines already existing as far as Rangoon, on to Bangkok, Saigon, and thence by cable to China, is of course perfectly familiar to our readers. This scheme, we believe, was to have been brought out under the name of "The Eastern Asia Telegraph Company," but the promoters were deterred for a time by the terribly depressed state of the commercial world. Now that this difficulty—at least as far as telegraphic schemes are concerned—is removed, the prospectus is likely to be issued very shortly, and, we understand, under most favourable auspices, the Indian Government having expressed its willingness to extend the Indian system from Rangoon to any convenient point on the Siamese frontier, to meet the lines of the new company. Here, it will be observed, we have a combination of land and sea lines.

In our last issue we noticed the intention of the "East India, Asiatic, and American Telegraph Company" to issue a prospectus in this country shortly. The proposals of this company are nothing less than gigantic. Starting from Vancouver Island, a series of cables would be laid to Sitka, Kodyak, the southernmost point of Alaska, one of the Aleutian Islands, the Kuriles, and so to Hakodadi, Yokohama, Shanghai, and thence southward. The capital required is stated at £3,000,000, of which a considerable portion is said to be already promised in America, England and Russia. That which seems the most formidable portion, namely, across the North Pacific, does not really present any great physical difficulties, for although the total length of the cables would be something like 4,000 miles, it would be in sections, the longest of which would be shorter than some cables already successfully laid; and these short lengths, moreover, have to be submerged in smooth seas of moderate depth.

There remains one more scheme to notice—that of Messrs. Pollard, Kresser, and Heard, of Hong Kong, which we have already described at some length. We now hear that this is being actively pushed forward, a large portion of the *materiel* for the land line between Rangoon and Saigon having already been sent out, while the remainder is being rapidly prepared for shipment. No prospectus has yet been issued, as the concessionaires themselves are finding the money for the land lines; but they will come before the public when these are completed, and the cable to connect them with Hong Kong is proceeded with. The projectors of this scheme consider it prudent not to make any immediate attempt to land a cable on the coast of China, and therefore intend to stop at Hong Kong. With this we close our record for the present.

## THE END OF THE BURLINGAME SHAM.

In March, 1868, we strongly blamed Lord Stanley, then Secretary for Foreign Affairs, for being so easily persuaded into entering into negotiations with Mr. Burlingame. "Whatever concessions," we then remarked, "Lord Stanley "may make to the Chinese, as represented by Mr. Bur- "lingame, must of course be faithfully carried out; on the "other hand, whatever undertakings Mr. Burlingame "may enter into on behalf of his slippery clients will "inevitably be treated by them as waste paper." Our prediction has been verified to the letter. The Peking Government, we are informed by a telegram dated Hong Kong, August 3rd, has actually refused to ratify the Convention entered into with the United States Government; and had a similar Convention been concluded with England, that would undoubtedly have been treated as "waste paper" also. The Chinese text of Mr. Burlingame's credentials, it seems, differed materially from the English version, the former being framed as if appointing him envoy to a tributary nation. The sham, and a barefaced sham we have pronounced it from the beginning, is exposed at last. According to our notions of decency, the only resource Mr. Burlingame has, is to resign his position at once; should he retain it, after this exposé, the only conclusion the world can come to will be that he was cognisant of the fraud all along, and connived at it in consideration of the handsome terms offered. Whether we regard Mr. Burlingame as the accomplice, or the dupe, of the wily Chinese, Lord Clarendon certainly figures in the latter capacity, together with all who put their faith in the "shining cross" humbug. It is fortunate for Her Majesty's Ministers that they cannot now be questioned in Parliament as to the effect this disclosure is to have on our relations with China.

A paragraph has appeared in several of the home papers announcing the approaching marriage of the Rajah of Sarawak with Miss de Windt, daughter of the late Clayton de Windt, Esq., of Blunsden Hall, near Swindon.

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## THE STRAITS SETTLEMENTS ASSOCIATION.

Up to the close of the Session, the Committee of the Straits Settlements Association carried on their efforts with unabated vigour, and, not content with the good they had undoubtedly achieved in securing an inquiry into the expenditure of the local Government, strove to do more. But the official exodus that instantly followed the prorogation brought their labours to an end for the present. The committee intended to have had an interview with Lord Granville before he left town, but we understand that a letter has been addressed to the Secretary of the Association, from the Colonial office, intimating that his lordship is as yet unable to discuss the question of expenditure by the Straits Government, in consequence of not having received sufficiently full replies to his inquiries. As regards the changes proposed by the Association in the Legislative Council his lordship requires a "more definite" proposition,—unaccountably as it seems to us, for anything more definite than the suggestion in the "Memorandum No. 2," issued by the Association, which appeared in our issue of June 10, it would be hard to frame. Equality in the numbers of the official and non-official members of the Council, and further that such equality should be attained by a reduction in the strength of the former, is surely a definite enough proposal, and is the only one which will meet the wishes of the colonists. Lord Granville, we regret to learn, declines to interfere to prevent the Judicial office becoming a thing of contempt by its subjection to the caprice of a local Governor. This is so serious a matter that attention cannot be too often called to it. Most Englishmen will be incredulous when informed that in many of our colonies the judges in the Supreme Court are practically in the position of inferior members of the Executive Government, while few but will be horrified at the instance brought before Lord Granville's notice of a wealthy native in Penang who had a claim on the Government for stores supplied by him, but who did not dare to press it in the Law Courts *because* "the judge was only a servant of the Governor!" And yet Earl Granville is to be found defending a system which allows of such stains as these on the administration of justice, on the ground, not that it is right or reasonable, but that it is the practice in all other Crown colonies! No stronger argument could be stated to show the need of a Colonial Union such as we understand is likely to be arranged before next session, and which may be able to bring sufficient influence to bear in the House of Commons to induce a consideration and reconstruction of the system of government in Crown colonies generally. We are glad to note that our suggestion for such an union of the forces of the various colonial associations has been favourably received both at home and in the East.

## THE MISSIONARIES AGAIN.

The China Missionary controversy is not over yet. A letter signed "Veritas," dated from Shanghai, has appeared in *The Times*, wherein the writer, who proclaims himself "A Three Years' Resident in China, Formosa, and Japan," makes a furious and undiscriminating onslaught on the character of all Protestant Missionaries. After an enthusiastic tribute, the justice of which we cheerfully acknowledge, to the self-denying life of hardship and peril voluntarily led by the Romish Missionary in China, the writer goes on to paint, in glowing and very far from truthful colours, the easy and luxurious existence, as he thinks it, of the Protestant—his "comfortable bungalow . . . his well-stocked table and full cellar . . . his wife and children (the last certainly above the proportion usually allotted to man), perfect immunity from all personal danger, with the inevitable gunboat under his window." This is malicious and one-sided enough, and the allusion to the children is in especially vile taste; but, not content with a deliberate misrepresentation of the mode of life of the Missionaries, "Veritas" (who could hardly have chosen a more inappropriate signature) pours upon their devoted heads a string of opprobrious epithets, such as "the sleek, typical, under-educated class"—(by-the-way, what does "typical" mean in this connection? something dreadful, we suppose)—"narrow-minded," "bigotted" (with two t's), "over-fed, illiterate persons," "*soi-disant* proselytarians, wandering about the country with their price-list and samples in "three pockets, a Bible and tracts in the fourth"—and so on, *ad nauseam*. A more vindictive, libellous attack it would be hard to imagine; and we are at a loss to understand how *The Times* could have been induced to afford space to such a tirade of vulgar abuse. "Veritas," however, has been ably, but temperately, answered by the Rev. George Moule, who shows by a brief, but succinct sketch of the labours of some of the leading Protestant Missionaries in China, how grossly untrue are the charges indiscriminately brought against them. We printed both the letters in our last issue.

## OURSELVES.

Not very long ago, in the course of some remarks on the colonial press, we had occasion to advert to the fact that, although the system of anonymous journalism which obtains in England is supposed to extend to British possessions abroad, it practically does not do so, for in small colonies or settlements in the Far East it becomes impossible for the editor to conceal his individuality. Our own journal, although published in London, is necessarily to a certain extent governed by the same rule, and it is therefore no secret to our readers that our senior proprietor, Mr. Angier, has recently made a tour round the world, devoting considerable time and attention to Japan, China, Java, the Straits Settlements, and Ceylon, with the view of improving the position of this paper and the *London and China Express* in those countries, and at the same time increasing their utility to subscribers. This journey and its objects being, as we have said, a matter of notoriety, we shall probably not be wrong in assuming that many of our readers will hear with pleasure of Mr. Angier's safe return; and this announcement affords us an opportunity of tendering our acknowledgments to the many friends at the different ports visited, from whom he has received much courtesy and hospitality, together with valuable facilities for obtaining information. For this generous treatment our thanks are due alike to Government and Consular officials, merchants, planters, and, in fact, all who have directly or indirectly aided our representative in his arduous undertaking. We are happy to be able to add that the results will be mutually profitable to ourselves and our subscribers; for while on the one hand we are assured of an increased measure of support, on the other our sphere of usefulness is widely extended, and we have been enabled to make arrangements whereby the value of both papers will be largely increased.

## OUR TELEGRAPHIC EXTRA.

It is hardly necessary to inform our readers that notwithstanding the numerous projects on foot for the extension of telegraphs to China, some time must yet elapse before any of them can be completed; and that in the meanwhile telegrams to and from ports eastward of Ceylon must continue to be forwarded by the mail steamers. Having ascertained that the want of a regular, complete, and thoroughly reliable budget of telegraphic news is greatly felt at the various ports in the Straits, Java, China, Japan, &c., the proprietors of this journal have commenced the publication, at Galle, of a "Telegraphic Extra," and by last mail received intimation that the first number had been issued, and supplies forwarded to all our agents in the above-named countries. In addition to the ordinary telegrams of political, general, and commercial news received at Galle up to the day of the steamers' departure, the "Extra" will contain the London and New York prices of the leading articles of China, Japan, Straits, and Java produce, as well as special telegrams of news relating to the affairs of those countries. The "Extra" will be forwarded by each P. and O. and French mail steamer, and orders for it will be received at any of our agencies, or at the head office in London; the subscription is, to subscribers to the *London and China Express*, 6 dols., or 27s., per annum; to others, 12 dols., or 54s.; payable in advance. Our agent at Galle is instructed to supply the "Extra" to all homeward-bound passengers who purchase the *Express* there.

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The Brindisi route is slowly but surely increasing in favour with travellers to and from the East. The Italian railway companies have now made arrangements to run through trains between Brindisi, Turin, and Susa, in connection with the arrival and departure of the Adriatic and Oriental Company's steamers at the former ports.

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## THE COLONIES.

A meeting of influential persons connected with the colonies has been held at the Westminster Palace Hotel, to consider the tendency of the recent discussions in Parliament on colonial subjects, and of the policy now being adopted by the Government in reference to the colonies. This has resulted in a letter being written to the Governments of all the principal colonies, wherein it is stated that this policy, as recently applied in the case of New Zealand, threatens, as an ulterior result, a severance of the connection between the colonies and the mother-country, perhaps hurriedly and in an unfriendly spirit, disastrous alike to the mother-country and the colonies. To avoid such a catastrophe, and at the same time to discuss the whole question, it has been suggested that a conference of colonial representatives, duly authorised by the respective Governments of those colonies in which responsible government has been established, should be held in London. As the Imperial Parliament will meet probably in February next, it is thought the proposed Conference may conveniently be held about that time. Various suggestions are enumerated for remedying the evils pointed out; as, for example, to obtain representation for the colonies in Parliament; to constitute an Imperial Congress, charged with special functions, in which the colonies should take part; to place those colonies in which responsible government has been established upon the footing of Foreign Governments as regards diplomatic intercourse; to place the administration of colonial affairs under the management of a board constituted somewhat upon the model of the Indian Board. At present, the only Governments that have been communicated with are those of Australia, Canada, and South Africa; but, should anything come of the movement, our Eastern colonies will be interested also. The Honorary Secretaries of the Committee are Messrs. James Youl, Henry Sewell, and H. Blaine, and they date their manifesto from the Westminster Palace Hotel.

## THE SUEZ CANAL.

M. de Lesseps has presented his report for the year 1868, and once more confidently assures the world that the Canal will be opened, as announced, in November next. Of the seventy-five millions of cubic metres of soil to be excavated there remain to be yet taken out (says the report) only about five millions, and this can be effected by the month of October, so that there was no hesitation in fixing the 17th of November for the inauguration, and, which is much more definite, the commencement of the working of the Canal. Port Saïd is said to be completed, and the dredging machines are now occupied in increasing the depth of the channel from seven to nine metres; this work, it is said, will be finished by the 1st of October. From Port Saïd to the Bitter Lakes, upwards of sixty-two miles, the Canal is completed, with the exception of the dredging, on which forty-nine machines are at work; half the final deepening is said to be done, and the whole will be finished in good time. The whole twenty-two miles of Canal which lie between the Lakes and the Red Sea was executed dry by means of the spade; the last truckloads of earth are now being carried away, and the waters of the Red Sea have, according to the promise of the report, been by this time let in to meet those of the Mediterranean in the Lakes. Of all the doubts and adverse prognostications which have been expressed not one has, according to M. de Lesseps, proved to have any foundation; the only one which has not yet received practical contradiction being that of the filling of the Lakes. He says, however, that the engineers of the company know exactly the extent, configuration, and composition of the bed of the Lakes, that they have carefully calculated the maximum effect of the heat and dry air of Egypt upon the water, and that the effects of absorption and evaporation since the water of the Mediterranean has been let into the Lakes has been much less than they anticipated. The daily rise in the level of the water in the Lakes has been from an inch to an inch and a-half, and when the water of the Red Sea is introduced this increase should be doubled. The embouchure of the Canal and the channel of the Gulf of Suez are all but terminated, eleven machines being employed there in the dredging, and the entrance is protected by a stone breakwater 5,000 feet long, and by the artificial elevation of certain shallows formerly only visible at low water.

The report assures the world that the whole of the arrangements connected with the lighting and navigation of the Canal, beacons, buoys, mooring posts, &c., will all be completed before the day of opening. A chart of the whole work has been prepared and published by the company. The Egyptian coast will also shortly be lighted by four new lighthouses, erected by the company, on the Viceroy's order; three of these to be placed at the points of Rosetta, Damietta, and Burlos, and the fourth at Port Saïd itself. The Canal, or rather Port Saïd, was commenced in April, 1859; and certainly the completion of such a gigantic work as the connection of the Red Sea and the Mediterranean (or, as M. de Lesseps picturesquely terms them, the Sea of Pearls and the Sea of Coral) in the short space of ten years and a half, must be set down amongst the most remarkable achievements of the nineteenth century.

So much for the report of M. Lesseps. But great as is the confidence therein expressed, the opinions of well-informed persons are far from being unanimous with regard to the actual opening of the Canal in November. To the eye of a careful observer the works, a fortnight ago, seemed by no means sufficiently advanced to justify the sanguine anticipations of M. de Lesseps; in fact, all appeared confusion and uncertainty. To evolve order out of this chaos, in so short a time as three months, will require not only great exertions, but the expenditure of a large sum of money, and here is the weakest point of all. Every device has been resorted to, at various times, to raise the "sinews of war"—the last was a lottery, and what new scheme will be tried to procure the funds still wanting we are unable to imagine. Should matters come to a dead lock, it is possible that some of the European Governments may be induced to subscribe or guarantee the balance required; but even with this aid we should not be surprised to see the actual opening of the Canal, for the transit of large vessels, deferred until February or March.

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Mr. Mitford's translation of a Japanese sermon, which was briefly noticed in our last issue, has formed the text of an article in the *Saturday Review*. The reviewer attempts to throw a doubt on the authenticity of the translation, and writes throughout in a spirit of captious incredulity that is almost tantamount to accusing the translator of having perpetrated a hoax. Hereupon, Mr. Mitford's father, who resides in London, writes to the *Saturday Review*, vindicating his son's honesty, and offering proof of the genuineness of the translation, which it seems is also vouched for by Mr. Ernest Satow, who is now in Europe, and himself corrected the proofs. Here is clearly evidence enough to convince the *Saturday* Reviewers of the injustice of their article, but with characteristic unfairness they refuse to print the letter of Mr. Mitford, senior, or to make the *amende* in any way. This little incident shows the true value of the information disseminated by such journals as our lively contemporary. The "Japanese Sermon," being something out of the common way, served as a convenient peg whereon to hang a bit of "smart" writing. Whether the inferences drawn therein were true or false, did not matter a straw; the smartly-written article once in, its effect must not be spoiled by any corrections or emendations merely intended to serve the cause of truth or justice. The reviewers, however, are foiled after all, for *The Times* has printed a letter from Mr. Mitford, in which the scurvy treatment he has met with is fully exposed.

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We understand it is in contemplation by the authorities at the General Post-office to abolish the system, which has been in practice for ten years, of sorting the correspondence from India, China, Australia, &c., on board the P. and O. Company's steamers between Alexandria, Marseilles, and Southampton. This change would certainly appear desirable, not only on the score of economy, but because the value of the labour so performed (by the employment of a Post-office staff on board, at a large annual outlay) has been practically nullified since the new contract with the P. and O. Company has been in existence. The company's steamers have kept such good time that, as a rule, there is ample time for the sorting to be done on shore in time for the due delivery on each Monday morning. Besides, the system has many objectionable and dangerous elements about it which should only be encountered for a very unmistakable advantage. Opening letter-boxes by Post-office sorters on board ship is a dangerous power, to say nothing of the risk of a sea washing into the sorters' room and carrying the letters overboard.

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# Monetary and Commercial.

The prospectus has been issued of the International Mid-Channel Telegraph Company, which has been formed for the purpose of establishing a system of telegraphic ships connected by telegraph cable with the main land, and moored in the fairway of the great streams of vessels passing through the British seas, with the view of afterwards extending operations to other parts of the world The first station is to be at a point in the English Channel, midway between Scilly and Ushant, where the company's vessel will be moored by mushroom anchors, and, by means of a submarine cable, be in communication with the telegraph at Penzance. The Telegraph Construction and Maintenance Company have contracted to provide and lay a suitable cable, about sixty-five miles in length, between the telegraph ship and Penzance. The services which the company will render consist of telegrams for and from passing ships, newspaper information, Government Post Office telegrams, towage, agency for supply of stores to ships, salvage services, landing of homeward and putting on board outward-bound passengers and mails, &c. The nominal capital of the company is £125,000, of which it is at present intended to raise only £25,000, in shares of £10 each.

A joint meeting has been held at Leeds of the creditors of three failed firms in that town—Messrs. Newsome and Wailes, mill-owners and spinners, whose liabilities are about £15,000, and who offer 13s. 4d. in the pound; R. and J. Newsome, cloth manufacturers, whose liabilities are £12,000, and who offer 7s., and Mr. John Wailes, cloth manufacturer, whose liabilities are £5,000, and who also offers 7s. As these proposals were not accompanied by any offer of security, the creditors adjourned to give the respective debtors an opportunity of finding guarantors.

A circular has been issued announcing that Mr. Benjamin Gott Kinnear, late of China, has joined the firm of Messrs. Hawes and Hertz, tea brokers, of 27, Fenchurch-street, and that the business will in future be conducted under the style of Kinnear, Hawes, and Hertz.

The *Syria* has taken £140,700 in Mexican dollars to China and the Straits. The market is flat, at a decline of at least ¼d. on last mail's prices, the present quotation being 4s. 11½d. per oz.

## EXPORT OF COTTON GOODS TO THE FAR EAST.

The following is a summary of Mr. Sam Mendel's tables for the present month, which contain details of the quantities of Cotton Manufactures and Yarn shipped from the ports of London, Liverpool, Southampton, and the Clyde, to Hong Kong, Shanghai, Japan, Singapore, Batavia, Manila, and Ceylon, during the month and twelve months ended 16th Aug., 1869, compared with the corresponding periods of the two preceding years:—

### HONG KONG AND WHAMPOA.

Plain Cottons.—Export for the month ended 16th Aug., 1869, 4,343 293 yards; for the twelve months 1869, 47,401,390 yards; for the twelve months, 1868, 68,560,511 yards; for the twelve months 1867, 86,599,221 yards. Decrease for 1869 against 1868, 21,159,121 yards.

Coloured Cottons.—Export for the month ended 16th Aug., 1869, 249,560 yards; for the twelve months 1869, 1,450,539 yards; for the twelve months, 1868, 2,085,157 yards; for the twelve months, 1867, 2,422,008 yards. Decrease for 1869 against 1868, 634,618 yards.

Printed Cottons.—Export for the month ended 16th Aug., 1869, 12,960 yards; for the twelve months 1869, 1,162,482 yards; for the twelve months 1868, 1,879,069 yards; for the twelve months, 1867, 786,875 yards. Decrease for 1869 against 1868, 716,587 yards.

Cotton Yarn.—Export for the month ended 16th Aug., 1869, 487,600 lbs.; for the twelve months 1869, 5,243,750 lbs.; for the twelve months 1868, 7,469,188 lbs.; for the twelve months 1867, 4,836,716 lbs. Decrease for 1869 against 1868, 2,225,438 lbs.

Value.—For the month ended 16th Aug., 1869, £123,167; for the twelve months 1869, £1,286,689; for the twelve months 1868, £1,860,453; for the twelve months 1867, £1,216,462. Decrease for 1869 against 1868, £573,764.

### SHANGHAI.

Plain Cottons.—Export for the month ended 16th Aug., 1869, 8,243,507 yards; for the twelve months 1869, 247,626,075 yards; for the twelve months 1868, 224,369,983 yards; for the twelve months 1867, 111,663,872 yards. Increase for 1869 against 1868, 23,256,092 yards.

Coloured Cottons.—Export for the month ended 16th Aug., 1869, 1,215,554 yards; for the twelve months 1869, 11,115,837 yards; for the twelve months 1868, 8,523,422 yards; for the twelve months 1867, 10,640,323 yards. Increase for 1869 against 1868, 2,592,415 yards.

Printed Cottons.—Export for the month ended 16th Aug., 1869, 502,028 yards; for the twelve months 1869, 3,213,514 yards; for the twelve months 1868, 5,259,495 yards; for the twelve months 1867, 5,891,159 yards. Decrease for 1869 against 1868, 2,045,981 yards.

Cotton Yarn.—Export for the month ended 16th Aug., 1869, 90,000 lbs.; for the twelve months 1869, 482,423 lbs.; for the twelve months 1868, 256,000 lbs.; for the twelve months 1867, 286,932 lbs. Increase for 1869 against 1868, 226,423 lbs.

Value.—For the month ended 16th Aug., 1869, £191,218; for the twelve months 1869, £4,529,730; for the twelve months 1868, £3,978,040; for the twelve months 1867, £2,664,944. Increase for 1869 against 1868, £551,690.

### JAPAN.

Plain Cottons.—Export for the month ended 16th Aug., 1869, 781,986 yards; for the twelve months 1869, 19,904,783 yards; for the twelve months 1868. 23,536,176 yards; for the twelve months 1867, 16,446,677 yards. Decrease for 1869 against 1868, 3,631,393 yards.

Coloured Cottons.—Export for the month ended 16th Aug., 1869, 284,328 yards; for the twelve months 1869, 1,499,385 yards; for the twelve months 1868, 2,047,485 yards; for the twelve months 1867, 3,036,738 yards. Decrease for 1869 against 1868, 548,100 yards.

Printed Cottons.—Export for the month ended 16th Aug., 1869, 74,324 yards; for the twelve months 1869, 833,788 yards; for the twelve months 1868, 580,007 yards; for the twelve months 1867, 829,592 yards. Increase for 1869 against 1868, 253,781 yards.

Cotton Yarn.—Export for the month ended 16th Aug., 1869, 666,210 lbs.; for the twelve months 1869, 6,218,534 lbs.; for the twelve months 1868, 4,285,621 lbs.; for the twelve months 1867, 1,949,799 lbs. Increase for 1869 against 1868, 1,932,913 lbs.

Value.—For the month ended 16th Aug., 1869, £67,192; for the twelve months 1869, £793,473; for the twelve months 1868, £734,960; for the twelve months 1867, £597,664. Increase for 1869 against 1868, £58,513.

### SINGAPORE AND PENANG.

Plain Cottons.—Export for the month ended 16th Aug., 1869, 5,672,455 yards; for the twelve months 1869, 47,002,912 yards; for the twelve months 1868, 62,092,869 yards; for the twelve months 1867, 52,256,430 yards. Decrease for 1869 against 1868, 15,089,957 yards.

Coloured Cottons.—Export for the month ended 16th Aug., 1869, 368,313 yards; for the twelve months 1869, 4,895,774 yards; for the twelve months 1868, 5,355,141 yards; for the twelve months 1867, 10,114,839 yards. Decrease for 1869 against 1868, 459,367 yards.

Printed Cottons.—Export for the month ended 16th Aug., 1869, 460,791 yards; for the twelve months 1869, 3,041,859 yards; for the twelve months 1868, 2,782,500 yards; for the twelve months 1867, 4,633,098 yards. Increase for 1869 against 1868, 259,359 yards.

Cotton Yarn.—Export for the month ended 16th Aug., 1869, 122,387 lbs.; for the twelve months 1869, 1,350,318 lbs.; for the twelve months 1868, 2,621,536 lbs.; for the twelve months 1867, 2,095,471 lbs. Decrease for 1869 against 1868, 1,271,218 lbs.

Value.—For the month ended 16th Aug., 1869, £116,814; for the twelve months 1869, £1,037,250; for the twelve months 1868, £1,339,649, for the twelve months 1867, £1,575,176. Decrease for 1869 against 1868, £302,399.

### BATAVIA.

Plain Cottons.—Export for the month ended 16th Aug., 1869, *nil;* for the twelve months 1869, 14,373,386 yards; for the twelve months 1868, 17,750,351 yards; for the twelve months 1867, 24,906,485 yards. Decrease for 1869 against 1868, 3,376,965 yards.

Coloured Cottons.—Export for the month ended 16th Aug., 1869, *nil;* for the twelve months 1869, 6,625,882 yards; for the twelve months 1868, 7,576,368 yards; for the twelve months 1867, 15,681,650 yards. Decrease for 1869 against 1868, 950,487 yards.

Printed Cottons.—Export for the month ended 16th Aug., 1869, *nil;* for the twelve months 1869, 4,856,873 yards; for the twelve months 1868, 7,975,656 yards; for the twelve months 1867, 14,962,024 yards. Decrease for 1869 against 1868, 3,118,783 yards.

Cotton Yarn.—Export for the month ended 16th Aug., 1869, *nil;* for the twelve months 1869, 466,530 lbs.; for the twelve months 1868, 623,140 lbs.; for the twelve months 1867, 739,163 lbs. Decrease for 1869 against 1868, 156,610 lbs.

Value.—For the month ended 16th August, 1869, *nil;* for the twelve months 1869, £544.431; for the twelve months, 1868, £744,826; for the twelve months 1867, £1,308,515. Decrease for 1869 against 1868, £199,395.

### MANILA.

Plain Cottons.—Export for the month ended 16th Aug., 1869, 1,593,476 yards; for the twelve months 1869, 15,788,000 yards; for the twelve months 1868, 16,794,128 yards; for the twelve months 1867, 18,244,868 yards. Decrease for 1869 against 1868, 1,006,128 yards.

Coloured Cottons.—Export for the month ended 16th Aug., 1869, 621,682 yards; for the twelve months 1869, 12,998,473 yards; for the twelve months 1868, 12,962,284 yards; for the twelve months 1867, 19,557,138 yards. Increase for 1869 against 1868, 36,189 yards.

Printed Cottons.—Export for the month ended 16th Aug., 1869, 119,045 yards; for the twelve months 1869, 1,287,405 yards; for the twelve months 1868, 869,217 yards; for the twelve months 1867, 1,234,499 yards. Increase for 1869 against 1868, 418,188 yards.

Cotton Yarn.—Export for the month ended 16th Aug., 1869, 4,000 lbs.; for the twelve months 1869, 211,764 lbs.; for the twelve months 1868, 359,113 lbs.; for the twelve months 1867, 156,194 lbs. Decrease for 1869 against 1868, 147,349 lbs.

Value.—For the month ended 16th Aug., 1869, £45,002; for the twelve months 1869. £607,211; for the twelve months 1868, £744,140; for the twelve months 1867, £987,719. Decrease for 1869 against 1868, £136,929.

### CEYLON.

Plain Cottons.—Export for the month ended 16th Aug., 1869. 3,596,194 yards; for the twelve months 1869, 20,654,125 yards; for the twelve months 1868, 22,879,915 yards; for the twelve months 1867, 20,708,348 yards. Decrease for 1869 against 1868, 2,225,790 yards.

Coloured Cottons.—Export for the month ended 16th Aug., 1869, 219,778 yards; for the twelve months 1869, 978,311 yards; for the twelve months 1868, 806,343 yards; for the twelve months 1867, 1,398,857 yards. Increase for 1869 against 1868, 171,968 yards.

Printed Cottons.—Export for the month ended 16th Aug., 1869, 988,897 yards; for the twelve months 1869, 3,020,969 yards; for the twelve months 1868, 1,797,901 yds.; for the twelve months 1867, 3,008,518 yards. Increase for 1869 against 1868, 1,223,068 yards.

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Cotton Yarn.—Export for the month ended 16th Aug., 1869, 18,300 lbs.; for the twelve months 1869, 275,560 lbs.; for the twelve months 1868, 506,577 lbs.; for the twelve months 1867, 372,608 lbs. Decrease for 1869 against 1868, 231,017 lbs.

Value.—For the month ended 16th Aug., 1869, £92,921; for the twelve months 1869, £443,882; for the twelve months 1868, £464,082½; for the twelve months 1867, £592,577. Decrease for 1869 against 1868, £20,200.

## BANK AND MISCELLANEOUS SHARES.

| Shares. | Joint Stock Banks. | Paid. | Prices August 28. |
|---|---|---|---|
| £10 | Agra Bank, A shares ... ... ... | All | 11 to 11¼ |
| 10 | Do. B do. ... ... ... | — | 3¾ to 4¼ |
| 10 | Do. Prov. Certificates ... ... | 3 | par to ¼ pm. |
| 25 | Bank of Egypt ... ... ... ... | All | 39 to 41 |
| 20 | Chartered Bank Ind., Aust., and China | All | 17⅞ to 18⅛ |
| 25 | Chartered Merc. of India and China ... | All | 32 to 34 |
| 20 | City Bank ... ... ... ... ... | 10 | 10 to 11 |
| 100 | Colonial Bank ... ... ... ... | 25 | 36½ to 37½ |
| 28⅛ | Hong Kong and Shanghai Bank ... | All | 37 to 39 |
| 28⅛ | Do. Do. new ... ... | 11¼ | 4 to 5 pm. |
| 100 | Imperial Bank ... ... ... ... | 20 | 16 to 17 |
| 50 | London and County ... ... ... | 20 | 49 to 50 |
| 50 | London Joint Stock ... ... ... | 15 | 30 to 31 |
| 100 | London and Westminster ... ... | 20 | 55½ to 56½ |
| 25 | Oriental Bank Corporation ... ... | All | 43 to 44 |
| 50 | Union of London ... ... ... ... | 15 | 35 to 36 |
| | Miscellaneous. | | |
| 10 | Anglo-Mediterranean Telegraph Co. ... | All | 16 to 16½ |
| 10 | Brit. Ind Submrne. Telgph. Co., 1st iss. | 7 | 1⅞ to 2 pm. |
| 20 | British India Tea Company ... ... | All | 2½ to 3½ |
| — | Ceylon Deb., 6 per cent., May & Nov. 1878 | 100 | 110 to 112 |
| — | Do. Do. 1872 ... | 100 | 103 to 105 |
| — | Do. Do. 1882-3 ... | 100 | 113 to 115 |
| 20 | Ceylon Company ... ... ... ... | 10 | 4½ to 3⅝ dis. |
| 20 | Do. A shares ... ... ... | 5 | 3 to 1 dis. |
| 50 | Colonial Company ... ... ... | 20 | 2 dis. to par |
| 10 | Credit Foncier and Mobilier of England | All | 2⅝ to 2¾ |
| 10 | General Credit and Discount Company | 7½ | 1½ to 0⅝ dis. |
| 15 | General Steam Navigation Compapy ... | 14 | 28 to 30 |
| 25 | Indo-European Telegraph Company ... | 20 | 1 dis. to par |
| 10 | International Finance Society ... ... | 5 | 2 to 1⅝ dis. |
| 10 | Mediterranean Extension Telegraph Co. | All | 6½ to 7½ |
| 10 | North Assam Tea (Limited) ... ... | 5½ | 7 to 5 dis. |
| 10 | Do. do. B shares ... ... | All | 9 to 8 dis. |
| 50 | P. and O. Steam Company ... ... | All | 45 to 47 |
| 50 | Do. Do. 1867 ... ... | 10 | 3 to 2 dis. |
| 100 | Royal Mail Steam Company ... ... | 60 | 43 to 45 |
| 25 | Reuter's Telegram Company ... ... | All | 77 to 80 |
| 10 | Upper Assam Tea ... ... ... ... | All | 2 to 2½ |
| 50 | West India and Pacific Steam Company | 20 | 5 to 3 dis. |

## ARTICLES OF IMPORT.

—o—

### TEA.

The steamer Agamemnon arrived on the 25th inst.—seventy-one days from Hankow—with 2,474,010 lbs. new season's teas. A portion of this cargo has since been placed on offer, and about 10,000 packages have been sold at full rates, the prices realised having ranged from 1s. 9d. to 2s. 7d. per lb. The following report upon the market for old Teas is from Messrs. Capel and Co.'s Circular:—

Congous.—Siftings continue in demand at full prices. Broken-leaf kinds command a steady sale at previous rates. Fair to good common have sold to a moderate extent at 1s. 1½d. to 1s. 1¾d. per lb. Fair to good flavoury kinds show no alteration. Good Kaisows have been saleable at the late advance in small quantities. In fine to finest there is no change to notice. Paklins remain as before. Amoys, in half-chests and boxes, have sold at 1s. 1d. per lb. Common to fair black-leaf kinds have been in moderate request, and prices firmly maintained. Fair to good medium have been steady at former rates. Fine to finest show no alteration. New-make Canton kinds have sold at rather better prices at public auction for fair quality. In Oolongs there is no change. Souchongs and Flowery Pekoes have met with but little attention. In Scented Teas there has been rather more inquiry, and prices have ruled rather dearer. Fair to good Capers show an advance of ½d. to 1d. per lb. Orange Pekoes: Fair to good Foochow kinds have been more saleable at the advance last quoted. Canton kinds, under 1s. 6d. per lb., have been in request at rather better prices. In Uncoloured Japans there has not been much done, and prices remain unchanged. Green Teas: In these there has been a moderate business done at about previous prices; fine Moyunes, perhaps, selling rather higher. Canton Greens show no change.

### SILK.

The following is from Messrs. Kilburn, Kershaw, and Co.'s Circular:—

The chief feature of the market this month has been the first arrivals of the new China Silk, of which about 1,200 bales have come to hand, and nearly all of which changed hands steadily at about 6d. and occasionally 9d. advance over the previous ruling quotations, say 28s. 6d. to 29s. for best No. 3 chops, and 27s. for No. 3 Flags, good to best chops of 3¼ at 25s. 6d. to 26s. 6d., and "Red Peacock" and best chop 4 at 23s. 6d. and 24s. to 24s. 6d. Several parcels of Fatmow Hainin No. 2 chop were also among the arrivals, and some have been sold at 25s. There is little to say of other classes of China Silk beyond the fact that desirable Tsatlees below No. 4 are scarce, and inquired for at from 22s. 6d. to 23s. for 4½, and 20s. to 21s. 6d. for common Silk. The market has not improved in tone during the month, and, so far as general orders are concerned, especially from the Continent, continues extremely quiet, while holders maintain great firmness, and demand full rates in nearly every instance. Canton Silk is unchanged, and there is less choice for buyers, who will not pay over 19s. 6d. for ordinary No. 1 Tsatlee reel. A few Loong Kongs of the new season have arrived, but they are so mixed in size that they have not at present found buyers, being unsuitable for manufacturers' wants, who require regularity of size in these Silks especially. Japan Silk is perhaps a shade better, and Bengal Silk has experienced another sharp fall in price within the last few days, some large parcels of bright "bund" Surdah filature, S & F, having been sold at 26s. 6d. and do. "M" at 26s. Other classes are unchanged and almost neglected, because of the unsuitable assortments offering. The deliveries of Silk from the London warehouses from 1st to 25th inst. have been very small, say:—China Silk, 2,203 bales; Canton Silk, 279 bales; Japan Silk, 571 bales; Bengal Silk, 277 bales; total 3,330 bales.

East India and China Silk Piece Goods.—There is nothing new to report, and the trade await the usual public sales on the 1st September; the quantity of all goods will be very small There has been a fair delivery of Corahs this month, say 8.590 pieces from 1st to 25th inst.; and of Bandannoes and Choppahs 228 pieces.

London Quotations, August 26.

| | |
|---|---|
| China. | |
| Tsatlee, No. 1 ... ... ... ... ... | 30s. 0d. to 31s. 0d. |
| ,, ,, 2 ... ... ... ... ... | 29s. 0d. to 30s. 0d. |
| ,, ,, 3 ... ... ... ... ... | 27s. 0d. to 28s. 6d. |
| ,, ,, 4 ... ... ... ... ... | 23s. 0d. to 24s. 6d. |
| Yuenfaa ... ... ... ... ... | 20s. 0d. to 26s. 6d. |
| Taysaam ... ... ... ... ... | 19s. 6d to 23s 6d. |
| Long Reel ... ... ... ... ... | 18s. 0d to 20s. 0d. |
| Canton ... ... ... ... ... | 13s. 0d. to 20s. 0d. |
| Chinese Thrown ... ... ... ... | 23s. 0d. to 27s. 0d. |
| Japan. | |
| Maibash and Sinshu ... ... ... ... | 23s. 0d. to 33s. 0d. |
| Ida... ... ... ... ... ... | 22s. 0d. to 30s. 0d. |
| Sodai ... ... ... ... ... ... | 22s. 0d. to 30s. 0d. |
| Oshiu ... ... ... ... ... ... | 21s. 0d. to 31s. 0d. |
| Koshiu ... ... ... ... ... ... | 20s. 0d. to 27s. 0d. |
| Eichizen ... ... ... ... ... ... | 17s 0d to 22s. 0d. |
| Mashta ... ... ... ... ... ... | 17s. 0d. to 22s. 0d. |
| Hatchoji ... ... ... ... ... ... | None. |

The Continental Silk Markets.

The Lyons manufacturers have of late been busier than for some time previously, and this fact has naturally had its effect on the Silk market. The conditioners registered last week 57,237 kilogrammes of silk, viz., 14,549 kilogrammes Trama, 20,956 kilogrammes Organzins, and 21,822 kilogrammes raw silk. This was an increase of more than 10,000 kilogrammes as compared with the previous week. In spite of this, quotations showed a decided tendency towards a fall.

At Marseilles the market has been quiet, the principal sales recorded being—six bales Syrian spun, 88f. to 98f.; four bales Canton, at 54f.; 2,000 kilogrammes Portuguese, for delivery, f.26 50; 4,500 kilogrammes Japanese, at 22f. The country markets have been flat, the holders not being willing to accept the diminished prices offered.

In Italy prices are maintained. Some lots of raw silk have changed hands at 102f. to 103f. at Turin. At Milan the demand is chiefly for old current merchandise of good quality. The last are the most recent quotations:—

| | Per kilo. |
|---|---|
| Lyons:— | |
| Trams, 20/28 1st order ... ... ... ... | f.128 to 130 |
| 2nd order ... ... ... ... | 123 to 127 |
| Organzins 20/28, French spun ... ... ... | 130 to 134 |
| 2nd order ditto ... ... ... | 126 to 129 |
| 18/22, White Brousse, French worked... ... | 129 to 133 |
| 20/24 Levant do. do. ... ... | 120 to 125 |
| 10/15 Raw Silk, 1st order ... ... ... | 118 to 122 |
| Raw Cévennes spun ... ... ... | 114 to 118 |
| Raw other French ... ... ... | 102 to 105 |
| Raw White Brousse ... ... ... | 103 to 112 |
| Raw Yellow ... ... ... ... | 105 to 108 |
| 9/11 Raw Silk, 1st order ... ... ... | 109 to 112 |
| do. 2nd order ... ... ... | 106 to 109 |
| Marseilles:— | |
| Adrinople spun ... ... ... ... | 117 to 130 |
| Italian spun ... ... ... ... ... | 80 to 100 |
| Salonica spun ... ... ... ... ... | 100 to 120 |
| Syrian spun ... ... ... ... ... | 100 to 125 |
| Cocoons—Yellow of Volo ... ... ... | 25 to 28.50 |
| do. Syrian ... ... ... | 30 to 31.50 |
| White, China and Japan ... ... | 25 to 26 |
| do. Adrinople ... ... ... | 30.50 to 34 |
| Eggs—Per 25 grammes equal to 5-6th oz. | |
| French, yellow Cocoons ... ... ... | 12 to 15 |
| Milanese and Portuguese ... ... ... | 10 |

Cotton.—The favourable tone of the Liverpool market continued from the date of our last report until the 21st inst., when the inquiry slackened, and prices receded about ⅛d. per lb. The market has since been quiet, and a further fall of ⅛d. per lb. has taken place. The past few days, however, have been unattended with any change. The current quotations are:—Surat, 10¼d. to 12⅛d.; Bengal, Scinde, &c., 9⅛d. to 9⅜d.; fair Dhollerah, 10⅜d.; fair Oomrawuttee, 11d.; fair Broach, 10⅛d.; fair Bengal, 9⅛d.; fair Egyptian, 14¼d.; fair Pernam., 13⅛d.; middling Boweds, 13⅛d.; middling Orleans, 13⅛d. The demand in the London market, which up to the 21st inst. was active at extreme prices, has become dull, at irregular rates. A lower range of quotations has, however, been generally established.

Coffee.—There has been but little change during the fortnight in the market for Plantation Ceylon, all offers of which at the auctions have gone off with fair spirit at unchanged rates, while the private demand has been steadily active. The quantity of Native Ceylon offered at the public sales has been very small, as the bulk of the stock is withheld from the market, but by private contract a larger business has been done than for some time past, on improved terms. Plantation East India has been brought forward rather freely, but consisting for the greater part of good quality it excited competition, and realised about 1s. per cwt. advance. The improvement in the market generally has been partly occasioned by the favourable result of the Dutch sale of Java Coffee.

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COIR GOODS.—In the absence of any public sales, no business is reported.

CAMPHOR.—The business is still extremely limited, both in China and Japan descriptions, and prices are again slightly lower.

COCOA-NUT OIL.—There have been large transactions in Ceylon at an advance of 20s. per ton; in other descriptions business has been moderate.

GALLS.—The transactions in China and Japan during the fortnight have not been of great importance, but there is a steady enquiry at the low rates now ruling.

GUMS.—Benjamin: Continues steady; of 63 cases Siam at auction one-half sold at £16 10s. per cwt. for fair 2nd quality, and £7 to £7 15s. middling dark Gum; of 200 cases Sumatra half sold at £7 10s. to £7 17s. 6d. for false packed 2nd quality, and £3 to £3 5s. for 4th. Copal: Nothing doing; good quality would sell well. Damar: Steady; 33 cases at auction sold at 81s. to 85s. per cwt. for fair in sorts. Gamboge: Nothing of any interest doing.

INDIA RUBBER.—There is a better inquiry, but the only transaction in East India descriptions has been a sale of 7 tons Batavia at the low price of 1s. 4½d. per lb.

JAPAN WAX.—The market is quiet, the business having been very moderate; at auction of 62 boxes offered two-thirds sold at 73s. per cwt. for good saucers.

MANILA HEMP.—We have again to report an absence of public sales, but there is an improvement in the private enquiry, and transactions to a fair extent have transpired at £46 to £52 for common and good roping.

MUSK.—Has slightly gone back in value: 44 caddies Tonquin at auction sold at 30s. to 31s. per oz. for good, and 16s. 6d. to 18s ordinary.

PLUMBAGO.—The improvement reported in our last for Ceylon descriptions has been steadily maintained, and of 1,299 barrels at auction, half sold at 16s. to 23s. 6d. per cwt. for middling to very good lump; 15s. 6d. chips, and 8s. 6d. to 14s. dust.

PEPPER.—Black: Rather dearer, with very good demand, and a large business privately for arrival as well as on the spot; of 4,043 bags Singapore at auction, the bulk sold at 4½d. to 4¾d. per lb., and 568 bags Trang sold at 4⅝d. White, is also dearer; 1,939 bags Singapore at auction, nearly all retired; 76 bags Penang sold at 5½d. per lb.; large business done privately up to 6d. per lb. for Singapore.

RICE.—The improvement noted in our last report was maintained for some days after the departure of the mail, and prices advanced 3d. to 6d. per cwt., but in consequence of a decline in the Corn Market and the setting in of fine weather the inquiry has become less active and the market is again quiet. The sales afloat have comprised 9,000 tons soft grain, of which the greater portion was Rangoon at 9s. 9d. to 10s. Liverpool, ex quay, 9s. 6d. to 9s. 9d., ex ship, London and the Continent; Nakrenzie and Bassein at 9s. 9d. for the Continent; and Siam Garden Rice in bags at 9s. 3d. Liverpool.

RHUBARB.—We have to report China descriptions flat and cheaper; of 178 chests at auction, one-third sold at 1s. 3d. to 3s. 2d. per lb. for ordinary to fair.

RATTANS.—Firm; 5,958 bundles Penang, 1,662 bundles Singapore, and 7,696 bundles Java, sold at auction at 3s. to 6s. per 100.

SUGAR.—The market during the interval has been firm, but quiet. The inquiry has gone principally upon West India descriptions, but of East India a better inquiry has led to sales at 3d. to 6d. advance, about 2,000 bags Clayed Manila having sold at 29s. 6d. to 36s., 3,000 bags superior (duty 9s. 7d.) at 32s. 6d., 100 tons unclayed Zebu at 26s. 10½d. including washed (part resold on higher terms), and 100 tons do. at 27s. 3d. Of 2,105 bags from Singapore, of Penang appearance, 160 bags (duty 10s. 6d.) sold at 37s. 6d., the remainder, brown and yellow (duty 9s. 7d.) being bought in at 33s. 6d. to 37s.

SPICES.—Cassia Lignea: Continues firm, with limited trade. Buds: Sell slowly upon former terms. Cinnamon: We quote 1st sort 1s. 8d. to 3s. 6d. per lb.; second, 1s. 6d. to 3s. 5d.; 3rd, 1s. 4d. to 3s. 2d.; 4th, 5th, and Jungle, 10d. to 2s. 5d.; very firm; only 28 bales at auction sold at high prices. Cloves: Penang firm; nothing doing; Zanzibar very firm; 275 bags at auction sold at 2¾d. to 3d. per lb. for middling. Limited trade privately upon corresponding terms. Mace: Has risen in value as much as 6d. per lb. 5 cases Penang sold at auction at 3s. 2d. to 3s. 11d. per lb. for middling to fair palish, and of 8 casks Batavia half sold at 2s. 6d. to 2s. 11d. for middling. Nutmegs: Are again 1d. per lb. dearer; of 16 cases Penang and 11 cases Batavia at auction, two-thirds sold at 2s. 3d. to 2s. 7d. for fair to very good medium; good business also done privately at the advance.

TERRA JAPONICA.—Cutch: Firm, with enquiry: business reported privately at 27s. per cwt.; and at that price about half of 1,758 pkgs. at auction were said to be sold. Gambier: Quiet, with most limited business within our quotations; 81 bales at auction sold at 16s. 9d. to 17s. per cwt.; 380 bags Cubes sold at 18s. to 20s. 6d. ordinary blocky to fair.

TURMERIC.—There has been an entire absence of China descriptions at the sales.

TIN.—There has been a moderate amount of business effected in Straits Tin during the fortnight, but as the supply has been equal to the demand there has been little change in prices. The current quotations are:—Banca, £136; fine Straits, on the spot, £131 to £131 10s., afloat, £126 to £130 per ton.

## ARTICLES OF EXPORT.

### METALS.

IRON.—The market is very steady. Considerable business has been done in Scotch Pig, and the price has advanced to 52s. 3d. cash.

LEAD.—Business during the interval has been very limited; prices are unchanged.

SPELTER.—Market dull at previous prices. Copper: The principal feature to note in this market is the rise in the value of Chili Bars. On the 23rd inst. a telegram was received reporting the charters from the West Coast to be 500 tons fine Copper, say 200 tons Bars to France, and 300 tons in Ore and Regulus to England. On receipt of these advices a brisk demand ensued, and business was done at £69 spot, and £70 three months' prompt. At these prices the market closes sellers. For English, smelters demand full rates, but Tough Cake and Ingot in second hands are to be obtained under list prices.

### MANCHESTER GOODS.

During the entire fortnight the sales have been extremely limited, in fact, quite of a retail character, and chiefly in Goods adapted for the Bombay and German markets. In Goods suitable for China scarcely any business has been transacted. Prices which on the 17th inst. had slightly advanced have again receded, and are now nearly on a par with those current at the date of our last report, the market being governed to some extent by the small clearances and easier tone of the Liverpool Cotton market. Yarns show somewhat more firmness than Goods, but slight concessions on current prices are here and there obtainable, according to the position of spinners. Several makers of fabrics suitable for China have decided to commence running short time directly, and others talk of adopting a similar course.

| QUOTATIONS. | s. | d. | | s. | d. |
|---|---|---|---|---|---|
| Grey Shirtings, 7 lbs. ... ... ... ... ... | 9 | 9 | to | 10 | 1½ |
| ,, ,, 8¼ lbs.... ... ... ... ... | 11 | 4½ | to | 12 | 0 |
| Maddapollams ... ... ... ... ... ... | 4 | 6 | | — | |
| Long Cloths ... ... ... ... ... ... | 11 | 4½ | | — | |
| T-Cloths ... ... ... ... ... ... ... | 7 | 6 | | — | |
| White Spot Shirtings ... (nominal) ... ... | 13 | 3 | | — | |
| ,, Brocade ... ... do. ... ... | 13 | 3 | | — | |
| ,, Damasks ... ... do. ... ... | 22 | 9 | | — | |
| Cotton Yarn, Nos. 16-24 ... ... ... ... | 1 | 4 | to | 1 | 5 |
| Nos. 28-32 ... ... ... ... | 1 | 5½ | to | 1 | 7 |

# Shipping Intelligence.

## ARRIVALS.

| Date | Ship. | Captain. | From. | At. |
|---|---|---|---|---|
| Aug 20 | Aline | Kiers | Rangoon, for Hamburg | Off Falmouth |
| — 9 | Monkchester | Barker | Shanghai | New York |
| — 10 | White Swallow | Knowles | Zebu | Do. |
| — 21 | Andaman | — | Rangoon | Liverpool |
| — 21 | Diligentia | Bell | Do. | Off Queenstown |
| — | Juventa | Holme | Do. | Crookhaven |
| — | Hermit | Mills | Bassein | Do. |
| — 23 | Mornington | — | Rangoon | Off Queenstown |
| — 23 | Admiral | — | Do. | Do. |
| — 23 | Sir James | — | Do. | Do. |
| — 23 | Norge | Olsen | Do. | Falmouth |
| — 20 | County of Berwick— | M'Lean | Sourabaya, for Rotdm | Off Scilly |
| — 2 | Italia | Zulueta | Macao and Mariel | Havana |
| — 23 | Webfoot | Sturrock | Saigon | Falmouth |
| — 23 | C. O. Whitmore | Humphreys | Bassein | Do. |
| — | Legion of Honour | — | Rangoon | Off Cape Clear |
| — 23 | Annie Braginton | — | Shanghai | New York |
| — 25 | Agamemnon (str.) | Middleton | Hankow & Kiukiang | London |
| — 24 | Abbotsford | Venus | Saigon | Falmouth |
| — 24 | Catherine | Fokkes | Maulmain | Do. |
| — 25 | Ivanhoe | — | Rangoon | Liverpool |
| — 23 | Teresa | Brown | Do. | Queenstown |
| — 23 | China | — | Bassein | Do. |
| — 23 | Melicete | Stephenson | Akyab | Do. |
| — 23 | Princess of Wales | — | Rangoon | Do. |
| — | Land o' Cakes | O'Niel | Bassein | Off do. |
| — 25 | Alice Ritson | — | Rangoon | Do. |
| — 25 | Oxus | — | Akyab | Do. |
| — 23 | Olano | — | Manila | Off Kinsale |
| — 24 | Agra | Tozer | Colombo | Off Scilly |
| — 24 | Centaur | Parsell | Rangoon | Off Mizen Head |
| — 25 | Cutwater | — | Do. | Falmouth |

## DEPARTURES.

| Date. | Ship. | Captain. | For. | From |
|---|---|---|---|---|
| Aug 21 | Dartmouth | Elsden | Shanghai | London |
| — 21 | Hertfordshire | Bingham | Do. | Do. |
| — 21 | Sol nt | Melaran | Cardiff & Hong Kong | Do. |
| — | Panama | Nielsen | Hong Kong | Hamburg |
| — 19 | Stord | Kramer | Marseilles & Japan | Liverpool |
| — 20 | Vistula | Burkett | Hong Kong | Do |
| — | Anna Digna | — | Java | Amsterdam |
| — | Zes Gezusters | — | Do. | Do |
| — 14 | Zephyrus | Wickham | Shanghai | Penarth |
| — 14 | Rangoon | Congdon | Hong Kong | Do. |
| — 21 | Grace Pellle | Tipson | Do. | Glasgow |
| — 25 | Sophie | Green | Do. | London |
| — 25 | Conchita | Buckham | Canton | Do. |
| — | Anna M Wilhelmina | — | Java | Amsterdam |
| — 24 | Eliza Laing | Jones | Galle | Falmouth* |
| — 23 | Brave | Lecrioux | Yokohama | Cardiff |

* After being supplied with water.

*(See Commercial Postscript and Correspondents' Letters.)*

### LOADING.

At LONDON.—For Hiogo and Yokohama: Corsair. For Nagasaki and Hiogo: Chanticleer. For Yokohama: Mountain Ash, Osaka, Velocity. For Shanghai: Carrick Castle, Carnarvonshire, Undine. For Hong Kong: Borealis, Cleta, Isles of the South, Queen of the Age, Everest. For Singapore: Henry Grenfell, Belle of Southesk, Antipodes. For Penang: Alvington. For Bangkok: Lotus. For Batavia and Sourabaya: Gladiator. For Colombo: Thomas Blythe, Spirit of the North, Britomart.

At LIVERPOOL.—For Yokohama: Edwin Bassett, Caractacus. For Singapore: Banda. For Manila: Maria, Trinidad, Loyola. For Batavia and Sourabaya, Maranon.

At GLASGOW.—For Yokohama: St. Dunstan. For Singapore: Loch Ken. For Batavia and Sourabaya: County of Elgin, County of Bute.

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SPOKEN.

Uni (?) (ship), Manila to New York, 70 days out, Mav 22, 26 S., 51 E.
Perdew (?), Cardiff to Shanghai, June 21, on the line, 107 E.
Pedestrian (ship), Manila to New York, June 15, 3 N., 120 E.
Fair Leader (barq.), of Plymouth, for Hg. Kg., Aug. 11, 46 N., 10 W.
Elshout. Batavia to Amsterdam, Aug. 5, 42 N., 30 W.
Milton, Philippine Islands to Queenstown, July 7, 13 S., 9 W.
Sir Jamsetjee Family, Manila to London, July 23, 15 N., 30 W.
Nicholas Witzen, Batavia to Amsterdam, July 29, 38 N., 43 W.
Sattara (iron ship). Colombo to London, Aug. 4, 39 N., 33 W.
Nereus, Saigon to Falmouth, June 9, 27 S., 53 E.
Lola, Carthagena to Manila, July 15, 12 N., 25 W.
Chillingham, Hong Kong to London, June 25, 4 N., 107 E.
Kipleipa, Sunderland to Singapore, March 3, 17 N., 30 W.
Caldew, Sunderland to Chefoo, June 22, off the Saddles.
Joshua, Singapore to London, June 24, 20 S., 1 E.
Gysb. Karel Graf v. Hoogendorf, for Batavia, July 14, 13 N., 26 W.
Red Deer, Bangkok to Falmouth, July 23, 30 N., 37 W.
Liberator, Colombo to London, Aug. 2, 38 N., 37 W.
Jason, for Batavia, July 12, 12 N., 25 W.
Lola, Bangkok to Falmouth, Aug. 8, 46 N., 26 W.
Mary Ann Wilson, from the Philippines. July 27, 36 N., 38 W.
Aracan, Liverpool to Shanghai, July 7, 9 N., 25 W.
Lady Durham, Colombo to New York, June 23, 28 S., 13 E.
Elfin, London to Columbo, July 16, 11 N., 26 W.
Cleugh, Newcastle to Manila, July 19, 12 N., 27 W.
Tewkesbury, Cardiff to Hong Kong, July 18, 9 N., 25 W.
Jacoba Helena (Dutch barque), for Batavia, July 22, 13 N., 25 W.
Ocean, Batavia to Amsterdam, Aug. 13, 46 N., 21 W.
Alpha, Singapore to London, Aug. 19, 50 N., 12 W.
Queen of the Seas, Colombo to London, Aug. 23, 49 N., 7 W.
Gebr. van der Beek, Amsterdam to Batavia, Aug. 16, 48 N., 9 W.
Bezoekie, Batavia to Rotterdam, Aug. 22, 50 N., 8 W.
A full rigged Dutch ship, Amsterdam to Batavia, Aug. 4, 13 S., 35 W.
Westburn (ship), for Shanghai, Aug. 5, 8 S., 34 W.

FREIGHTS AND CHARTERS.

We have no change to note in freights to the Eastern Ports.

Current rates of freight for vessels on the berth:—To Yokohama: 30s. weight or meast. To Nagasaki: 40s. weight or meast. To Hiogo: 35s. weight or meast. To Shanghai: 30s. weight or meast. To Hong Kong: 30s. weight, 27s. 6d. meast. To Batavia: 25s. weight, 30s. meast. To Singapore: 30s. weight, 25s. to 30s. meast. To Ceylon: 20s. to 25s. weight, 20s. meast. At New York to China; $12 to $15 per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—For Shanghai: £43. For Hong Kong: £32 10s. For Singapore: £25. For Galle: £25. From Newport, Cardiff, or Swansea per ton.—For Yokohama: £2. For Shanghai: £2 2s. 6d. For Hong Kong: £1 13s. For Singapore: £1 6s. For Galle: £1 5s.

The Admiralty have invited tenders for the conveyance of 117 tons stores from London to Trincomalee, and of 14 tons small stores to Singapore.

The Admiralty have invited tenders for the conveyanceof 950 hhds. of malt liquor from England to Hong Kong.

MISCELLANEOUS.

At St. Vincent, C. V.—Erl King, str., from China, and left Aug. 10 for London.

At Table Bay.—July 22, Veronica, Greene, sailed for Batavia.

At Mauritius.—July 24, Souvenance, Brunetean, sailed for Singapore, after repairing.

CASUALTIES.

A cable message from Havana states that the A. Lloret (Spanish ship), from Manila to the United Kingdom, had put into St. Thomas', making much water, and with masts damaged.

The Nemis (?) (Dut barq.), 51 days out, from Java to Falmouth, was spoken with on the 6th July, making for Simon's Bay to refit, having lost jibboom and foretopmast and thrown cargo overboard in a gale on the 27th June.

LAUNCH.

On the 23rd inst. there was launched from the shipbuilding yard of Messrs. Henderson, Coulborn, and Co., Renfrew, a handsome screw-steamer of about 600 tons and 120 nominal horse-power, classed at Lloyd's. She is built to the order of a Singapore house, and her accommodations for passengers are elegantly fitted, and well adapted and ventilated for the East. As she moved off the ways she was gracefully named the Bangkok, by Miss Haffenden, sister of the gentleman who represents the firm at Glasgow.

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## SINGAPORE DOCKS.

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VOL. XI.—No. 325.] LONDON, TUESDAY, SEPT. 7, 1869. [Price 9d., with Sup., 1s. 3d.—Sub. 30s. per ann. postage, included. Sup. 12s. extra.


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| Ports. | From London. | Arrived out. | HOMEWARD. Received this day. |
|---|---|---|---|
| JAPAN — Yokohama | May 21 | July 8 | July 12 |
| Yedo | — | — | July 11 |
| Osaka and Hiogo | — | — | July 9 |
| Hakodadi | | | |
| Nagasaki | — | — | July 10 |
| CHINA — Peking | | | |
| Tien-tsin | — | — | July 9 |
| Chefoo | — | — | July 10 |
| New-chwang | | | |
| Hankow | May 21 | July 10 | July 11 |
| Kiu-kiang | — | — | July 11 |
| Chin-kiang | | | |
| Shanghai | May 21 | July 5 | July 16 |
| Ningpo | — | — | July 14 |
| Foochow | May 21 | July 10 | July 17 |
| Formosa | | | |
| Amoy | — | — | July 14 |
| Swatow | — | — | July 15 |
| Hong Kong | June 4 | July 13 | July 22 |
| Canton | — | — | July 21 |
| Macao | — | — | July 21 |
| PHILIPPINES — Manilla | May 21 | July 5 | July 15 |
| COCHIN-CHINA — Saigon | — | — | July 23 |
| SIAM — Bangkok | — | — | July 17 |
| BORNEO—Labuan | — | — | July 17 |
| Sarawak | — | — | July 21 |
| JAVA — Batavia | June 18 | July 24 | July 26 |
| Samarang | — | — | July 18 |
| Sourabaya | — | — | July 20 |
| MALACCA STRAITS — Singapore | June 18 | July 21 | July 30 |
| Penang | June 18 | July 19 | July 31 |
| CEYLON — Colombo | — | — | Aug. 9 |
| Galle | July 16 | Aug. 9 | Aug. 10 |

### THE MAILS, &c.

The present inward mail is delivered one day after its due date—a rare departure from the usual punctuality of the P. and O. Company's service.

By delaying for a few hours the publication of to-day's issue, we are enabled to give some very important news just received by the Pacific mail, which brings three days' later news from Shanghai, and fifteen days' later from Yokohama than that of the Overland Mail. The dates in the above Table apply to the P. and O. Mail only.

The next inward mail will be due here on Monday, the 20th inst., and brings Yokohama dates to July 28; Shanghai, July 30; Hong Kong, Aug. 5; Ceylon, Aug. 24.

Telegrams in advance of the succeeding mail (Hong Kong, Aug. 12) were received *via* Galle on the 31st ult. From Shanghai, *via* Kiachta, we have telegrams to Aug. 12, received this day.

*(For Latest from China and Japan see page 412).*

## List of Passengers.

### PASSENGERS INWARD.

By this mail to Marseilles, per P. and O steamer *Delhi*, arrived Sept. 4.—From Hong Kong: Messrs. Petree, Peral, Dols, Marcor, Don Jose Francis. From Singapore: Mr Baumgarten, son, three children and servant, Mr. Seare. From Batavia: Mr. and Mrs Sempster, four children, and two servants. From Galle: Mr. Swenton.

To Southampton, per P. and O. steamer *Delta*, expected to arrive Sept. 11—From Shanghai: Mrs. Wise and two children. From Hong Kong: Mr. F. Jones Mr. W. Mackay. From Singapore: Captain Beven, Mr. W. T. Wright, Mrs. Hallowes and three second-class passengers. From Penang: Major Georges, Mrs. and two Misses Scott, Lieut. James. From Galle: Mr. Carry, Messrs. T. and F. Naughten, Dr. and Mrs. Hume and two children.

### PASSENGERS OUTWARD.

Per French mail steamer *Peluse*, from Marseilles, Sept. 4 (booked from London).—To Shanghai: Mr. J. D. Campbell and servant

Per P. and O. steamer *Poonah*, from Southampton, Sept. 4.—To Shanghai: Mr. Russell, Mr. and Mrs. J. Hart, Miss E. Hart. To Hong Kong: Mrs Hackin, Dr. Franklyn, Mrs. Morrison. To Ceylon: Mr. and Mrs. G. W. R. Campbell, Miss A. Carey.

Per P. and O. steamer *Delhi*, from Marseilles, Sept. 12.—To Shanghai: Mr. J. Maitland, Mr. Fulton Smith. To Singapore: Mr. T. F. van der Plas. To Ceylon: Mr. and Mrs. Lee Viner and child.

Per P and O. steamer *Ceylon*, from Southampton, Sept. 18.—To Yokohama: Mrs. Campbell and child. To Hong Kong: Mr. J. Y. V. Shaw, Mr. Head. To Ceylon: Mr. M. Finch, Miss Horn, Mrs. Sinclair and three children.

Per P. and O. steamer *Syria*, from Marseilles, Sept. 26.—To Yokohama: Mr. R. Johnstone. To Hong Kong: Mr. J. Smith, Mr. T. A. Tonks. To Penang: Mr. and Mrs. H. Frohlich. To Ceylon: Mr. and Mrs. R. B. Laurance.

Per P. and O. steamer from Southampton, Oct. 2.—To Hong Kong: Miss M. Crichton, Mrs. E. Arthur, Mrs. Wilberforce Wilson. To Singapore. Mr. J. W. Witham. To Ceylon: Mr. C. Buchanan, Miss Macartney, Mr. J. Duncan's two children, Mr. and Mrs. W. Carver, Capt. Skottowe, Mr. H. S. Master.

Per P. and O. steamer from Marseilles, Oct. 10.—To Hong Kong: Mrs. Mellish and child. To Ceylon: Mr. and Mrs. M. H. Thomas, Miss Creswell, Mr. J. W. Gossett, Mr. Stanley Daniell, Miss Sconce, Sir J. Elphinstone, Mr. H. W. Ridley.

Per P. and O. steamer, from Suez, Oct. 17.—To Ceylon: Mr. Duncan Davidson.

Per P. and O. steamer from Southampton, Oct. 16.—To Penang: Miss Napier. To Ceylon: Mrs. Wilson, Mr. J. Hamilton.

Per P. and O. steamer from Marseilles, Oct. 24.—To Shanghai: Mr. John Fraser. To Ceylon: Miss Payne, Mrs. Longley.

Per P. and O. steamer from Southampton, Oct. 30.—To Shanghai: Rev. J. E. and Mrs. Moule and two children, Miss Lawrence. To Ceylon: Mr. and Mrs. Carson.

## Summary of News from the Far East.

(BY P. AND O. MAIL, VIA MARSEILLES).

### JAPAN.

#### YOKOHAMA.

The present mail brings advices from this port to the 13th July. The outward mail of May 21st arrived on the 8th July; this was the first received direct from Hong Kong, and the new arrangement of the P. and O. Company was regarded with great satisfaction. The following items are from the *Japan Times*:—

The important question of the paper currency has been the topic of public and private debate during the past fortnight. Sir Harry Parkes convened a meeting of British merchants at the Legation on the 10th July to confer with him upon the present condition of the Japanese currency, the ways and means of improving it, and the effect the issue was likely to have upon foreign trade. He gave us a quantity of useful information on the subject, setting our minds at ease as to the amount of the issue and the probable term of its currency, showing us how and where the Japanese had been influenced to good by foreign advice, and gave us also two *verbatim* translations of Notifications to add to our collection.

It is not probable, apparently, that the increase in the duty on Silk, with which we were threatened last year, will now take place. A question was asked at the Legation the other morning about the Simonoseki indemnities, and we were glad to learn that the four Ministers who occupy the unenviable position of the late Shiogoon's creditors on this account—those of England, France, America and Holland—have referred the question, whether the Mikado should pay, home to their respective Governments. The Mikado's advisers intimated that if the money was exacted they should be reduced to the disagreeable necessity of doubling the duties on tea and silk. As the increase in these duties, properly collected, would pay the Simonoseki indemnities in about a year and a-half, we seem to have got the best of the bargain. As we have said, there seems good reason to believe that the increased duties will not be imposed.

We have to discharge the painful duty of announcing the death of Lachlan Fletcher, Esq., Her Britannic Majesty's Consul, which took place on the 8th July. For some time sinking under an incurable disease, he died unexpectedly, for it was impossible to say how long he might linger. Her Majesty has lost a good and faithful servant, and many of his fellow-countrymen in Japan a loyal and stedfast friend. His industry in the attempt to fulfil the difficult and multifarious duties of the office of a consul in the Far East was perhaps the most remarkable point in his character, but it was a consequence of the conscientiousness and devotion to "duty" which in every phase of life was his guiding principle. Hence the tenacity with which he clung to an opinion—in other men's eyes right or wrong—once formed upon the basis of a matured deliberation. We have lost a man who had enough of the judicial faculty to frame a judgment and the useful quality of persistence in giving action to his thought. Such men are not common. His funeral took place on the following afternoon. The band of H.M.'s 1-10th Regiment marched at the head of the procession, playing the Dead March,

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after which came the corpse, borne on a gun-carriage drawn by British seamen, followed by H.E. Sir Harry Parkes, K.C.B. (as chief mourner), and the other Foreign Ministers, the Commander-in-Chief of H.M.'s forces in China and Japan, the Admirals of the different fleets at present in Yokohama, and chief officers of the armies and navies of all the different nations now here. The principal Japanese officers also testified to their esteem for the deceased by joining the procession, and at the various cross streets guards of Japanese soldiers were drawn up, who saluted as the procession moved past. The funeral service was read by the Rev. M. Buckworth Bailey, assisted by the chaplain of H.M.S. *Ocean*. From the church to the cemetery the band of H.M.S. *Rodney* relieved the band of the 10th. The great number of private residents in Yokohama who followed the deceased to his last resting place testifies to the esteem in which he was held by all classes.

Hakodadi is in the hands of the Imperial troops, the civil officers have returned to their posts and the foreign Consuls and residents have resumed residence in the place. Enomoto and the chiefs who were his accomplices are on their way down overland to Yedo, where they will be tried and punished. It is too much to expect that their lives will be spared, though the new government has shown itself in a very favourable light by its treatment of its defeated enemies. Seldom has a revolution anywhere, certainly never in the East, been followed by so few political executions. But Enomoto's crime has been enormous; he is a traitor to his sovereign, a traitor to his chief, a regenade from his clan, and a robber of the public. He has caused much bloodshed and great loss to the country, and his punishment will doubtless be signal. It is probable, and sincerely to be desired, that the destruction of the Tokugawa pirates in the North will prove to be the end of the civil war and of the unproductive expenditure of the resources of the Empire.

It may not be generally known that the Japanese Government proposes to claim from France five millions of dollars as indemnity for the trouble caused by M. Brunet and his friends—a good set-off against any claim for Simonoseki expenditure.

Mr. Adams, the Secretary of the British Legation, has just returned from a lengthy tour in the silk districts, having travelled nearly three hundred miles; and not only has he brought us back no complaint of attack or insult, but reports most favourably on the apparent good feeling and manifest civility of all classes. Not only were the lower orders of the people uniformly polite and hospitable, but the official class were in every instance as attentive and courteous. The information sought was, in all cases, given most freely, and never was the difference between Chinese and Japanese in this respect more markedly shown. Mr. Adams's report will be of great value to merchants interested in Japan Silk. He was accompanied by three gentlemen of great experience in all the practical details of the trade, and the districts of Joshiu, Koshiu, and Sinshiu were all carefully examined. One of the most noteworthy circumstances they have recorded is the increase of the mulberry cultivation; they were everywhere told that during the last ten years this had been great and steady. Several native merchants with whom Mr. Adams's companions were acquainted were met with, and afforded valuable assistance to the party.

H.M.'s Consul and a bench of assessors were occupied on the 7th, 8th, and 9th July in deciding the action brought by the Pacific Mail Steam Ship Company against the owners and master of the British steamer *Ocean Queen* for damages caused by collision between that vessel and the *New York* on the night of the 1st June last. After patiently hearing a mass of evidence the Court decreed the *Ocean Queen* solely to blame for the collision, and pronounced accordingly; damages 10,218 dollars, and costs.

A Foreign resident, we are glad to say, succeeded in shooting a Japanese thief who was plundering his house in the middle of the night. We are without police protection, and must be allowed to protect ourselves.

### THE FALL OF HAKODADI.

The following takes up the story of the recapture of Hakodadi at the point where it broke off in our last issue. It is, in fact, a continuation of the same correspondent's letter:—

HAKODADI, June 24, 1869.

Yesterday evening a message was sent from Ennomoto to the authorities here stating the terms on which he was prepared to evacuate Kamida. The terms were rejected, and the fire of their guns in rapid succession made us aware of the intended resumption of hostilities. This morning it transpired that supplies had been sent into the fort in the bay during the night by the Chosiu men of the Mikado's party—some rice, charcoal, water, and fish.

It seemed at first impossible that such a tale could be true, but on inquiry it was confirmed as beyond all doubt. Communication had also been permitted between the fort and the outposts of Kamida, the object of which was to ascertain Enomoto's views in regard to the continued holding of the fort. The representations made to the authorities here were, that so long as it was held the merchants, tradespeople, and peasants were liable to continual disturbance and damage from the fire of the two parties, and as the tenants of it were unwilling to perpetuate this state of things they desired to ascertain the wish of Ennomoto on the subject. The message returned from Kamida was to the effect that the fort should still be defended.

There was some sharp firing this morning into the fortress, but with little result, and in the afternoon the tenants of the fort hoisted a pair of shears and placed another gun in position without the slightest molestation from the troops outside or their apparent wish to prevent their doing so. This is on a par with the sending of supplies into the fort, and may be dictated by a kind of childish generosity, which prevents one party from taking what they may consider a mean advantage of the other: "these poor fellows in the fort," they say, "are starving, and have small means either of offence or defence: it is inglorious to starve men out of a place and a shame to interfere with their placing another gun in position; let orders be given to send them in supplies, and don't interfere with them while at work on their gun." Of course this is very absurd, but then the Japanese are in some things very absurd—an ultimate fact which must be resorted to in explanation of very many difficulties here. What the Japanese have to say on the other side is another matter into which I will not enter.

Friday, 25th June, 3 A.M.:—Heavy firing towards Kamida and a few guns from the fleet into the fort. A sharp attack on the redoubt outside, and about a thousand yards from Kamida, which is held by the Tokugawas—continued musketry for an hour and all still again. Two hours later it was evident that the Mikado's troops had taken the redoubt, as fire was opened upon it from Kamida. We afterwards understood the loss on the Mikado's side was 200 killed and wounded.

News now spread rapidly that the fort in the Bay had surrendered during the night, and proved — curiously enough — to be true. I say "curiously enough" because as the imagination elsewhere has its beliefs, so here it has its facts. To the certain knowledge of six different individuals Ennomoto must have been on many occasions in as many different places at the same time — he was in Kamida — he was in the fort in the Bay—he was in the field—he was killed—he was treating with the Mikado's officers—all at the same time, utterly violating the great philosophical doctrine that no one can be in two places at one time, unless of course he is a bird Like the Athenians of old, we, during these stirring events, spend our time in nothing else than in hearing or telling some new thing. I fear that Laplace's celebrated calculation of the eighth of error which may be presumed to lurk in all statements of fact would require much modification if applied to Hakodadi reports, which, so far as I have analysed them, seem, like the medicines of the early homœopaths, to contain truth only in infinitesimal quantities. "The mixture of the lie doth ever add pleasure," says Bacon profoundly in his essay on Truth. "That is not our fault," my Uncle Toby might say, "but the fault of our nature." "The fact remains the same," my father would reply. But I am digressing. The report, as I have said, proved to be true, and the Tokugawas, to the number of 211 (I believe), were taken charge of by the authorities. On Friday all was quiet, and on Saturday Kamida surrendered, the Tokugawas being allowed to march out with the honours of war.

Sunday, 27th June:—The Tokugawas were all disarmed to-day—as each man gave up his weapons he wrote his name on a tally, which was then tied to them and the whole were removed to the Custom-house. They were indeed a motley crew—many of them lads of seventeen or eighteen, all very young. Their dress exhibited every possible variety of what seemed English slops of the worst description, in the dirtiest possible condition, and *apropos* of this, it seems a matter for regret that the Japanese soldiery and officials are taking to European costume, without the smallest idea of what is becoming in it or the harmony and congruity of different parts of our costume. Those who look best dress entirely in black, which gives them the appearance of recent converts to some extremely low form of dissent. Those who look worst are wholly indescribable. Falstaff's soldiers were paragons compared with them; they do, indeed, look like scarecrows or the bodies from unloaded gibbets pressed into service. Put a bad hat on the head of a well-dressed man in Bond-street, and the beggar-boys will hoot him. But such hats and caps as these new converts to European dress wear never were seen but on the passage from Wardour-street to the final dust-bin. At its best our modern dress suits Asiatics extremely ill, and, accustomed as we are to see our own races in it, with all the advantage they derive from a perfect realisation of its details and appropriateness to time, place, and circumstance, the sight which the Japanese present, who have no such knowledge or experience to guide them, is sorry enough. The stolid conservatism of the Chinese has stood them in good stead in such matters, and prevented their ever making of themselves the ludicrous figures which the Japanese innocently cut, with the unswerving conviction that, in enduing themselves with slops from the Minories, they are dressing like Englishmen.

I grieve to say that the town is full of wounded men bestowed in twenty different quarters and exhibiting every phase of gunshot wound, some of which are of a truly frightful nature. By permission of Captain Ross, of H.M.S. *Pearl*, Assistant Surgeon De Meric is appointed to superintend the hospitals, and is working hard and heartily there, assisted by natives, one or two of whom have studied medicine in Europe. The patience and cheerfulness of the poor fellows is wonderful, and must be recorded in their praise, in spite of a certain insensibility to pain which characterises the organisation of these temperate rice-eating Asiatics. It is said that a porter-fed London drayman is the worst patient in the world, a mere scratch on his skin being sufficient to induce violent

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inflammation and erysipelas. Surely these rice-fed men are the best patients in the world. A wound which would infallibly prove mortal to an European soldier, fed as he is on beef, and accustomed to the freest use of spirituous liquors which his purse permits, heals with ease and almost without perceptible inflammation among these people, and a surgeon is fairly puzzled at the sight of a limb which, according to all European experience, ought to come off and which yet obstinately insists on being allowed to remain on without danger to the patient. Meanwhile, lint and bandages are in great demand, diachylon is priceless, and even "parmaceti, the sovereign'st thing on earth for an inward bruise," is worth its weight in silver.

Steamers have been despatched for Awamori Bay with troops; three leave within four-and-twenty hours for Yedo, taking nearly three thousand men, and we shall soon be left with the small garrison necessary for the safety of the town. The new Governor is installed, and the Consular body made their congratulations to the Governor last week upon the re-establishment of the Mikado's power. It only remains to re-establish trade.

## CHINA.

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### SHANGHAI.

(FROM OUR OWN CORRESPONDENT.)

SHANGHAI, July 15.

The P. and O. steamer *Ottawa* arrived on the 5th inst. with the London mail of 21st May and telegrams to the 11th ult. On the following day a Chamber of Commerce telegram, *via* Kiachta, and a Transmongolian telegram (Grant's line), each to the 15th ult., arrived *via* Tientsin, and on the 12th a Chamber of Commerce telegram to the 22nd ult. was received. On the same day the steamer *Suwonada* brought up telegrams to the 18th June, received at Hong Kong *via* Calcutta.

The S.S. *Ajax*, which left this on the 9th inst. for London, took no less than 3,000 tons of teas.

The P. and O. Company have determined to resume their service between Shanghai and Yokohama. It is said that the steamers will call at Nagasaki and Hiogo.

A small iron steamer, 55 feet long with 12 feet beam and estimated draught of 3½ feet at the stern, and 2 feet at the bow, is rapidly approaching completion at Muirhead's foundry. Her engines are 16-horse power, with tubular boilers working up to 100 lbs. Her propeller is 4-bladed, with a diameter of 3 feet and pitch of 9 feet 6 inches. When completed she will be the first steamer constructed in China altogether out of the raw material. But this is not her only peculiarity; her crank shaft and fittings, including excentrics, have been entirely forged out of solid iron—a feat I am told never before successfully attempted in the East.

A new steamer, the *Walrus*, has arrived here for the S.S.N. Company. This vessel is of the river class, with walking beam, length 255 feet, beam 42 feet, with 16 feet depth of hold. She is provided with the new "Manley" wheels, of which the peculiarity is that the floats are so connected with the excentric that they always remain vertical, whether entering or leaving the water or above water. The result in the case of the *Walrus* is said to be highly satisfactory.

COURTS.—The records of the Foreign Courts for the past fortnight furnish little of interest. Some of your readers perhaps remember a swindler who in 1862 represented himself to be the celebrated Wyndham on his travels, put up at the Astor House, obtained unlimited credit everywhere in Shanghai, and finally disappeared. He was, however, captured and tried, and expiated his follies by a long residence in Hong Kong gaol. A gentleman of the same kidney, calling himself "Major Evan Lawrence, of the Royal Engineers," has recently succeeded in swindling the proprietors of Astor House and various trusting persons in this usually suspicious community. Doubts were raised by his constant borrowing, and finally he was had up at the Supreme Court at the suit of his landlords. Judgment was given against him, and a judgment summons issued, but before a writ could overtake him he was safely on board a steamer bound for Hong Kong, leaving some worthless luggage behind him. I would not mention this case in detail but that it seems probable that Major Lawrence may try his little game on with some of the old China hands at home, and influence them by his apparently intimate acquaintance with life in this country.

As a pendant to this story, I may mention that a young man who some weeks ago surrendered himself at Chefoo as a deserter from the English navy and the son of an English admiral, and who was very handsomely treated by the young naval officers at Chefoo, has been identified as a rogue who was on several occasions convicted of obtaining goods under false pretences, and who some time since broke out of one of Her Majesty's Consular gaols in China. He is now here awaiting trial.

A case, in which the Hong Kong and Shanghai Banking Corporation were the plaintiffs and Messrs. Glover, Dow, and Co. the defendants, was decided on the 9th inst. by Sir Edmund Hornby. The defendants had drawn on Messrs. Morgan, Lambert, and Co., of Hong Kong, against some copper. The bill was accepted, but the godown in which the copper was stored took fire, and the contents were damaged. The bill was dishonoured, and the copper still remains unsold. The bank had not instructed Messrs. Morgan, Lambert, and Co. to insure. The defendants pleaded that through the negligence of the plaintiffs the security had been rendered unrealisable, and in this they were sustained by the Court.

MUNICIPAL.—It was officially announced some weeks ago that the Revised Land Regulations for the Anglo-American Settlement at Shanghai had been approved by all the important Powers, and there was in consequence every hope that the new code would be in operation before the end of the year. However, the fact was that all the consents were conditional; France assented provided Great Britain and America recognised the regulation for the French Concession; America assented provided Great Britain and France did the same, and so on. But as all the conditions fulfilled one another, the matter was regarded as settled. Now, the American Government have withdrawn their recognition of the territorial sway claimed and exercised by France, and as this step makes the inauguration of the new code dependent upon France conceding what she never will concede, it seems likely that our old Land Regulations must remain in force for an indefinite period longer. But as these regulations are obviously insufficient for the requirements of the place some bitter feeling has been excited, and on the 13th inst. a pamphlet was circulated calling on the other European Governments to exert their influence on the French Cabinet to remove this dead lock.

GENERAL.—By last mail you heard of the suicide of Captain Cooper, master of a Chinese gunboat, and formerly in the employ of the S.S.N. Company. A curious fact in remote connection with his death has just come to light. The Chinese attribute his insanity to the influence of the *Feng Shui* outraged by the stern of his vessel having been built in a curved form, after the model, they say, of the back of the tortoise. The authorities are now debating whether the vessel may not, in consequence of this unfortunate stern, be unsafe and unfit for further use, and pending the decision of this important question they have altered the model of a vessel proposed to be built at the Kiangnen Arsenal, replacing a curved roof over a portion of the deck by a covering less likely to stimulate the evil influences of the *Feng Shui*.

Mr. Markham has presented the local branch of the Royal Asiatic Society with an account of his recent tour through the Province of Shantung. Of course his paper abounds with descriptions of places and cities utterly unknown to us even by name. But the gist of his observations lies in the fact that everywhere he found the pitiable effects of a weak yet oppressive Government, and of the blindly persistent opposition offered to every proposal to develop wealth and industry.

The rumours prevalent here some months ago that a foreign agent of one of the evangelising societies had been murdered in Honan have been carefully inquired into by Dr. Porter Smith, of the London Missionary Society at Hankow, and have proved baseless. This gratifying result has been communicated by Dr. Smith to the papers here.

Hitherto private baggage at the open ports has been held sacred against the inquisitive fingers of Custom-house officers, but this immunity is to cease. The first step towards the introduction of a system as annoying as that which prevails in the West has been taken by the issue of a notification setting forth that no private baggage is to be landed or shipped without examination and marking, on pain of fine and confiscation. The measure will, of course, be unpleasant, but no doubt has been rendered necessary by the system of smuggling by native passengers, which lately has proved seriously detrimental to the revenue. The 4th of July having this year fallen on Sunday, the great American anniversary was held on the following day, when the ships in the harbour were gaily dressed, Her Majesty's ship *Zebra* and the gunboat being conspicuous as exceptions. This was due, I am told, to there being no American man-of-war in the river, and to the American Consul-General not having sent any official notice of the anniversary to the English senior naval officer. The whole thing went off very quietly. There were of course a few dinner parties, but the streets remained tranquil.

By last mail I told you of the enormously increased cultivation of the poppy in China, and the practical recognition of the trade, by the levy of a definite duty upon it, in spite of Imperial fulminations. It is to be noticed, moreover, that the import of Indian opium for 1868 was 35,827 chests, against 40,615 chests imported in 1867, or a falling off of 4,788 chests. Notwithstanding this, or, perhaps, in ignorance of it, cultivation in India is, it appears, to be largely increased, judging by the following statement in the *Bombay Gazette*, which, as you may chance to miss it, I take the liberty of reproducing:—

"The cultivation of poppy, says the *Indian Daily News*, is to be largely increased in the Bengal Presidency, and at once, in consequence of the proclamation of the Emperor of China, prohibitory of opium cultivation in any part of the Imperial dominions the issue of which we lately notified to our readers. The abandoned agencies of Seetapore and Rohilkund are to be immediately reopened at a net increased charge of Rs. 4,000 a month. The fixed annual quantity of provision opium is to be 48,000 chests, with, in addition, a reserve of 10,000 chests to be gradually provided. The consequent necessary orders have been issued in time for the cultivation of 1869-70."

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On the 12th inst. his Excellency J. Ross Browne, U.S. Minister to Peking, with his family, arrived here *en route* for the States. Public opinion among the Americans resident in China is very strongly against his recall, and it is intended to signalise his departure by a banquet or some other public ceremonial.

The scientific commissioners attached to the Austro-Hungarian expedition charged with the task of making treaties with the Eastern States, have presented the local branch of the Asiatic Society with a number of specimens of Austrian and Hungarian manufactures. These are now on view at the Shanghai Club. They comprise condensed provisions, candles, wines, wearing apparel, fancy wares, and in fact everything necessary either to comfort or convenience. The prices quoted are wonderfully low, and some newspaper writers anticipate a panic among the storekeepers in consequence of the hints thus given to intending importers of domestic luxuries.

## HANKOW AND KIUKIANG.

A Kiukiang correspondent writes:—The river has risen so high that the water is into the court-yards of all the houses on the Bund, and over the basement of some houses in the back street. The Mandarins are chinchinning joss violently, proclaiming a fast, &c., to propitiate the dragon who is swelling the river—but ineffectually as yet. Grain of all kinds is getting dear, and prospects are not pleasant.

Hankow, too, has been visited with the most disastrous rains—it having rained in torrents without intermission for a week. The result now is that the Settlement is under water, there being three feet of water on the bund, over which sampans and canoes are now to be seen sailing. All the hongs and godowns are surrounded by water, and the residents can only go about in boats. The club is flooded, and the alleys in the bowling-saloon are taken up to prevent their being destroyed. The destruction to foreign property will be most serious, and what the merchants will do for the safety of their goods remains to be seen. By Monday the Chinese predict the water will have risen four feet higher than it is to-day; in that case the godowns will be flooded. The pretty new church is quite surrounded, and will also be flooded by to-night. Business, of course, is at an end, and nothing will be done now for a month or six weeks, as this great flood will last fully that time. The Chinese say it will be the most disastrous flood Hankow has ever been visited with. At present the place presents a sight rarely seen in any country. When the rain ceases great heat is expected, and doubtless there will be a good deal of sickness amongst the residents. It is feared that some of the Foreign property, especially at the back of the settlement, may fall down whenever the water begins to subside, as the foundations will be so thoroughly undermined. It is not unlikely that goods will have to be shipped back to Shanghai, if the water rises so high as the Chinese predict.

## HONG KONG.

From this port our advices are to the 22nd July. The outward mail of June 4 was received there on the 13th July. Some of the news contained in our present despatches was anticipated by the French mail. The following items are chiefly from the *China Mail*:—

We are able to authoritatively confirm the rumour in circulation that Sir R. Alcock has fully approved the conduct of Mr. Gibson in the Formosa affair, including the capture of Amping. We must however confess that we are considerably puzzled to account for the fact of the British Minister acting apparently in a manner so diametrically opposed to the published instructions of the Foreign Office. Is it possible that a change has come over Home policy, and that subsequent despatches written in the light of fuller information at home have authorised Sir Rutherford Alcock to substitute blessing for cursing and praise for reproof? There is but one other theory tenable—that the Minister is so firmly convinced of the injustice done to Mr. Gibson that he has elected to mark his personal approval in spite of the Foreign Office. Such a course would be honourable in the extreme, if not very judicious. His former despatches certainly showed that he is by no means personally indifferent to the position of his countrymen in China, and he has risen immensely in popular estimation in consequence. Still we are at a loss to account for this new development of the question.

H.R.H. the Duke of Edinburgh is expected at Yokohama about the end of August. Admiral Keppel will then proceed with the *Salamis*, *Galatea*, and *Adventure*, by way of the Inland Sea, to Tientsin, where Sir R. Alcock will embark in the *Adventure*, visiting the ports down the coast to Hong Kong. From Peking the *Galatea* will proceed to Shanghai and Hong Kong, arriving at the latter place about the middle of October. The *Rodney* was to leave for England on arrival of the *Juno* at Yokohama, and the *Ocean* would temporarily become flag-ship.

We have good reason to believe that several girls shipped by the Californian steamer which sailed on the 19th had been sold, some willingly and some unwillingly by t eir guardians to prostitution agents, who will recoup their investment when they reach San Francisco. But we have also satisfied ourselves that every female on board expressed her willingness to go. In one case, any interference broke down by the invincible determination of the victim to say what she had been told to say, and the officials must be acquitted of any laxity. But what is to be done? The law is powerless. Yet here is the sale of girls for shameful purposes by Chinese being carried on under our eyes; but so long as the victim says she is willing to go, and a ship is willing to take her, interference is prohibited.

That emigration from China to California is increasing will, doubtless, be readily admitted by all who have paid any attention to the subject, but we doubt whether many are aware of the enormous ratio in which this increase is taking place. The *Bulletin* of May 21st states that the steamer just arrived had brought 1,250 Chinese passengers—a number which, even if we allow for a certain number of women, is unprecedented. It is with regard to these latter only that it would seem necessary to effect some change in the existing regulations, most of those leaving Hong Kong hitherto having been taken for shameful purposes. At all events, the matter is becoming of sufficient importance to claim the earnest attention of the local government. The last Pacific Mail Steamer from here took 850 Chinese passengers to San Francisco.

There is, we believe, an intention among the American community to present an address to Mr. Browne, before his departure, expressing their appreciation of his policy during the time he has held the office of U. S. Minister at Peking. A correspondent suggests that the English community should join in the expression, and we endorse his suggestion. "Spectator" says, "Mr. Browne has from the beginning honestly opposed the idea that the Chinese were progressing, or were likely to progress, and for this persistence in the face of the well-known views of his Government he has received his recall. He has refused to be silent; to be representative of the United States at Peking, and at the same time to be a party to keeping back from his countrymen the knowledge that there was no hope of satisfactory relations with China except under continual moral pressure. He has undoubtedly performed the work which lies before a diplomatist at Peking with all the conscientiousness and independence of a man who sacrifices everything to the truth. He has done for the Foreign community all that they have not done for themselves. He has vindicated the cause of a firm and energetic policy, and has not even shrunk from the position that the true policy is one which looks to armed interference as a last resort."

We understand that the census returns will have been completed, and will be published in an early *Gazette*. The decrease is said to be almost nominal, the total population of Victoria and adjoining villages being represented as less than last year by something between three and four hundred. One would have thought that as many as the number stated had disappeared on account of gambling embarrassments alone; but it would appear that Hong Kong does not lose its position in spite of "circumstances over which it has no control."

In the Supreme Court, on the 8th July, in the estate of Douglas Lapraik, deceased, Mr. H. C. Caldwell, Proctor for the executors, applied for probate of the will to be granted to Mr. Robert Ellis Baker, the executor in Hong Kong. The application was granted, with power to the other executors to come in and apply for the like probate. The property in Hong Kong was sworn to under 350,000 dols., and the stamp duty on the probate will amount to 700 dols.

Messrs. Dent and Co.'s Foochow property, which was sold by public auction on the 15th, fetched the following prices:—Lot 1, Dwelling House and Grounds, put up at 4,000 dols., knocked down to Mr. Pollard, Q.C., for 5,000 dols. Lot 2, Offices and Godowns, was put up at 5,000 dols. and ran up to 10,100 dols., 15,000 dols., and finally to 27,500 dols., *bona fide* bids. It was eventually bought in by the trustees at 30,000 dols.

We are glad to be able to publish a denial of the very circumstantial rumour that prevailed here some months ago of the murder of a Foreign missionary in Honan.

## REFUSAL OF THE CHINESE GOVERNMENT TO RECEIVE THE DUKE OF EDINBURGH.

We (*China Mail*) learn upon the best authority that Prince Kung has declared to the British Minister that he will not receive his Royal Highness the Duke of Edinburgh upon his expected visit to Peking. Mr. Burlingame will be pleased when he hears of Prince Kung's decision. An interesting subject of speculation is afforded by this item of news. There is no doubt of its authenticity, and it is withal so extremely probable that we can readily accept it as true. The refusal of "Prince Kung" to receive his Royal Highness seems at first sight unimportant, until it be recollected how great is the objection entertained by the Chinese to permitting a "barbarian" to see the Emperor. Any official interview with Prince Kung on the part of H.R.H. the Duke of Edinburgh could only have for its object the arrangement of an interview with the young Emperor himself. To effectually prevent any such appeal, Prince Kung gives a notice which he hopes will have the effect of keeping his Royal Highness out of Peking altogether, and so preventing the discussion of this much-dreaded question.

We hope that the intelligent party who now govern the politics of Great Britain towards Chinese will take note of the attitude assumed by the Chinese Government in this matter. Any Chinese official of "respectable" position may, if need be, see the Emperor. Dirty coolies, unconnected with the Palace, ar: at

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liberty to walk, drive, or lounge past the Palace gates in Peking (which a minister may *not* do). Pin, the teacher, and his tag-rag and bobtail of youthful coolies converted into English and French scholars, were, in London and other cities, admitted to audiences with crowned heads. Mr. Burlingame's "Associated Envoys," not one of whom occupied the social position accorded to a European colonel in the army, have been not merely received by crowned heads, but have been feasted and caressed while literally lying abroad for the benefit of their paymasters; crying peace and progress on Chinese behalf in the States and Europe when obstruction and outrage to Foreigners were rampant in China itself. And yet the Government (?) whose so-called representatives have been received in a manner befitting the position of envoys rather than those of inferior officials, or suddenly-promoted coolies, has the insolence to refuse not only the privileges invariably yielded to Ministers and Ambassadors, but the courtesy extended throughout the world to a Royal visitor!

Let us contrast the conduct of the Japanese upon the same matter. Not only will the Mikado receive his Royal visitor in person with the attentions due to his rank, but he has at great expense actually sent down to Hong Kong for two carriages and six horses (which have just left in charge of the proprietor of a well-known horse-breaking and carriage establishment), in order to accord him a more comfortable mode of progress than that in vogue amongst the Japanese. Yet the wretched little boy of sixteen, with the harem of fifty odd wives and concubines, who is supposed to occupy the throne once filled by such as Kienlung and Kang-hi, is, forsooth, too sacred to be viewed by the "barbarian eyes" of a son of the Queen of Great Britain and Empress of India! We trust that this latest development of China's idea of "entering into the comity of nations." will open the eyes of those at home, whose incomprehensible gullibility has brought about the present state of affairs in this country. She scouts the idea of coming as a learner. Rather as a superior will she at times unbend to glean a little information from the European world. And this is the practical outcome of the blatant trash so freely spouted at the dinners of California and the interviews of New York. China invites us! Every lofty hill and every lowly valley longs for a shining cross to be planted thereon! China is the Barnum of nations and flourishes on humbug. Whether we shall continue to aid her in that commendable course remains to be seen. But possibly the latest slap in the face may cause a little reflection as to the wisdom we have hitherto exhibited.

### THE HONG KONG ASSOCIATION.

A meeting of members of the above Association was held in the Chamber of Commerce rooms on the 8th July, for the purpose of receiving the report of the committee, and for the transaction of any business necessary. There were present:—Messrs. Pollard, Linstead, Delbanco, Duncanson, Kresser, Walker (R. S.), Dennys, Dulcken, Sharp (G.), Overbeck, Kaye, Moss, Arnhold, Zimmern, Norton, Francis, Rowett, Coxon, Whyte, Pyke, and Dr. O'Brien. Mr. Pollard took the chair.

The report having been taken as read, it having been circulated, the chairman (after a pause) observed that if nobody was inclined to say anything, the sooner they went away the better. The committee had resigned, and it was a question whether there was any Association or not. (Another pause.) For the second time he would ask if anyone had anything to say. From the discussions in the local press and the luminous correspondence which had appeared therein, he thought that some one might have had something to say as to the past.

Mr. Whyte then rose, and originated a discussion which ran to considerable length, as to the management of the London branch of the Association, and the causes of its inaction and apparent collapse.

To this succeeded a controversy on the question whether the Association was competent to deal with the general question of British policy in China; a position that in the end was repudiated by a vote of ten to five.

Eventually the following resolution was agreed to, which terminated the proceedings:—"That a general meeting of the Association be called within a month to consider its future scope and objects, and that meanwhile the committee and hon. secretary be requested to continue."

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BANKRUPTCY COURT.—*In re* LYALL AND OTHERS, *ex parte* HENDERSON.—This was a motion before the Chief Justice, very ably argued by Mr. Whyte for the motion and by Mr. Hayllar for the official assignee, on the 14th and 21st days of June last, whereby Messrs. Henderson and Co., of Manchester, coming in under Sec. 96 of Bankruptcy Ordinance, asked that their title to divers trusses of goods in the hands of the official assignee, to which they claimed to be entitled, might be declared. The property claimed is as follows:—

No. 1.—15 trusses Long Ells, part of — trusses which arrived in Hong Kong on 13th February, 1867, per *Behar*.

No. 2.—21 ditto, part of 50 ditto which arrived in Hong Kong on 23rd February, 1867, per *Benares*.

It seems that on the bankruptcy these 36 trusses came to the hands of the official assignee, and realised a net sum of 4,321 dols. 50 cents, which sum is now in his possession.

No. 3.—5,396 dols. 25 cents, a sum handed to the official assignee on 17th July, 1867, by Mr. Caldwell. This sum the claimants allege to be part of proceeds of goods consigned by Henderson and Co. under trusts for sale sold for specified purposes for their benefit, and by the bankrupts before their bankruptcy, and the proceeds of which were not so employed.

As regards the 36 trusses of goods included in claims 1 and 2 his lordship decided in favour of Messrs. Henderson and Co. With reference however, to the sum of money forming claim No. 3, he held that it had become so amalgamated with the general property of the bankrupts that it can no longer be identified, and Messrs. Henderson and Co. have no other remedy but to come in as general creditors and prove for the amount of the loss.

## PHILIPPINES.

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### MANILA.

From a Manila correspondent we learn that the steamer *Prim* has been chartered at 600 dollars per diem, and 10 per cent. of value of cargo, to bring to Manila the British barque *Ann Wood*, which had got ashore on the "Isla de Fortun." The vessel was bound to Manila from Cebu to complete her lading for Europe.

The *Porvenir Filipino* of 3rd July mentions that the President of the Executive Council at Madrid had nominated to the Post of Envoy Extraordinary and Minister Plenipotentiary of Spain to China, Senor Don Adolfo Patxot y Achaval.

## BORNEO.

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### LABUAN.

We hear that the Oriental Coal Company, in addition to the *Vine*, are about to run two new steamers to Labuan—one called the *William Miller* and the other the *John Pope Hennessy*. Both will be larger than the *Vine*. We also learn that Mr. Lumsden, the manager of the mines, will henceforth bring all Chinese coolies to Labuan in the *Vine* and other vessels of the company free of all charge. The company have also resolved to make the railway from the mines to Victoria Harbour, and the site of the terminus close to the deep water is now marked out. The railway will probably be made by convict labour; and in the meantime Mr. Lumsden has signed a provisional contract with the Governor for utilising the road from Coal Point, so as to make it suitable for running traction engines upon it.

The barque *Samson* and the *Vine* are now carrying full cargoes regularly from Labuan to Singapore; and the barque *Admiral Protet*, chartered by a Chinese firm in Labuan, is running regularly between that place and Hong Kong. The briskness of Labuan trade does not seem to have been much influenced by the alarming rumours of piracy. At the same time we think the Governor acted very prudently in taking a trip along the coast as Consul-General, and ascertaining from his own observations the actual facts about the alleged pirates.

## STRAITS SETTLEMENTS.

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### SINGAPORE.

Our advices from Singapore extend to the 30th July. The outward mail of June 18 reached there on the 21st July. There are few items of interest; the following are from the *Straits Times*:—

A meeting of the Legislative Council was held at Government House on Thursday, the 22nd July, the Governor being unable to attend the Council Chamber; but the business done was not important. The Attorney-General obtained leave to introduce a fresh Bill for the better protection of the town in cases of fire. The four following Bills were introduced at the same time:—A Bill to Amend the Prison Ordinance of 1869, a Bill to Amend the Laws relating to Promissory Oaths, a Bill to Provide for the Support of Volunteer Corps, and a Bill to Amend Conservancy Act No. 14 of 1856. All these Bills were read a first time, and ordered to be printed.

The Governor left for Penang on the 26th July, in very indifferent health; it seems he received some hurt to his foot while at Batavia, or on the way up, and that from neglect the injury has very much increased. He had to be carried on board the steamer on leaving, his medical attendant having prohibited his removing from a recumbent position.

From Johore we learn that the Maharajah has commenced a line of rail to connect the seaport of Tonjong Putri, or New Johore, with Gunong Pulai—a hill some twenty-five miles in the interior, which was at one time recommended as a sanitarium for the Straits. If this undertaking be completed it will not only greatly benefit the Maharajah's territory, but be a valuable boon to the people of Singapore.

In response to an earnest appeal from the Association in London, the Straits Settlements Association here are, it is believed, about to take some action in regard to the political situation of the colony. It is not probable that they will extend their remonstrances over quite such broad ground as has been done at home. The idea prevails here largely thrt the more closely our complaints and demands are concentrated the better, and that the first and foremost effort should be towards a reconstitution of the Council, by which the unofficial and representative element

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shall be made as strong as the official. It is most probable that whatever action is adopted on this side will take the form of a petition from the inhabitants to the Secretary of State for the Colonies, and it will not likely include anything in addition to the prayer for the desired reformation of the Council beyond a recommendation that the appointments of chief-justice and judge in the Settlements should be as independent of the Executive as they were under the Indian rule.

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PENANG.

From Penang, we learn there are considerable fears of a fresh rising of the Chinese, not from any cause of complaint on their part, but merely because the headmen of the opposing factions in the last riots are likely again to meet, the term of their deportation having expired. It is to be hoped the Executive will take timely steps to prevent this.

The *Penang Gazette* of July 31st says:—Two years have now nearly elapsed since the conflict of August 1867 closed. The deportation by the Governor of one of the most active and dangerous leaders of each of the two Chinese societies, and the severe sentences passed by the Judge on Khu Tien Teck and the other convicts, struck a wholesale terror into the minds of the members of all mischievous societies. A number of the Malay and Jawi Pakan head men fled in alarm from the Island, concealing themselves in the remoter villages in the Province occupied by their followers, or retiring into the Malay territory; yet, at the end of two years, we find that matters have come round to where they were here before the outbreak.

One of the deported leaders has returned to Penang, in defiance of the order of deportation and the refusal of the Governor to comply with a petition for its recall, his triumph culminating in the decision of the Court, that the Legislative Council had inadvertently deprived his Excellency of the power of enforcing the order. The friends of the other deported leader have not lost a mail in writing to him to return from China. The sentences on the convicts for murder, arson, and other crimes committed during the riots have been commuted by the Governor, and these men—several of them leaders—will soon be again in Penang with the dread inspired by their sentences replaced by a very different feeling, which is shared by all their countrymen. Their co-conspirators, who were scared away by the severe and inexorable action of the Government, in both the executive and judicial departments, have, as the natural effect of this change of attitude on its part, returned to Penang, and the quarrels and affrays of the last few weeks between two sections of the White Flag, leading to bad blood between the Ghi Hins and the Ho Sengs, may prove to be the precursor of an outbreak that will find Government as unprepared as ever, as the long promised Act for controlling the Chinese and Mahomedan societies has not been passed, and no means have been taken for enrolling the *posse commitatus*, so as to make it available at a moment's notice in aid of the police against bands of rioters.

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## CEYLON.

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GALLE.

(FROM A CORRESPONDENT.)

AUGUST 3, 1869.

The only matter at present agitating our quiet little community—and no great agitation either—is the prospect of Point de Galle being made a safe and commodious harbour. The project has not even been broached from head-quarters, for our Governor is very reticent, and I presume he intends to surprise us at the opening of the Legislative Council by a full *exposé* of his future policy, and an announcement of the good things in store for us, the result of his recent visit to the mother country. Somehow or other, however, it has leaked out that the Home Government are to advance £200,000 sterling for the purpose of improving the Galle harbour, charging this island with the money at 3 per cent. interest, and allowing our Government to recoup themselves by imposing port dues on the vessels frequenting the harbour, sufficient to repay the money in about thirty-five years. For this purpose a sinking fund is to be created from the above source. The Ceylon Government are to carry out the improvement and receive the benefit. All the Home Government agree to do is *to provide the money*, on the understanding that it shall be repaid in the way and time stated. Advantageous as this offer seems to be for Ceylon, opposition has already been manifested, and that too from a quarter where it should have been least expected. A gentleman, who has heretofore been distinguished for his liberal views and progressive tendency in all matters wherein the welfare of this colony is concerned, has thrown down the gauntlet. He sees in it an attempt to make Ceylon provide harbours for Imperial purposes; to take our revenues, which ought to be employed in making roads and railways, to build harbours for the British navy, with the sure prospect that we will be in the end annexed to India, which would be equal to being swallowed up by it. He forgets, however, that it is not *our* money at all that is to be spent, and he predicts that the great steam companies, such as the P. and O. and the Messageries Imperiales, will not use the harbour if made—consequently that there will not be the means of repaying the loan, except by squeezing out the life-blood of the present colonists, in the shape of further and excessive taxation. Fortunately for the country, the gentleman in question is as yet single in his opposition, while the part he lately took in a political demonstration in favour of his quondam opponent and declared enemy of progress, the retiring Colonial Secretary, is not calculated to secure him a following in his present unpopular raid. A harbour for Ceylon is a want greatly and increasingly felt. It is, in fact, growing into a necessity. And Galle is the most convenient spot where that want can be advantageously supplied. At the apex of the Indian continent, at the southern extremity of our own island, on the highway to India, the Straits, and China, and but little off the course, and at all events easily reached by traders to the Australian colonies, what spot could be selected that would be so extensively useful? It is true we have Trincomalee, one of the finest natural harbours in the world; but it is a two days' sail from Galle, or going and returning, four days off the course of vessels bound for any of the places named, and in this age of expedition that would not suit. Galle at present is very unsafe; at night it is unapproachable by steamers. Much valuable time is lost, and valuable steamers and other vessels freighted with costly cargoes have been lost there before; and the wonder is that wrecks have been so few. It is doubtless owing to the great care and extraordinary precautions adopted by the various steam companies frequenting that port that much more loss has not occurred. But these precautions involve delays, and time is money. With the proposed breakwater outside, and wharves and other conveniences inside, vessels will be able to enter the harbour and depart from it at all hours, night and day. And the great steam companies referred to will be but too glad to avail themselves of the increased accommodation and safety thus provided for them. Surely all this is worth paying for. It is computed that the saving in time alone would more than repay the steamers and other vessels calling there for all the dues that will necessarily be imposed, and this is independent of their diminished risk, cost of boatage, and other savings.

The Imperial Government, it is true, would benefit by Galle being made a safe anchorage and a good harbour, for they would, doubtless, on occasions send their squadrons there; but they would pay for it in the same way as others would, and Ceylon would get the benefit. In the meantime our little island would derive great advantage from the spending of so much money among us—a thing sadly missed since the completion of the railway; for surely £200,000 cannot be expended in a small colony like this without leaving some mark. This, however, will be but our first advantage. Our second will be the money put in circulation, not by fits and starts, as at present, but by the constant, steady, and frequent arrivals and departures of vessels of all sizes, and bound for all countries eastward of the Red Sea; and not less than either of these will be the advantage accruing to the trade of the place, for there can be no doubt that immediately Galle is found to be a safe anchorage and a commodious harbour, docks, wet and dry, will be established for the benefit of vessels arriving in want of repair—as well as other improvements that at present we do not think of. The scheme ought, therefore, to receive, as I trust it will, the support of every well-wisher of Ceylon.

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# Commercial Report.

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## CEYLON, STRAITS, JAVA, CHINA, AND JAPAN

### IMPORTS.

(*For Dates see First page.*)

YOKOHAMA.—The tone of the market continued weak and dull, with excessive stocks and unsatisfactory deliveries of sold goods. Yarns had declined a dollar and were quoted 16-24s, $46.50 to 47.50;—28-32s, $47 to 48;—38-42s, $49 to 50. At these quotations a few sales had been made of 16-24s, which, at the price, were still in enquiry at the close; the other counts were neglected. Gray Shirtings had fallen in the same proportion, and were quoted 7lbs. at $2.35 to 2.40, and 8lbs. 4 to 8 at $2.75 to 2.80. Moderate sales had been made at these very unsatisfactory figures, and there was a full year's consumption in stock. A few small sales of Turkey Reds and Velvets at last prices are all we have to report in fancy goods, and all other quotations for cottons were nominal. Woollen remained dull, very small sales of Black Camlets, Black Lastings and Blankets at former quotations being all we have to note. There was nothing doing in Metals; the Empress, J. C. Textor, Cedric, and Aurora Australis had come in from London, and the Empress, Dora, and Kirkland, from Liverpool. Several coal ships from Cardiff had also arrived.

TIENTSIN.—For Gray Shirtings holders were asking higher prices, but dealers declined to purchase at an advance, and the market was consequently quiet, 8¼lbs. Tls. 2.1.3 to 2.1.7. T-Cloths: Mexican 7lbs. were quoted Tls. 1.8.0 to 1.8.6. White Shirtings, genuine 64 reed were wanted, at Tls. 2.1.0 to 2.4.5; other qualities quiet.

SHANGHAI.—Piece Goods: The market for all classes of English goods had been steady, but quiet; and the sales had been simply the result of day to day enquiry. Gray Shirtings: Sales reported from first hands had been 150,000 pieces, these being entirely of 7 lbs. and 8.4 lbs. weight. Rates had shown little variation from those last current, though at the close there was an upward tendency in 7 lbs. Quotations: Tls. 1.95 to 1.98 for 7 lbs., Tls. 2.16 to 2.20 for 8.4 lbs., and Tls. 2.60 to 3.05 per piece for 9 lbs. to 9.12 lbs. These latter weights had been very difficult to place. Second-hand goods had been offered to some extent, and their

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presence on the market had tended to keep down rates. At the close there were still some of these goods seeking buyers, but only very low figures were offered for them. Some trouble was likely to be caused in this market from one of the leading Manchester houses having recently elected to place a new "chop" on the "Eagles" formerly so well-known. A sudden change of this kind is apt to cause distrust among the native dealers, notoriously averse as they are to change of any description, and it will take some time before they are reconciled to the innovation. The same remark applies to T-Cloths of the "Dewhurst" stamp. T-Cloths: Transactions in these goods had taken place to the extent of 85,000 to 90,000 pieces, and a slight improvement may be noted in the classes ranging from good to fine. Of the finest Cloths only small sales were reported at previous figures. Quotations: 6 lbs., Tls. 1 44 to 1.72 per piece; 7 lbs., Tls. 1.65 to 1.92 per piece; and 8 lbs., 36 in., Tls. 2 to 2.55 per piece. White Shirtings: Only limited sales were reported, and prices were slightly weaker, mainly owing to some second-hand sales. 9,000 to 10,000 pieces had been placed from first hands. Quotations: Tls. 2.12 to 2.15 for 56 reed, Tls. 2.20 to 2.25 for 60 reed, Tls. 2.40 to 2.43 for 64 reed, and Tls. 2.50 to 2.53 for 66 reed. Drills: Continued auction sales of damaged goods had materially tended to keep down prices, and both American and English makes had suffered in consequence. A small sale of the former class (best chop) was quoted at Tls. 4.27 per piece, showing a decline of 6 cents per piece, while the latter class could not be quoted over Tls. 3.65 to 3.85 per piece for ordinary classes. Best goods of 16 lbs. weight were dull, at Tls. 3.95 per piece. Dutch Drills had found buyers to the extent of about 4,000 pieces, at Tls. 3.70 to 3.75 per piece. Sheetings: Sales of American had transpired at Tls. 3.70 per piece for common makes, while slightly damaged goods of the same class had been placed at Tls. 3.60 to 3.62 per piece. English Sheetings had found buyers to the extent of 3,000 pieces at Tls. 3.20 to 3.30 per piece, the highest figure being Tls. 3.35 per piece for full weight. Jeans: Just before last mail left holders gave way, and some American goods were placed at Tls. 3.65 per piece. Since then there has been no inquiry, the auction sales of damaged goods being sufficient to supply local wants. English Cloth quiet at Tls. 3.10 to 3.20 per piece. Dyed Spots and Brocades had been in very limited demand at lower rates. Gentian Shirtings had also declined in price, and about 4,000 pieces had been placed at Tls. 3.05 to 3.10 per piece; the tendency of these goods was still downwards, owing to over supplies. In Chintzes a fair business had been done at lower rates, sales amounting to 5,500 pieces. Velvets and Velveteens had changed hands to a limited extent, and a slight decline in value has to be noticed. Camlets: Only a few sales had transpired, and rates for Scarlet, Gentian, and Dark Blue show a fall. Long Ells: Transactions in H. H. Assorted quoted at Tls. 6.50 per piece, and in C. P. H. at Tls. 6.60 to 6.65 per piece. Nail Rod Iron: Sales of small sized Rods had been made at Tls. 2 to 2.10. In Bar Iron little was doing, owing to the firmness of holders. Quotations:—Nail Rod, small size, Tls. 2 to 2.10; fair to good assorted, Tls. 2.15 to 2.20; Hoop, Tls. 1.80 to 1.90; Flat and Round, Tls. 2.30 to 2.40. Lead: No buyers in Shanghai; it was being shipped freely to the northern ports to find a market. Coal: The market had continued depressed, increasing receipts from Great Britain had rendered the rates very unfavourable for cargoes from that quarter. Cardiff: Demand languid, and importers obliged to land and store cargoes. English: Full receipts had caused prices further to decline, and sales had been made at Tls. 6.40 per ton. American: Sales from ship had been effected at Tls. 10.85 for small lots, to arrive Tls. 10.45 was noted.

HANKOW.—Prices for Gray Shirtings and T-Cloths had given way about 5 candareens per piece, while the supply of Drills, being in excess of wants, had led importers to realise at a reduction of 1½ mace per piece. Fancy Cottons had been unsaleable. Woollens had been principally disposed of in barter. Camlets had been sold at a decline of 3 mace per piece. Lastings had been neglected. Assorted Long Ells were dearer, and in good demand. Lead had been only saleable in barter for tea. The following were the current quotations:—Gray Shirtings, 7 to 7¾ lbs., per piece, Tls. 1.95 to 2.05; 8 to 8¾ lbs., Tls. 2.07 to 2.22; 9 to 10 lbs., Tls. 2.60 to 3; Gray T-Cloths, Tls. 1.30 to 2.40; Gray Twills, 40 yards, Tls. 3.75 to 3.90; American Drills, 40 yards, Tls. 3.95 to 4.15; White Shirtings, Tls. 2.15 to 2.16; Camlets, SSS, Tls. 10.50 to 11.56; SS, Tls. 11.50 to 12.50; Lastings, Tls. 10.50 to 11.50; Long Ells, Scarlet, Tls. 6.20 to 6.50; Assorted, Tls. 6.40 to 6.80; Metals—Quicksilver, per picul, Tls. 50 to 51; Tin, Tls. 28 to 29; Lead, Tls. 5.90 to 6.10; Nail Rod Iron, Tls. 2.70 to 2.90.

FOOCHOW.—The transactions during the fortnight had comprised 1,400 pieces 8¼ lbs. Gray Shirtings, at $3 to 3.05 per piece; 800 pieces 7½ lbs. do., at $2.85; 2,000 pieces 7 lbs. T-Cloths, at $2.50 to $2.60; 1,300 piculs lead, at $8 to 8.25 per picul.

HONG KONG.—Messrs. Olyphant and Co.'s Circular, dated 21st July, is as follows:—Piece Goods: Business has been unsettled, and broken into in many instances by holders accepting offers under the market values, and by the sale of considerable quantities of perfectly sound goods at auction, thereby betraying to the Chinese dealers a lack of firmness, which has been immediately turned to their own advantage. Arrivals of 7 lbs. Gray Shirtings have been fair, but rates are unchanged; holders of 8.4 lbs. are weak, and quotations are 2 to 3 cents lower; the settlements comprise in part sales of goods at auction bearing not the least blemish. White Shirtings are not enquired for. Assorted Spotted Shirtings are 10 cents lower. T-Cloths are unaltered in values, though the demand has materially slackened for all weights except 6 and 7 lbs., which find buyers upon former terms. English Drills are weak, and not wanted. Dutch are in large stock, and meet with no demand. Supplies of 40-yard American have been considerably increased of late, and rates have to be quoted down 10 cents; no sales have been made, and no offers are reported. No arrivals of 30 yards have taken place, and the quotation for these is nominally unchanged. Cotton Yarn: A large business has been done, but rates have undergone no quotable change. Arrivals have been trifling, and stocks are becoming reduced, and, notwithstanding these facts, holders have not maintained the firmness that was looked for, but have in many instances given way to dealers' offers. A fair demand exists, and at present quotations dealers are ready to continue operations. Woollens: No improvement can as yet be reported in the market, as in nearly all cases where dealers' offers are anywhere near holders' views they are accepted at once, and in this way the market has had no chance to rally. Scarlet Long Ells are quoted 5 to 10 cents lower, while Assorted show no change. Spanish Stripes have again declined. B.B.B. Camlets are weaker, and Dutch are down 50 cents. Lastings are without change. Metals: Nail Rod Iron is in very full supply, and has declined 10 cents per picul; Square, Round, and Flat Bar is not inquired for, and has receded 10 to 20 cents per picul in value; Hoop is in very limited quantity, and is much wanted at a rise of 35 cents per picul. Further arrivals of Lead have taken place, and quotations are 20 cents lower. The market is again bare of Tin, and a sudden rise of $3 per picul has taken place. Coal: Arrivals have been, 900 tons English; 600 tons Anthracite; 1,850 tons Welsh, and 1,816 tons Australian; of the latter about 600 tons come to consumers. Sales have been, 1,000 tons English, at $8 per ton. Ginsing: There were no sales to record, and no offers had been reported. The market is quiet, and inquiry seems to have subsided. Holders of Clarified are firm. The following were the current quotations:—Cotton Yarn, Nos. 16 to 24, per bale, $130 to 136; Nos. 28 to 32, per bale, $140 to 145; Nos. 38 to 42, $145 to 150; Gray Shirtings, 7 lbs. per piece, $2.45 to 2.50; 8.4 lbs., $2.75 to 2.85; 9.12 to 10 lbs., $3.75 to 3.90; White Shirtings, $2.50 to 5.10; T-Cloths, $1.88 to 2.85. American Drills, 40 yards, 15 lbs., $5.50 to 5.60; Dutch Drills, 40 yards, 14lbs., $4.80 to 4.90; Spanish Stripes, Scarlet, per yard, $0.77 to 0.80; Assorted, $0.75 to 0.77; Medium, Ladies, and Habit Cloths, $1.15 to 2.00; Long Ells, Scarlet, per piece, $7.90 to 8.20; Assorted, $8.00 to 8.20; Camlets, SS, $16.50 to 17.00; Lastings, 30 yards, 31 in., $13.20 to 15.25; Blankets, per lb., $0.45 to 0.60. Metals, Iron, Nail Rod, per picul, $2.76 to 2.78; Round, Square, and Flat Bar, $2.60 to 2.80; Lead, $7 to 7.25; Steel, per tub, $4.25 to 4.50; Quicksilver, per picul, $63.50 to 64. Coals: English, per ton, $8.50; Welsh, $10.

SINGAPORE.—The business done in most staples had been small, owing chiefly to the firmness of importers, who, in face of advices from home and the comparatively small stocks, declined to part with their goods at the prices which had ruled during the previous months. A speculative demand had, moreover, shown itself, still further disinclining importers to quit their stocks. In Gray Shirtings the business had been small, but the sales all evidence an upward tendency; transactions in these goods were reported—6 lbs., at $2.10 to 2.20; 7 lbs., at $2.45 to 2.52½; and 8½ lbs., $2.86 to 2.90 per piece. T-Cloths had shared in the advance in Gray Goods generally. Sales reported of 4½ lbs. at $1.50 to 1.55; 5 lbs., $1.60 to 1.62½; 6 lbs., $1.80 to 1.88; 6½ lbs., $1.95; and 7 lbs., $2.10 to 2.15 per piece. White Shirtings continued neglected, and purchases were only for special orders. Irish Imitation linens in fair inquiry; sales at $2.16 to 2.22½. Cambrics of the finer qualities in better request; sales of No. 15 to 16s reported at $32½ to 33½; No. 24s, at $19¾ to 20¾ per corge. Figured Shirtings, Spots, sold at $2.85 to 2.90 per piece. In Dyed Cottons the business had been more than usually small. In Coloured Shirtings the only sales reported were of assorted Figured at $3.56 to 3.60, of Blue Spots at $3.80, and of Pink Figured at $6.20. Gray Yarn had shared the improvement to even a greater extent than Gray Cloth. No. 40s Twist had been sold as high as $145 per bale and Nos. 20 to 22 at $122—an advance of about 10 per cent. T. R. Yarn in small stock. Coloured Yarns firm. Woollen goods slow of sale. In Metals the business done had been small. The sales of Iron confined to two small parcels of round at $2.52½ and 2.70, and of Nail rod at $2.55. Swedish steel sold at $3.65 to 3.72½. Pig Lead to the extent of about 100 tons at $6.25 to 6.40 per picul. Yellow Metal at $22¼ to 23⅜, and Copper Sheathings at $27 per picul. Coals continued to arrive from Europe in more than average supply; but prices had, notwithstanding, considerably improved. Sales reported 1,600 tons Cardiff at $7.25 cash; 620 tons West Hartley at $7 3 m.c.; 940 tons Scotch at $5½ cash.

PENANG.—The business had been very unimportant. Stocks of almost all staples were very light, and holders had every chance of advancing prices, excepting in Coloured Goods, which were in very heavy stock, and meeting but a light demand. Gray Shirtings, 6 lbs., in very light stock; sales at $45 per corge, with a rising tendency; 7 lb. goods opened at $49½ per corge, but gradually increased in price to $51 per corge, at which latter quotation the market closed firm; 8½ lb. goods sold at $55½ per corge for cash, and at $59 and $60 usual credit. In the heavier weights no business. Gary Long Cloths and Madapollams had not been inquired for; stocks of both very light, quotations nominal. The market was not overstocked with Gray T-Cloths, especially those of the higher numbers. The quotations ruling at the departure of last mail would not be accepted by holders. White Shirtings had not met with good demand, and only a few sales were reported—fine at $95, medium at $65 per corge. The stock of these goods had not been increased.

CEYLON.—The interval had been characterised by considerable animation in Gray goods and Twist, and the market closed at an advance, with a steady demand. Gray Shirtings in all weights and widths had been in demand, but the run has been most in 45-inch; 9 and 10 lbs. stock were all very moderate. Gray Long Cloths had had good inquiry, and been taken at an advance. Gray Mule Twist in very moderate stock, and had met good inquiry. White Shirtings and Cambrics in steady demand. T. R. Cambrics, steady. T. R. Twist maintained fair position. Regatta Prints of good cloth and pattern steady. Red Madder Prints in good inquiry. Thread, without inquiry.

## CEYLON, STRAITS, JAVA, CHINA, AND JAPAN EXPORTS.

(*For Dates see First page.*)

### TEA.

YOKOHAMA.—The market had been fairly supplied, and it was remarked that the quality of the leaf was superior to what had hitherto been received at the commencement of a season, very little, if any, old tea being mixed with it. About 1,500 piculs had been settled for the American market, consisting of medium to finest grades. Arrivals about 2,000, which had increased the stock to nearly 2,800 piculs. The P. M. S. S. Co.'s steamer Japan sailed on the 29th June for San Francisco with 119,817 lbs. Total export of the season of 1868-69, 10,674,139 lbs.

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SHANGHAI.—Black: Business had been on a very large scale, but as supplies had come forward more slowly, the available stock had been materially reduced. Prices, as a rule, were fully up to last mail's quotations, and in many instances showed an advance; this was especially the case with common and inferior descriptions, which had been eagerly sought after. The market closed firm, with an upward tendency. Settlements for the fortnight, 61,090 chests. Re-shipments on owners' account New Tea, 24,962 chests. Stock, 193 chops, or 60,484 chests. Quotations (duty paid, exchange for credits, 6 months' sight, at 6s. per tael, and freight at £2 10s. per ton):—Hohow, common, 1s. to 1s. 1¼d.; Oanfas, 1s. 4d. to 1s. 7d.; Oonam, common to fair, 1s. 0½d. to 1s. 2¼d.; Ningchow, fair to good, 1s. 3d. to 1s. 7d.; Oopack, 1s. 2¼d. to 1s. 8½d. Green: Considerable settlements of new Pingsueys had been made at full rates, mostly for shipment to England by steamer. Prices ranged from Tls. 33 to 40 per picul. Settlements for the fortnight, 12,298 half-chests Pingsuey; 1,447 half-chests Shanghai packet. Re-shipments on owners' account, nil. Stock, or 8,720 half-chests Pingsuey.

HANKOW.—The following is from Messrs. Drysdale, Ringer, and Co.'s Report, dated 10th July:—The business of the fortnight has been limited to 12,000 chests and 1,800 half-chests, of which 6,200 have been taken in barter against Piece Goods. So large a proportion of the business being in barter, it is difficult to arrive at a correct idea of the run of prices; we think, however, that some of the bona fide settlements show an advance of quite two taels on last mail's quotations, but as there has been little or nothing doing for the past few days, we could now perhaps buy rather cheaper. During the last few days we have had a continuance of rain, which has prevented Teas coming forward so readily as they otherwise would have come, and as some chops have on arrival been sent on to Shanghai without being shown here, our market has for nearly a week been very barely supplied. We have scarcely seen a chop of Shuntam packed throughout the fortnight, as the price paid for this class of tea in Shanghai is above the range of price at which they opened here, viz., Tls. 12½ to 13. This demand for low grades has already had its effect on our coming supply, as since the news of their ready sale has reached the country the price of leaf has advanced in some districts from 260 to 320 cash per catty. Some few musters of second crop have been shown; they are much later this season than last, when, at corresponding date, some 10,000 packages had been settled. From what we have seen of them they are inferior to the previous crop. We hear that taels 19 proportion has been offered for two chops; last year they realised taels 23½ to 24½ per picul. Shipments to Shanghai on native account have again been large, amounting to 23,241 pkgs., making a total of 120,589 packages, or more than the quantity shipped by them during the whole of last season. Settlements for season are 166,515 chests, 20,993 half-chests, and 7,233 boxes, against in previous seasons 201,056 chests, 11,168 half-chests, and 4,288 boxes. We quote medium to good medium Oopacks, 18½ to 21; fair to good Oanfas, 19 to 21; Oonams, 15 to 16½; Shuntam packed, 13 to 13½ nominal, none on offer.

KIUKIANG.—Black Tea: Business on the spot had been of the most trivial nature, only two small chops having been settled during the fortnight. Arrivals had been on a much smaller scale than during any previous fortnight since the commencement of the season, or during the corresponding period last year, and consequently the export was much under that of last season. Quotations were, Ningchows, Tls. 19 to 22½. Export from 1st Jan. to 10th July, 1869, 8,118,681 lbs.; do. 1869, 9,376,813 lbs.; stock, 444 packages. Green Tea: One chop (old tea) Moyune had arrived; no further information regarding the new crop. Export from 1st Jan. to 10th July, 1869, 1,757,142 lbs.; do. 1868, 686,846 lbs.; stock, nil.

FOOCHOW.—Messrs. Odell and Co.'s Report, dated 17th July, contains the following:—Congous have been in very active demand throughout the fortnight, both on English and Australian account, settlements amounting to about 129,000 chests. Prices have ruled somewhat irregularly; the common grades were cheaper during the early part of the interval, but are again firmer, and we quote an advance of one tael per picul on all grades except dust and broken leaf. The supply of fine and finest kinds is now almost exhausted. Arrivals from the country have only been 14,000 chests, of which about 3,000 chests are second crop teas; the native merchants still show the greatest disinclination to purchase these teas in the country, their losses on first purchases having been so very heavy; and it is reported that the crop will be small in quantity and poor in quality. Souchongs have found buyers to a small extent at very full prices, quality considered. Oolongs: The Teamen have been willing to meet the views of buyers, and about 13,500 half-chests fine kinds have been taken at prices showing a reduction of Tls. 10 to 12 per picul on last season's opening rates. Scented Teas have only been in moderate inquiry, and a few parcels Flowery Pekoe have found buyers at full rates. Settlements for the fortnight have been:—Congou, 129,039 chests, at Tls. 8.05 to 31.8 per picul ship off; Souchong, 4,026 chests, at Tls. 20.08 to 38.8 per picul ship off; Oolong, 13,497 half-chests at 19.8 to 26.8 per picul ship off; Scented Teas, 14,625 boxes, at Tls. 8 8 to 21.3 per picul ship off; Flowery Pekoe, 754 chests, at Tls. 30.08 to 67.8 per picul ship off.

## SILK.

YOKOHAMA.—The arrivals of new Silk had been only moderate, the weather being against transit. The quality was much the same as usual, but prices were from $50 to 60 lower than at the opening of last season. In spite of a general impression that the European crop will be considerable buyers had been operating freely, and settlements had reached 240 piculs. Stocks were not estimated at more than 80 piculs. Prices: Best Mybash offering $750 to 780; best Sinchiu offering $680 to 730. In Silkworm Eggs the market had not yet been opened, and reports from the country were unfavourable, the "ougi," a parasite of the chrysalis, which, after destroying it, destroys the cocoon, having been unusually common this year.

SHANGHAI.—The following is from Messrs. C. J. Skeggs and Co.'s Circular:—The French steamer took 505 bales, settled at about the current prices of the previous mail. Since then buying has gradually gone on, notwithstanding discouraging telegrams, at rates which show no marked difference, some purchases of Medium Silks being perhaps a shade easier, whilst others, including chops, are slightly higher. The continued high cost in the interior, combined with the impression that there will not be more than 45,000 bales available for export, gives the dealers confidence in holding, although the market is still in such a wavering state that lower prices may confidently be anticipated should later advices check business a little; in fact, at the close there is evident willingness to accept a decline on medium Tsatlees. The following are a few of the more notable settlements:—In Tsatlees, Koo-fong-sings, No. 3, Tls. 562½; Choopings, Tls. 560; Dragons, Tls. 557½; Donkey, Tls. 545; Incense, Tls. 535; Blue Flag, Tls. 515; Elephant, Tls. 490; and Red Peacocks, Tls. 460. In Hainins, No. 2, Fat Mows, at Tls. 477½, and a few extra fine Yuenfaas, at Tls. 510 to 520. In Kahing Taysaams, Pangling has been sold at Tls. 437½; Ching-yuen-sings and Ka-chu-fongs, Nanling, at Tls. 430 to 435. Chin-cums are very scarce and proportionately dear. A few Re-reeled Hainins have been taken at Tls. 570 to 600, and some common Trams at Tls. 480 to 510.

## STRAITS AND CEYLON PRODUCE.

SINGAPORE.—Malacca Tin: There had been no purchases for Europe or America. Gambier: In good demand, with a scarcity of supplies; about 16,000 piculs contracted for at $3.07½. Black Pepper: In demand for Cochin China; about 1,800 piculs had been placed for that destination at $6.80 to 6.85; 700 piculs Acheen brought $6.32½ to 6.35. White Pepper: In very limited supply; small parcels bring $9.95 to 10¼, according to quality. Pearl Sago: Firm and in good demand at former prices; contracts to some extent had been made at $3.15 for small grain and $3.20 for large grain. Sago Flour: In very active inquiry; a cargo of 8,500 piculs Borneo brought $2.52½ to 2.55, and 1,700 piculs Sarawak sold for $2.56; Singapore had been contracted for at $2.55. Tapioca: In good demand, and arrivals readily taken at $4.65 to 4.90 for flake, and $4.70 to 4.75 for Pearl. Buffalo Hides: Had been taken at $10½ to 10⅞. Buffalo Horns: Very scarce and wanted at $9½. Gum Dammar: Almost out of supply, worth $16 to 16½. Rattans: Very scarce, good quality worth $5 to 6; Coti and Palembang worth $3 to 3½. Camphor: Last sold at $18½, and offered at 18 without buyers. Cassia Lignea: In no demand, supplies offered at $18. Cubebs: A sale of 60 piculs at $7¾. Coffee: A cargo of Zamboanga sold at $9½ to 9½ for 2,000 piculs picked, 1,600 piculs unpicked brought $6.50 to 6.75. A few small lots of Bontyne had arrived for which $14 was asked. 1,000 piculs Bally held for high prices. Nutmegs: No arrivals. Mace: Worth $52 to 55 according to quality.

CEYLON.—The market was weak, moderate quantities continued to go forward on manufacturer's account, and the necessity of finding dead weight for chartered vessels influenced shipments, as the only other dead weight available was likely to meet but limited demand. Cinnamon: The quantity of desirable chips on offer was small and commanded 4d. per lb. unpicked; quilly bits, 6d. Coir: Yarn of desirable description was in fair demand. Rope in good inquiry. Fibre of the better quality also sold freely. Plumbago of fine bright kinds met a ready sale at £15 to £16 for lump; £7 10s. for chips; and £5 for small bright dust. For the lower qualities there was no demand. Deer Horns: Small parcels could be bought at £10 10s. to £11. Buffalo Horns: In only small supply. Essential Oils neglected. Coals: Unsaleable.

## LATER MARKET ADVICES BY PACIFIC MAIL ROUTE.

IMPORTS.—YOKOHAMA, July 26.—During the early part of the past fortnight some demand existed for Yarns and Gray Shirtings at previous rates, and sales were made; but heavy auction sales had since checked this, all the dollars the native dealers could scrape together being devoted to the purchase of damaged goods. The market consequently closed quiet. There had been some small re-exports. Quotations:—Cotton Yarn, 16-24, $46.25 to 47 per picul; 28-32, $47 to 48; 38-42, $49 to 49.50. Gray Shirtings, 7lbs., $2.35 to 2.40; 8lbs., $2.75 to 2.80. Metals were dull.

TEA.—YOKOHAMA, July 26.—There was not much business to report; advices from America were unfavourable, and dealers had declined to give way. Only about 1,000 piculs, consequently, had been settled, the bulk of which had been for New York. Unfavourable weather had checked arrivals, and stocks were consequently light. The Glenclune, the Mary Lee, and the Doon, were on the berth for New York; the latter has been entirely taken up, and will sail in a few days. Prices: Finest, $36 to 37; Fine, $31 to 33; Good Medium, $27 to 30; Medium, $25 to 26; Good Common, $22 to 23.

SILK.—YOKOHAMA, July 26.—The telegrams received from London reported depressed markets, in consequence of the anticipated crop of European Silk; but buyers had not been deterred from operating, and a fair amount of business had been done, amounting to about 300 piculs. Arrivals had not been very free, but it was considered more than probable that the sole cause for this had been rainy weather, and consequently difficult roads. A decided anxiety to sell had been shown by the dealers, and concessions of $10 per picul had been obtained from them; bringing prices down to $80 lower than at the same time last season. There had been no fine Silk down, arrivals being composed almost exclusively of medium hanks. Stocks were little over 100 piculs. Prices: Mybash; best offering $750, say at 4s. 7d., worth 30s. 6d. in London. Ditto; medium $700 to $730, say 28s. 6d. to 29s. 8d. in London. Ditto; inferior $650 to $680, say 26s. 6d. to 27s. 9d. in London. The market for Silkworms' Eggs still remained unopened, only about 10,000 to 15,000 cards having been offered for sale. Buyers at home were hit so hard last season that the graineurs had come out this year with greatly reduced limits, and would do nothing at anything like the prices asked, while, on the other hand, natives were for the time quite firm in their demands.

## EXPORT OF TEA AND SILK, SEASON 1869-70.

TO GREAT BRITAIN.

| Date. | From Kanagawa & Nagasaki. | From Shanghai and Hankow | From Foochow. | From Amoy. | From Canton, Macao, &c. | Total lbs. | SILK. Total Bales & Cses |
|---|---|---|---|---|---|---|---|
| From June 1 to June 30, 1869 ..... | ... | 15986370 | 3091000 | ... | — | 19077370 | 1871 |
| Corresponding period last season..... | ... | 12746234 | 21931192 | ... | 4857824 | 39535250 | 4613 |

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*Shipments Since;*

| | | | | | | |
|---|---|---|---|---|---|---|
| July | 4 | per Thermopylæ | From Foochow | ... | 1,073,000 | |
| — | — | ... Argonaut | ... Shanghai | ... | 1,203,260 | |
| — | 5 | ... Spindrift | ... Foochow | ... | 1,184,600 | |
| — | 6 | ... Deerhound | ... Canton | ... | 718,437 | |
| — | 6 | ... Golden Spur | ... Shanghai | ... | 920,789 | |
| — | 7 | ... City of Aberdeen | ... Do. | ... | 748,963 | |
| — | 9 | ... Belted Will | ... Canton | ... | 1,053,093 | |
| — | 9 | ... White Adder | ... Shanghai | ... | 1,308,414 | |
| — | 9 | ... Ajax (str.) | ... Do. | ... | 2,117,393 | |
| — | 9 | ... Niger (str.) | ... Canton | ... | 95,200 | |
| — | 9 | ... West Indian (str.) | ... Foochow | ... | 1,214,500 | |
| — | 13 | ... Taeping | ... Do. | ... | 1,129,124 | |
| — | 10 | ... Achilles (str.) | ... Do. | ... | 2,114,200 | |
| — | — | ... Ziba | ... Foochow | ... | 694,874 | |
| — | 16 | ... Douglas Castle | ... Canton | ... | 941,257 | |
| — | 16 | ... Camboge (ml. str.) | ... Shanghai, &c. | ... | — | 848 |
| — | 22 | ... Travancore (ml. str.) | ... Do. | ... | — | 2,617 |

TO UNITED STATES.

| | | Pcls. |
|---|---|---|
| From June 1 to June 30, 1869 ... | 64215 | 43½ |
| Corresponding period last season ... | ... | ... |

*Shipments Since;*

| | | | | |
|---|---|---|---|---|
| July | 19 | per China (str.) | From Hong Kong ... | 74,000 70 |
| — | 20 | ... H. Upman | ... Do. ... | 80,200 |

TO THE CONTINENT.

| | | Bales. |
|---|---|---|
| From June 1 to June 30, 1869 ... | 42720 | — |
| Corresponding period last season ... | ... | — |

*Shipments Since;* None.

TO AUSTRALIA.

| | |
|---|---|
| From June 1 to June 30, 1869 ... ... ... ... ... | 68,960 lbs. |
| Corresponding period last year ... ... ... ... ... | ... |

*Shipments Since;* None.

| | | | | | |
|---|---|---|---|---|---|
| July | 4 | per Dioscuren | From Foochow | ... | 419,500 |
| — | — | ... Japan | ... Do. | ... | 239,700 |
| — | 6 | ... Mikado | ... Do. | ... | 365,300 |
| — | 10 | ... Boy Bendixen | ... Do. | ... | 428,500 |
| — | — | ... Marie | ... Do. | ... | 249,900 |

## EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

| At | Bank Bills. | Credits. | Documentary. |
|---|---|---|---|
| Yokohama, 6 m. s. ... | 4s. 7d. | 4s. 7¼d. | 4s. 7¼d. |
| Hiogo & Osaka ,, ... | — | — | — |
| Shanghai ,, ,, ... | 5s. 11¼d. | 5s. 11¼d. | 6s. 0d. |
| Canton ,, ,, | 4s. 6¼d. | 4s. 7d. | 4s. 7¼d. |
| Hong Kong ,, ,, | | | |
| Macao ,, ,, | | | |
| Singapore ,, ,, ... | 4s. 6d. | 4s. 6¾d. | 4s. 6¾d. |
| Manila ,, ,, ... | 4s. 5d. | 4s. 5¾d. | 4s. 5¾d. |

MISCELLANEOUS.

| — | At Shanghai. | At Hong Kong. |
|---|---|---|
| Bills on India ... ... ... | 301 to 30⅛ | 230 |
| ,, Hong Kong ... ... | 23¾ to 24 dis. | — |
| Bar silver ... ... ... ... | 111 5.0 | 5½ prem. |
| Mexican dollars ... ... ... | 76 0.0 | par. |

Bons, at Yokohama, 333 to 336 per 100 dols.

SHARES.

Hong Kong and Shanghai Bank, New, 16; Old, 35 per cent. prem.

Hong Kong Gas Company, 44 dols. per share.

Hong Kong and Whampoa Dock, New, 5 to 8; Old, 5 to 8 per cent. discount.

Union Dock Company, 25 to 35 per cent. discount.

China Traders' Insurance, 800 dols. premium.

Hotel shares, 50 to 60 per cent. discount.

Hong Kong and Macao Steamboat Company, 12 per cent. premium.

# Shipping Intelligence.

## ARRIVALS.

At SHANGHAI.—From London, July 11, Sir Harry Parkes; from Sunderland, 11, Argonaut; 12, Evelyn Wood; 13, Fluellin; from Penrath, 14, Prudhoe.

At HONG KONG and CANTON.—From London, July 13, Cecilia; from Liverpool, 8, Adler; Veronica (reported by telegram); from Cardiff, 10, Sebastian; 14, Alvares; from Hamburg, 12, Valador; from Callao, 18, Uncowah; from New York, 8, Game Cock; 13, Benefactress; from Boston, 18, Bunker Hill.

At YOKOHAMA.—(Reported by telegram), from London, June 29, Empress; July 4, C. J. Textor (str.); from Cardiff, June 29, Emelia.

At MANILA.—From Cardiff, July 5, Vincenza; 10, Oriana.

At SINGAPORE.—From London, July 24, Sree Singapura; from Glasgow, 23, Doune Castle; from Cardiff, 16, Utinia; from Newcastle, 18, Triton; from Sunderland, 18, Ulleswater; from Penrath, 25, Flora; from Swansea, 26, Aimo; from Bourbon, 18, Gustave; from Newport, 25, Madura; from New York, 25, Moneka (steamer).

At PENANG.—None.

## DEPARTURES.

From SHANGHAI.—For London, July 9, City of Aberdeen, White Adder, Ajax (str.).

From FOOCHOW.—For London, July 4, Thermopylæ; 5, Spindrift; 9, West Indian (str.); 13, Ziba, Taeping; 16, Achilles (str.).

From HONG KONG and CANTON.—For London, July 16, Ajax; 6, Deerhound; 9, Belted Will; 16, Douglas Castle; for Falmouth (f.o.), 7, Ceres; 12, Unkel Braesig; 15, Falke; for Callao, 7, Fray Bentos.

From MANILA.—For London, July 7, William Fruing; for New York, 9, Zephyr.

From SINGAPORE.—For London, July 22, Sultan; 28, Blenheim; for Liverpool (*via* Mauritius), 24, Ajax (str.); for Boston (*via* Padang), 24, Borneo.

From PENANG.—For London, July 18, Ceylon.

## VESSELS LOADING.

At SHANGHAI.—For London, Melbreck, Maiden Queen, Dilkoosh, J. R. Worcester, Weymouth, Wild Deer, Geraint, Star of China, Juanpore, Hopewell, Charmain, Conqueror, Decapolis (str.), Miranda.

At FOOCHOW.—For London, Nile (str.), Black Prince, Kaisow, Clara, Min, Serica, Windhover, Sir Lancelot, Falcon.

At HONG KONG and CANTON.—For London, Maitland, Dunmail, Scawfell; for New York, Peter Rickmers, Eurique, Game Cock.

At MANILA.—For London, Ringleader, Verena, Carin; for Cadiz, Conchita, Maria Fidela, Pepita; for New York, George Peabody, Formosa, Cleopatra; for Boston, Wild Rover.

At SINGAPORE.—For London, Niger (str.), Sree Singapura, Canning; for Liverpool, Bothwell Castle, Doune Castle; for Bordeaux, Mondelli; for Marseilles, Rachel; for Boston, Jungfrau.

At PENANG.—For London, Dharwar, Mofussilite, Albion, George Treat.

## FREIGHTS AND CHARTERS.

At SHANGHAI.—Rates home remain without change; for coasting purposes there is but little inquiry for tonnage.

At FOOCHOW.—To London, per sailing vessel, £3 10s. per ton; per steamer, £3 to £4 10s., according to the length of passage home.

At HONG KONG and CANTON.—To London, £3 per ton; to New York, £3 per ton of 40 feet.

At MANILA.—To London, Sugar, £2 10s., hemp £3 10s.; to New York, $11 gold, hemp, and sugar.

At SINGAPORE.—There has been some inquiry for tonnage to load at Bangkok for China; beyond this little has been done in the freight market. The steamer Ajax took about 100 tons cargo from this for London at £2 for tin, and £3 for other goods; the steamer Niger is now here, and will take about 1,000 tons at £2 for dead weight, and £2 10s. to 15s. for light stuff. By sailing vessel the rate for England remains unchanged.

At PENANG.—The Mofussilite and Albion have been laid on the berth for London at the following rates:—Tin, £1 15s.; Pepper, £2; Tapioca, £2 5s.; hides in bales, £2 2s. 6d.; Measurement, £2 10s.; Rum, 3½d. per gallon. The bulk of her cargo has been engaged.

## SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—Sept. 2, at Deal, from Maulmain, Catherina; 1, at Plymouth, from Batavia, for Rotterdam, Haamstede; Aug. 31, off Folkestone, from Java, for Amsterdam, Nieuve Waterweg II. (not as before reported); 30, off Beachy Head, from Saigon, for Bremen, Carmelita and Ida; 31, from Rangoon, for Hamburg, Frederik Petersen; Sept. 2, off Falmouth, from Bangkok, Carl August; Aug. 31, off Dunmore East, from Rangoon, for Liverpool, Centaur; Sept. 3, at London, from Penang, Ilmari; Aug. 31, off the Eddystone, from Batavia, for Amsterdam, Ocean; 30, off the Lizard, from Penang, Ulva; Sept. 1, at Belle Isle, from Saigon, for Havre, Nonpariel; 2, off Dover, from Saigon, for Bremen, Amoor; Aug. 31, at Crookhaven, from Philippines, Milton; 19, at New York, from Manila, Bengal; 20, from Yokohama, John Norman, with damage; Sept. 3, at Falmouth, from Rangoon, for Schiedam, Blair Athol; from Rangoon, Stormy Petrel; 4, from Saigon, for Bremen, Johanna; Mathilda, from Bangkok, for Bremen, Contest; from Rangoon, for Bremen, Trowbridge; 3, from Batavia, for Amsterdam, Nicolas Wilsen; Aug. 23, at San Francisco, from Hong Kong, Mary; Sept. 6, at London, from China, Singapore, &c., Nestor (s.s.); from Colombo, Royal Minstrel; from Rangoon, St. Vincent; 4, at Plymouth, from Colombo, for Havre, Sarepta; 3, at Falmouth, from Rangoon, Henriette; 4, from Maulmain, Orion, St. John; 3, at Crookhaven, from Rangoon, Albert Edward; Aug. 24, at San Francisco, from Hong Kong, Akbar; Sept. 6, at London, from Colombo, Teviot; at Deal, from Manila, Sarah Scott; from Bassein, Sterling; from Ceylon, Ellenborough, Oribe; from Penang, Ilione; from Rangoon, Beatrice; 1, off Scilly, from Colombo, Sattara; 3, from Saigon, for Rotterdam, Ocean Empress; 4, at Kinsale, from Rangoon, Patrician; 4, at Deal, from Manila, Sir H. Havelock.

DEPARTURES.—Sept. 2, from London, for Hiogo, Yokohama, Corsair; from Rotterdam, for Batavia, Batavia; Aug. 28, off Dungeness, for Java, Gravenhage; Sept. 3, from London, for Hong Kong, Cleta; for Shanghai, Carrick Castle; for Singapore, Antipodes; Aug. 25, from Shields, for Galle, Freya; 23, for Singapore, Portlaw; for Manila, Olivia Davis; Sept. 2, from Glasgow, for Singapore, Loch Ken.

LAID ON.—At London, for Singapore, Burton Vale; at Glasgow, for Singapore and Penang, Bangkok (s.s.).

CASUALTIES.—Advices from Cape Town, August 4, state that the Nereus den Broeder, from Saigon to Falmouth, put into Simon's Bay, July 25, with loss of foretopmast, jibboom, bulwarks, sails, &c., having experienced severe weather on the coast, June 18; she had thrown 700 bags of rice overboard.

The Gustar, Schulte, from Hamburg to Shanghai, put into Table Bay, July 29, to repair rudder.

BREAKFAST.—EPPS'S COCOA.—GRATEFUL AND COMFORTING.—The very agreeable character of this preparation has rendered it a general favourite. The *Civil Service Gazette* remarks:—"The singular success which Mr. Epps attained by his homœopathic preparation of Cocoa has never been surpassed by any experimentalist. By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected Cocoa, Mr. Epps has provided our breakfast tables with a delicately-flavoured beverage which may save us many heavy doctors' bills." Made simply with boiling water or milk. Sold by the trade only in ¼ lb., ½ lb., and 1 lb. tin-lined packets, labelled—JAMES EPPS & Co., Homœopathic Chemists, London.—ADVT.

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# LATER FROM CHINA AND JAPAN.

## (BY THE PACIFIC MAIL.)

The Pacific mail steamer *China* reached San Francisco on the 18th ult., bringing Yokohama news to July 29, or a fortnight later, and Shanghai advices to July 19. Our despatches of these dates came to hand this afternoon, and the news being highly important, we have delayed publication for some hours in order to present our subscribers with a full report.

The *China* brought 1,000 passengers, of whom 850 were Chinese; 289 packages of tea and 16 packages of silk for San Francisco; 6,320 packages of tea and 94 packages of silk, for New York.

The passengers by the *China* for New York are as follows:—Mr. Hooker and family, Paul Frank, and the following United States naval officers—J. W. Seville, F. W. Kennedy, Captain F. P. Carter, Lieutenant-Commanders A. R. Yates and B. P. Smith, Dr. C. H. White, J. G. Dieterich, P. Miller, J. H. Blakely, and C. M. Burchard.

### JAPAN.

Great preparations are making in Japan for the reception of the Duke of Edinburgh, now on his way to Yokohama. He is to be given quarters in the Shiogoon's old palace in Yedo, which is being fitted up in gorgeous style; and horses and carriages for his use have been ordered from China.

The civil war in Japan is entirely ended. Prince Satsuma has been appointed Treasurer of the Government, and the charge of the army has been conferred on Prince Chosiu. Prince Tosa takes command of the Imperial navy. Their revenues are largely increased. They have issued a manifesto requiring all the other Daimios to disarm immediately, and several Daimios have left Yedo in consequence. Trade is resumed with Hakodadi under the auspices of the Mikado's Government. Ennomoto, with the leading actors of the late disturbances, was daily expected at Yedo, where they will be tried and punished. Echizen will be made Regent, according to reports. Stotsbashi, now in Yedo, has accepted a position under the Government, which fact caused an advance in Government paper. Everything was quiet in Hakodadi.

The *Japan Times* of July 26th says, "Ennomoto has not yet arrived in Yedo, nor has any decision been as yet come to as to what is to be his punishment. Clearly he has deserved the severest, but the policy of the Mikado's government, since its accession to power, has been one of mercy and conciliation, and best-informed people say that the probability is that his life will be spared. As we think we have before remarked, this revolution is remarkable for the absence of political executions or proscriptions. Surely no dynasty in the East was ever replaced by another so quietly and with so little bloodshed. But for M. Brunet and his French accomplices, who ought to have been all hanged at the yardarm of the *Cordogan*, instead of being received as guests, a great many of the lives that have been sacrificed on the field of battle would have been saved to the country. It is much to the credit of the successful party that none have been taken on the scaffold. We are strongly of opinion that the punishment of Ennomoto and his companions will form no exception to the general lenient treatment by the Mikado of his defeated rebels.

"The guards furnished for different posts about the Settlement by the Foreign forces here were withdrawn on the 17th July, which we may interpret as meaning a final acknowledgment of the Mikado's supremacy in the country. The resumption of his authority in Hakodadi has been signalised by the withdrawal of the Notification of the 15th January last, by which British subjects were forbidden to land or embark, at Hakodadi, troops, arms, or munitions of war."

A letter from Japan states that Rev. Mr. Verbeck, long an American missionary at Nagasaki, has gone to Yedo, to take charge of a school recently established by the Government for the education of the sons of its officers. It also states that the severe laws for punishing natives who may embrace Christianity are about to be repealed.

EXCHANGE AND BULLION.—Sterling rates have, contrary to general expectation, continued to fall; the banks have been more or less eager buyers of any credits on the market, which has had the effect of inducing sellers to hold off for more and more favourable rates, which have now reached 4s. 6¼d. to 4s. 6⅝d. for six months' paper. The amount settled for this mail has not been so large as might have been expected, considering the quantity of silk going forward. It has been very difficult to obtain Bank Drafts for merchants' remittance; we may therefore readily presume that the bulk of the silk by this mail goes in lieu of Bank bills.

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### CHINA.

SHANGHAI, July 19, 1869.

There is a general expression of dissatisfaction at the removal of Mr. J. Ross Browne. The English and Americans in China have united in drawing up an address expressing their sense of his energy and admirable fitness for the position of Envoy of the United States in China. Mr. Browne states that he is willing to return to his post if the Department of State approve of his course in China. He has heard that Mr. Howard, who was appointed to the mission, has decided not to accept.

### MR. J. ROSS BROWNE ON MATERIAL REFORM IN CHINA.

LEGATION OF THE UNITED STATES.

PEKING, Nov 23rd, 1868.

SIR,—On Monday last, at the joint interview of the British Minister and myself with your Highness and members of the Tsungli Yamen, I took occasion to submit a few considerations in connection with the growing intercourse between the citizens of the United States and China, upon a clear understanding of which I think important results depend.

It was scarcely practicable in a desultory conversation, and with the difficulties of verbal interpretation, to make every point as intelligible as the gravity of the subject demands; and I now, agreeably to promise, submit my views in writing.

The present seems an opportune occasion for a candid interchange of opinion, since some of the changes proposed in the British Treaty, now under consideration, cannot fail to affect the interests of the United States.

The policy of my Government is doubtless well understood by your Highness. It is the policy of peace, based upon reason, justice, and humanity; seeking no advantage inconsistent with the general welfare, its cherished object is to promote fraternal intercourse between nations.

Influenced by a natural interest in the oldest of living nations, hitherto deemed the most exclusive, it was with extreme gratification the Government and the people of my country learned, near the close of last year, that the Government of China had determined upon sending an Embassy to the Western Powers.

The reception of this Embassy in the United States may be regarded as an epoch in the history of diplomatic intercourse. From the day of its arrival at San Francisco, to the day of its departure for Europe, demonstrations of respect and honour were lavished upon its members. Its approach was heralded by the press of the country as a great advance in the march of modern civilisation; and its arrival was the signal for generous expressions of welcome from the statesmen and orators of our land.

The President of the United States received the Embassy with marked cordiality, and expressed his appreciation of the sagacity with which the enlightened Chinese Government had responded to the amicable policy adopted by Christian nations.

Both Houses of Congress gave your ambassadors an enthusiastic official reception. The Speaker of the House of Representatives availed himself of the occasion to say that this Embassy, which had attracted such universal attention, had been hailed throughout our land, not only as marking an onward step in the world's history, but as being of peculiar interest to the Republic.

These friendly sentiments, officially expressed, may be regarded as the unanimous voice of the nation.

Considering the growth of American commerce with China, the rapid extension of our Pacific steam navigation, the approaching completion of our great trans-continental railroad, and the enterprising character of our people, this gratifying movement on the part of a great nation with which we have such important relations, could have but one interpretation. Everywhere, and by all classes, with singular unanimity, it was understood to mean the abandonment by China of its former exclusive policy, and the substitution of one more in accordance with the progressive spirit of the age.

Reference is made to these facts to indicate some of the grounds upon which a liberal policy in the future may reasonably be anticipated.

Upon a perusal of the correspondence and minutes of proceedings in connection with the proposed revision of the British Treaty, I find every point upon which differences of opinion exist fully considered.

It is extremely gratifying to observe the courtesy, intelligence, and ability with which the propositions of the British Minister are discussed by the members of the Tsung-li Yamen. Before a final decision, however, is rendered upon the questions still at issue, it is earnestly to be hoped that the Government of China will not permit so favourable an opportunity to pass without placing upon record a substantial guarantee of its disposition to make a forward movement. Future misunderstanding may be prevented by a distinct declaration of policy at this time.

So far, the few points conceded are of minor importance, and can scarcely result in any practical good, either to natives or foreigners, without those substantial concessions upon which the prosperity of commerce and all mutual advantages of intercourse depend.

The abolition of interior transit passes and institution of an increased import duty will not, I apprehend, prevent those abuses which now form so serious an impediment to trade. The course of proceeding necessary to secure indemnity for illegal taxation is liable to give rise to vexatious delays by opening new fields for litigation.

Undoubtedly, the true solution of this problem lies in the removal of unnecessary restrictions upon foreign merchants. If permitted to reside in the interior, rent or purchase warehouses, and carry on their business without unnecessary checks and hindrances, they would soon come to a good understanding with

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the mandarins and people; mutual prejudices would gradually be removed, and confidence established. If the trade continues, it must come to this sooner or later; and the question for the consideration of your Highness is, whether it is well to prolong indefinitely existing causes of dissension.

There can be no equality among nations without mutual advantages of intercourse. At this time, there are sixty thousand Chinese on the Pacific Coast, who are engaged in almost every branch of industry open to our own citizens. They are permitted to travel or trade, rent or purchase houses, wherever their inclination may lead them. Local prejudices, which, from want of knowledge of their true character, formerly existed against them, are rapidly disappearing; and they are now regarded by intelligent classes of the community as an orderly, industrious, and valuable part of our population. Might not similar good results attend the extension of increased facilities for intercourse to the few foreigners in this country? Those who seek to trade and purchase, or rent property in the interior, are generally men of responsible character, who have large pecuniary interests at stake. No better guarantee could be given against lawless and disorderly proceedings.

On this point, it was understood to be remarked by several members of the Yamên, at the interview of Monday, that the Chinese in the United States are under American law, and that if Americans would consent to subject themselves to China law in this country, they might reasonably expect equal privileges.

This question has been discussed for many years, and it is unnecessary now to repeat the argument advanced. When the Government of China shall deem it expedient to establish a code of laws based upon principles of justice, recognised and accepted by the comity of Western nations, and to which the Government of the United States can safely give its assent, then this cause of complaint will doubtless be removed.

An important question, upon which no agreement has yet been reached, is the proposed extension of steam navigation on the inland waters. All experience has demonstrated in Europe, America, and India, and to some extent in the waters of China, that without the use of vessels and machinery propelled by steam, no extensive systems of trade can now be carried on in any country with profit. In Mexico, Central and South America, and other countries through which railroads had been constructed only to a limited extent, steam navigation on the coast and inland waters is now making considerable progress. These countries, however, are still very far behind the times, and the consequence is they are poor, and their trade is small compared with their capacity for production.

The use of small steamers, or even steam-tugs, on the upper waters of the Yang-tze-kiang, on the Poyang Lake, and on the Pei-ho River, from Tientsin to Tung-chow, would greatly facilitate the transportation of merchandise and domestic products, and would dispense with unnecessary and unprofitable labour, which could well be devoted to the opening of coal mines, building of roads, and other works of internal improvement. This need not be done so rapidly as to produce distress among the labouring classes, who now earn a subsistence in the old way; but if any change is contemplated, what advantage is gained by indefinite postponement? Why should not a beginning be made now as well as half a century hence? The people cannot adapt themselves to a new condition of things before anything new is attempted. If they were now undergoing a course of preparation, some definite results might be anticipated; but merely to hold back when all the rest of the world is advancing, is to invite that foreign interference which is so much deprecated.

If the employment of a large number of men, where a few only are necessary to do the work, could be regarded as advantageous, then there would be good reason why the freight boats now hauled by hand up many of the rivers might be dispensed with, and the cargoes carried by coolies. By such a course, although it would furnish employment to many who probably need it, would not increase the means of subsistence. It cannot be denied that freight boats have already dispensed with much unprofitable labour; and small steamers, or steam-tugs, would only be another step in the same direction.

A similar argument may be used in reference to railroads. Nearly all the land transportation is now carried on by means of coolies, camels, wheelbarrows, and small wagons. No system more difficult, tedious, and expensive could be devised. It is a draft upon labour without adequate result. Nevertheless, it could not be expected, much less desired, by a friendly Power, that sudden and extraordinary changes should be made. An experiment on a small scheme, say from Taku, Tientsin, or even Tunchow to Peking, would test the advantage of railroads, where the work could be directly under control of the Government. There are private capitalists who would be willing to take all the pecuniary risk, and receive their compensation upon any equitable basis that might be agreed upon as not injurious to the interests of China. Even a tramway from the coal mines in the vicinity of Peking to the city walls, or to the river, would be a reasonable beginning. The supply of coal now depends upon the growth of grass, for in bad seasons the camels starve, and coal becomes scarce and dear. This is a very uncertain dependence for so indispensable an article.

It is earnestly to be hoped that this great empire, abounding in so many natural resources, and with a people so industrious, so skilful in mechanics, so peculiarly qualified in all respects to avail themselves of modern inventions, will not oppose all experiment in this direction. Already ample proof has been furnished that the labouring classes of China, constituting so large a proportion of the population, are not inimical to these new contrivances for saving time and making labour profitable. Ten thousand Chinese have aided in building the great central railroad across the continent of North America; and there is not an instance in which they have refused to work for fair compensation, because of any prejudice or superstition. The Arsenal at Shanghai, in which seven hundred native workmen are employed, presents conclusive evidence of their readiness and ability to perform any kind of mechanical labour, even to the manufacture of engines and building of steamers, which they have already done with complete success.

The commerce of the vast interior might be greatly increased by these new methods of communication. Agriculture has been carried to great perfection, and now yields very nearly its maximum. But so dense a population cannot derive a subsistence from this source after an enlarged foreign intercourse has once commenced. New demands are made, new wants are created; and a greater diversity of pursuits becomes necessary. Mining, manufactures, and various internal improvements furnish additional and profitable occupation; and nations become rich and prosperous as they adopt the use of steam and improved methods of labour, while all countries in which these have not been introduced find it difficult to maintain an existence.

The question of opening the coal mines has been considered without any satisfactory result. No real concession has been made. There is a great demand for coal at the principal commercial marts on the coast. It is well known that coal seams of great extent and richness exist near the banks of the Yang tze-kiang and in the province of Shantung, also in the vicinity of Peking. Mr. Raphael Pumpelly has fully demonstrated this in his report recently published. By the use of proper machinery for working the mines, and suitable improvements for transportation, there can be no doubt this indispensable article could be delivered at the ports for less than half its present cost. This would be a source of large revenue to the Chinese Government, and a great advantage to commerce; yet objections are made to the only means by which either natives or foreigners can avail themselves of this natural resource. A willingness is expressed to try the experiment of working certain mines by means of foreign machinery, under official direction and on Government account. It will be of very little avail to get the coal out of the mines unless some cheaper methods of transportation are adopted. The cost of carrying it to the place of consumption is now the principal item of expense. Besides, no mining enterprise has ever been known to succeed in this way; and failure now would be very discouraging to all parties. Governments cannot, from the precarious nature of the pursuit, work mines successfully. It is for individual enterprise to make them profitable. In all countries where mining of any kind is carried on extensively, it has been found expedient to allow the mines to be worked by private companies or individuals, who either purchase them in fee simple, as in the United States, or pay a share of the proceeds to the Government. This has been done to promote individual effort without subjecting the public revenues to unnecessary risks; and it has always been found most conducive to the development of the natural resources of the country.

To lease the coal mines, or a few of them, by way of experiment, to whomsoever may offer the best terms for the privilege of working them, would seem to be a very reasonable way of making a beginning, and avoiding all risk by leaving the matter of success or failure to those individually concerned. It would not throw any of the labouring classes out of employment, or introduce a large foreign population. The work would be done by Chinese under proper direction; and thus a new field for native industry would be opened, while commerce would be greatly benefited.

At the interview of Monday, it was understood to be argued, in response to some of these suggestions, that the Government of China sees quite clearly the advantages to be derived from the introduction of foreign improvements, but that the country is not yet prepared for such changes as those recommended; that different interpretations may be given to the word "progress;" what is thought "progress" in our country might be something very different in another; that here there are great difficulties in the way of changes—they must be gradual and based upon sure foundation; that all progress which is not voluntary, or which comes from others, is spurious, and must fail to be beneficial. In short, it was contended that China is willing to advance, but must do so in her own way, and at her own discretion.

Nothing can be more reasonable than this, as a fundamental principle. No friendly Power can desire to impair the self-respect or detract from the independence of another. The Government of the United States simply adheres to its established policy in disclaiming any right or intention to interfere in the administration of the domestic affairs of China. The best possible proof of the soundness of that policy, and of its thorough appreciation by the Chinese Government, can now be given to the world. In entering into the family of nations it is impossible that China can postpone, indefinitely, all responsive movements upon which equality and friendly intercourse depend, without disregarding an essential element in the compact. Modern enterprise has penetrated the exclusiveness of this ancient empire, and it now be-

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comes a question for the consideration of your Highness whether progress, as understood by Western nations, can be arrested by arguments, however specious, or by Governments, however pacific in their intentions.

There can be no question as to the object of the commercial world. It desires an extension of trade; but no trade with any nation can be profitable or enduring which is not of mutual advantage. It is a fallacy, therefore, to suppose that because Foreigners may be governed by motives of self interest, all the facilities and concessions they ask must be injurious to China.

I have thus frankly and in a spirit of true friendship stated my views. Results of inestimable magnitude and of profound interest to the welfare of this Empire depend upon the action taken at this time. It is manifest to my mind that steam on the navigable waters, the proper working of coal mines, residence, and all the rights of trade in the interior, and the gradual establishment of telegraphs and railroad systems, are essential measures of modern intercourse; and that some earnest of beginning, without unnecessary delay, would avert much future misunderstanding. An irresistible spirit of progression is effecting great changes everywhere. Modern nations under the general impulse move rapidly, and will not be likely to leave the work of the present generation to posterity.—I have the honour to be, Sir, with consideration and respect, your Imperial Highness' Obedient Servant,

J. Ross BROWNE.

His Imperial Highness, Prince Kung, Chief Secretary of State for Foreign Affairs.

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*The Address of the Citizens of the United States, resident in Shanghai, presented to the Hon. J. Ross Browne, Envoy Extraordinary and Minister Plenipotentiary of the United States at Peking, on his departure from China.*

SHANGHAI, July 14, 1869.

To his Excellency the Hon. J. Ross Browne, U.S. Envoy Extraordinary and Minister Plenipotentiary to China.

SIR,—Your withdrawal from the administration of the affairs of the United States in China, and the cause of that withdrawal, seem to us, your fellow-citizens resident in this Empire, sufficient reason for an expression of our opinion in favour of the policy which, we understand, you have advocated, and of our regret that your adherence to that policy has been followed by the loss of your valuable services to American interests in China.

The true policy of the United States in this country we believe to be one that looks toward the extension of its trade and intercourse with Western nations, and by means of that extension the raising of China in the scale of civilisation.

We claim that China, as she stands, is low in civilisation as she is in wealth and power; that her history teaches us little worth knowing except maxims of morality, long reduced by Western nations to actual practice, but by China neglected and forgotten; that her present state, so far from being an example, is a warning of the results of a false system and a vicious policy.

We claim that the presence of Foreigners is a protection and a blessing to the people; that this presence is their only chance of improvement, save through desolating wars; and that, in all probability, it is at this day the chief cause of the existence of the present Government, and perhaps of any central government in the country.

We believe that the advancement of China, without anarchy and rebellion, cannot be had by waiting until her own Government is content to move.

We believe it can be got only by the pressure of Western opinion, in forming new terms of treaties, and by the pressure of Western Power in sustaining those treaties when formed.

We claim that not only is there a right on the part of Western nations to insist on steps that will further the cause of civilisation in China, but clear duty in that direction.

We believe that while Western Governments are bound to act a friendly, just, and generous part towards China, they cannot forego the advantage of the moral influence of their greater material power.

As China has not arrived at that stage where she will spontaneously accept, and firmly discharge her part in the reciprocal obligations of States, and advance in a career of discreet progress, the withdrawal of pressure would be disastrous to Foreign and native interests, and even threatening to the safety of the State.

We have understood the chief cause of your recall to be, that, in the conscientious discharge of your duty, you found yourself compelled to dissent from the declarations of Mr. Burlingame.

We believe, for our part, that the misapprehensions created by Mr. Burlingame's mission tend to dangerous issues and complications. We are, many of us, Mr. Burlingame's friends. We supported and rejoiced in the mission when we had reason to believe that it was in the interests of progress, and that its members would further those interests by representing, in the Western world, the true state of China, and how she could best be raised and supported in a new career.

We were surprised and disappointed, when we found it only used to represent China as an example of strength, goodness, and wisdom; to give the impression that she had abandoned her old pretensions of superiority, and, with an eager desire for improvement, was ready to press forward upon the path of reform; that she needed no other inducement to improve than her own moral instinct; that all pressure, even moral pressure, was a wrong and a mistake, and that, in fact, the nations of the West had more to learn than to teach in their intercourse with this, so called, polite and intellectual people of the East!

We are deeply interested in the promotion of the peaceful development of China, and in its maintenance of harmonious relations; and we may presume that our direct and intimate acquaintance with the Empire renders us not altogether untrustworthy witnesses. As such we do not hesitate to express our opinions, and we believe that time will justify our conclusions.

We can assure you, with sincerity, that you will leave these shores regretted by all your countrymen, with a respect which could only have been created by an impartial administration of the duties of your high position.—We have the honour to remain, Sir, your Excellency's most obedient Servants,

Robert Neilson, Geo. Basil Dixwell, I. B. Eames, John G. Purdon, D. G. MacGowan, A. A. Hayes, jun., Everett Frazer, H. Seymour Geary, Silas D. Webb, W. J. Blydenburgh, Edwd. Cunningham, E. D. Barbour, F. B. Forbes, C. P. Blethern, E. G. Low, John F. Seaman, jun., John Thorne, Chas. E. Endicott, S. Wyllys Pomeroy, jun., E. W. Rice, Fred. D. Hitch, A. Shaw Hallett, G. H. Wheeler, T. J. Ives, Theo. W. Eckfeldt, T. O. S. Jenkins, H. B. Endicott, J. P. Roberts, Wm. H. Macomber, J. C. Allen, jun., C. J. Ashley, Fredk. H. B. Jenkins, Jno. H. Wisner, Fred. D. Bush, S. W. Hawkhurst, J. W. Ruggles, J. Harmon, Jno. T. Hardy, C. C. Kendall, Geo. W. Andrews, J. B. Boswell, J. P. Watson, E. M. Billings, F. E. Haskell, E. C. Kay, H. L. Gordon, G. W. Beauchamp, John H. Mackie, G. F. Bowman, W. C. Blanchard, Arthur H. Clark, H. M. Cunningham, C. G. Beebe, N. B. Hinkley, E. Webb, Horatio N. Gray, G. W. Baffey, E. W. Ellis, E. U. Smith, W. H. Condit, O. C. Spencer, M. G. Holmes, W. E. Stephenson, Wm. Gamble, Young J. Allen, J. W. Lambuth, H. Dinmore, James O. Pendleton, J. H. Jones, Jos. W. Allen, John Wherry.

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*Address of the British Community of Shanghai to the American Minister, upon his Departure from China.*

SHANGHAI, 17th July, 1869.

To His Excellency The Honourable J. Ross Browne, Envoy Extraordinary and Minister Plenipotentiary from the United States to China.

SIR,—We cannot allow you to depart from China without availing ourselves of the opportunity of your presence at this port—the principal seat of Foreign commerce, to express to you the sincere regret which the British community feel at the circumstances under which you return to the United States.

It might have seemed sufficient for your own countrymen to convey to you an expression of the regret so universally entertained; but the interests of Great Britain and the United States in China are so completely identical and their affairs are so intertwined in all parts of the Empire, that we feel we are addressing one of the most earnest and most conscientious advocates of our own rights and privileges.

We are further prompted to address you, in testimony of the perfect cordiality which has always subsisted between the American residents in China and ourselves. We all enjoy the same rights and privileges, and we are all united in hostility to the creation of any exclusive interests. Unfortunately, however, in the press, both of Great Britain and the United States, attempts have been made to produce jealousy and unfriendly feeling, by ignorantly raising hopes of special advantages being accorded to one or other of those nations. We can only trust that increasing knowledge of China will lead to more accurate views of the complete co-operation which makes us, for all purposes of trade and municipal government, one single community.

It is with the liveliest satisfaction that we recognise the unanimity existing between yourself and Sir Rutherford Alcock, on the main questions of Foreign policy, a unanimity which is shared in by the whole of the Foreign residents in China. We cannot but admire the unanswerable vindication by Sir Rutherford of his and our views, which is contained in his despatch to Lord Clarendon of 5th February last. If reasonable counsels could prevail with the Home Governments, we might hope for a just consideration of the merits of the new policy towards China which has been inaugurated by the principal Western Powers, but as there are no indications of a desire for impartial judgment, it only remains for us to await the course of events.

We believe you owe your recall to the persistent manner in which you have continued to express views contrary to those which your own Government have adopted at the instigation of Mr. Burlingame. You have refused to remain silent when you were convinced that your Government were being misled; and as you have taken up this disinterested attitude from a sense of duty, it is a matter of sincere pleasure to us to have this opportunity of assuring you that, in thus boldly proclaiming the truth, you have, the entire and unanimous approbation of the British residents.

In view of the importance of foreign interests in China we have in common with your countrymen here, the very strongest reasons for protesting against the precipitation with which a new policy has been adopted by both Governments.

It is unnecessary for us to dwell upon the numerous objections which we all feel to be fatal to its success. Both the American and the British Governments have assumed that there is a desire, on the part of the Chinese Government, which we know does not exist. Lord Clarendon has laid down rules of action for our Minister, our Con-

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suls, and our community which would prove utterly inadequate if any crisis occurred, demanding extraordinary measures. But while the policy will, in our opinion, be a failure, so far as the purposes it contemplates are concerned, we cannot look forward without considerable anxiety to the unfortunate effects it will produce on the Chinese mind. It is almost impossible for us to convey to our fellow countrymen at home a just idea of the utter inability of the Chinese to comprehend any motives for forbearance, other than our own powerlessness, or a fear of their growing strength. It is our candid opinion that if the British and American Governments were in a position to estimate all the dangers that are involved in their new policy, they would abandon it at once, in a state of alarm, at the probable consequences.

It is our most earnest wish that, when you return to the United States, you may endeavour to enlighten the public mind upon the real issues that are raised by the existence of Foreign intercourse with China, and upon the most efficient and advantageous means of introducing Western civilisation into this vast Empire.

We tender to you our most sincere thanks for your exertions to promote truth and justice; and, in expressing to you our best wishes for your future welfare and prosperity, we beg to take leave, feeling regret that your career in China should have thus been so suddenly cut short.—We are, Sir, your obedient servants,

Jardine, Matheson, and Co.; Dickinson and Co.; Gibb, Livingston, and Co.; Reid and Co.; Shaw Bros. and Co.; Hogg Bros. and Co.; Gilman and Co.; Bradwell, Bloor, and Co.; B. Worthington and Co.; Thorne Brothers and Co.; Brand, Monro, and Co.; D. Sassoon, Sons, and Co.; Adamson, Bell, and Co.; Little and Co.; Butterfield and Swire; R. F. Fearon; Reiss and Co.; W. Jackson; Borneo Company (Limited); J. P. Tait; Turner and Co.; W. Walker; Holiday, Wise, and Co.; A. Robison; Blain and Co.; Rowley Miller; Coutts and Co.; Robert Mackenzie; J. Jarvie and Co.; Augustus White; Chapman, King, and Co.; J. B. Robertson, &c.

## MR. BROWNE'S REPLY.

GENTLEMEN, SHANGHAI, 17th July, 1869.

I have read with great pleasure the communications which you have had the kindness to address to me in relation to Foreign policy in China. The generous manner in which you have expressed your approval of my official course, as diplomatic representative of the United States at Peking, will be gratefully remembered by me long after my departure from these shores. I need scarcely assure you that my homeward voyage will be cheered by the reflection, that however unavailing my efforts have been during my brief sojourn at the capital to extend the limits of commerce and friendly intercourse with this Empire, they have been generously appreciated by the class who have laboured most persistently, and most effectually, to promote everywhere throughout the world the great cause of civilisation.

Fully concurring in the views expressed in your addresses, respecting the policy essential to the maintenance of our treaty rights in this country, I take pleasure in stating that, since the day of my arrival in Peking to the present time, I have strenuously advocated every proposition which you have advanced. The conclusions to which you have been led by long practical experience have been reached, on my part, through the simple process of reason aided by a careful study of the history of Foreign intercourse with China. It is gratifying to feel that this unanimity of opinion is founded upon an enduring basis of truth, and that principles, in support of which there is such a concurrence of testimony, will not require to be maintained by fanciful and delusive theories.

It would be impossible, in the multiplicity of my engagements, and the brief time intervening before my departure, to give you a complete exposition of my views on the questions suggested in the addresses. These papers cover so broad a field for the expression of opinion, and embody so many important questions of international policy, that a mere glance at the leading points would require more time, and certainly more careful consideration, than I can now bestow upon them.

A brief review of the recent history and present attitude of China towards Foreign Governments, from a stand point differing in some respects from that of the Foreign residents at the ports, may not be altogether devoid of interest.

It has been alleged that the so-called new policy means justice to China, and as such, means progress. Speaking in behalf of the American Government, I must say that the inference from this is utterly unwarranted by facts. So far as I can glean from the published correspondence of my predecessors during the past ten years, the policy of the United States has been fair and conciliatory; and I am quite sure there has been no departure from a similar policy on the part of Great Britain. No new system has been adopted, and no new revelation has been made.

Justice in our dealings with this nation, as with all others, cannot be too highly commended; it is right in itself, and whatever is right is expedient. Accepting this as the basis of all advantageous intercourse between nations, I still think there is room for question as to matters of fact, and difference of opinion as to the deductions to be drawn from lessons of experience. While there are few who will be unreasonable enough to deny the propriety of justice towards China, there are many who may conscientiously desire to know what it means. If Christian nations are to give a construction to treaties ased upon rules of international law, adopted in the interest of civilisation, and China, on its part, is to construe them according to the lights, or the interests of Paganism, there is certainly room for inquiry as to the practical duty of each, and the means by which injurious complications may be avoided. It is manifest to my mind that the superior cannot enter upon a course of retrogression to adapt itself to the inferior; and if any relations at all exist, they must exist upon such equitable terms as the stronger may elect to adopt. It surely would be a singular policy for any civilised nation to relinquish its own interpretation of justice and accept that of China. There is an irreconcilable difference between the pagan and Christian faith, upon which the whole difficulty of our relations impinges. The one is based upon isolation and repulsion, seeking the good of none beyond its own limits; the other is broad, generous, and humane, seeking the good of all. In order to be true to our own faith, we can only concede so much as may be reconcilable with the sacred duties which it inculcates; for, if we go beyond that, we admit the right of any nation, however degraded, to enjoy the privileges and immunities of a civilised Power, while it persistently rejects the obligations imposed by the community of nations for the general welfare. In other words, we lend our influence to the maintenance of false and superstitious systems, and the degradation of our fellow creatures.

The principle laid down by the Government of the United States is, that nations like China or Japan may "enter into the sphere of our public law in the relation of Government to Government, but not in the relation of Government to men;" and the reason given for this is, that full interchange of international rights must be based upon unity of legal thought.

Experience in China has furnished ample evidence of the difficulties to be encountered in observing this distinction. Nearly all our relations are commercial, and there is scarcely a case that comes up, which does not involve, to some extent, both the relations between the Governments, and those between each Government and its people.

The rights underlying the principle of ex-territoriality are so far from being clearly defined, or even susceptible of a satisfactory definition, that all attempts at elucidation must end in the admission that they are incongruous and irreconcilable, and that nothing short of perfect equality can remedy the difficulty. How then is this end, which all must desire, to be attained?

The essential provisions of existing treaties have been extorted from China by force, and doubtless she considers them unjust. The anomaly is presented of nations holding forcible intercourse with a people, against the will of the governing authorities, yet professing to respect their prejudices, and abstain from all interference in the administration of their internal affairs. It is clearly an interference to force the opening of ports and wrest from a Sovereign State jurisdiction over its own soil; to secure a diplomatic representation at Peking at the cannon's mouth, and hold it there against the will of the Government; to establish a customs system, and place a Foreigner at the head of it, with Foreign subordinates at the ports; in short, to inflict compulsory relations upon a nation, the whole tendency of which is to derange and ultimately destroy its most cherished institutions. Mere words cannot check the consequences of such intercourse. To continue it is simply to carry on with force in the back-ground what was commenced with force in front. If China had the power, there can be no question that she would restrict the intercourse of Foreigners to the sea-ports, if not expel every Foreigner from the country. Not being able to do this, she attempts to evade, by the subtleties of diplomacy, what she cannot avert by force.

If the view I have taken be correct, it would not benefit China if we were to relinquish all privileges extorted from her, and carry out the Comtist doctrine of ideal justice—withdraw steam navigation from the Yangtsze and Peiho, refuse exterritorial protection to our citizens, forcibly prevent our missionaries from entering the country and preaching the Gospel, and resign all rights which may conflict with pagan superstition and Asiatic ignorance and conceit.

I think, therefore, our duty is plain. We should do the best that can be done under such anomalous circumstances; treat China with the forbearance, consideration, and respect due to a Power Sovereign in its political aspect, but possessing an organisation incompatible with absolute equality. Believing our civilisation to be superior to theirs, we should endeavour to elevate the Chinese to our standard. But, surely, that can never be done by an unqualified acceptance of their claim to the independence enjoyed by Christian States. They do not possess it in point of fact, and there is no wisdom in proceeding upon false premises. If they were independent, they would cease to hold relations which give them perpetual trouble, and break down, one by one, the barriers of isolation which have so long enabled them to maintain their peculiar and degenerate form of national existence. Before they can hold a position of equality in the community of civilised nations they must cease to cripple all intercourse; they must throw open the country; adopt the improved systems of industry and means of communication urged upon them by the Western world; and thus, by co-operation, strengthen and elevate themselves to an actual equality. Such an advance seems to me to be an essential condition to friendly intercourse. We have no right to compel them to construct railroads, or tele-

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graphs, or to extend steam navigation, open coal mines, or accept any of our modern inventions for saving time and developing material resources; but we have a perfect right to compel them to observe their treaty obligations; and if in doing this all the rest becomes necessary to their continued existence as a nation and their elevation as a people, it will be all the better for China. I question whether it is good policy to proclaim, in the solemn form of a treaty, that we will not interfere in the internal affairs of the Empire, when our very presence is an interference; or whether anything is to be gained by an unconditional admission of the right of the Chinese Government to determine the time and manner of introducing improvements. If the Central Government can, without the introduction of modern inventions, preserve order, enforce the execution of treaties, restrain the corrupt practices of its provincial officers, and render prompt redress for all grievances, we cannot justly complain if the rulers should elect to retain their own systems in preference to ours; but this being impossible, reciprocity in freedom of trade, residence, and travel, becomes an essential condition to amicable and mutually advantageous relations. Abstract principles of international law, put forth in the form of a pledge, without exacting any reciprocal conditions, are unnecessary and unmeaning, if not insulting. There could be no possible objection to these general principles, except in so far as their embodiment in a treaty might be considered an expression of contempt, if China would place herself in the same relation to us that the nations of Christendom hold towards each other. But she has not done so yet, and what guarantee is there that she ever will? What is there in the history of Foreign intercourse with her, or in her entire career of two thousand years, to indicate that she has the slightest intention of making any voluntary change in her system. The fact that, since the Imperial Government received the first intelligence of the successful operations of its Embassy, it has been more determined than ever to resist all experiment in the line of progress, certainly gives no encouragement to the hope that a change is contemplated. China is not going either to be seduced by fair promises into making concessions repugnant to her established policy, or to make them of her own accord. In that respect she has been consistent from the beginning, and so, I doubt not, will continue to the end. Of this we have no right to complain. All I contend is, that having forced obligations upon her, we must compel her to observe them, or recede from the position which we have undertaken to maintain.

I believe an unreserved recognition of the right of an ignorant Pagan nation to do as it pleases, however retrogressive its action may be, or injurious to the cause of human progress, to be not only impolitic, but absolutely pernicious in its tendency. During the past year, since it has become known that the Governments of the United States and Great Britain have pledged themselves unconditionally to this course, a greater number of outrages have been perpetrated upon foreigners than during the previous eight years. Merchants and missionaries have been assaulted, and missionary converts murdered in Formosa; a brutal attack has been made upon an unoffending missionary establishment at Yangchow, which had not even attempted to preach the "objectionable" faith; an American missionary has been stoned and grievously wounded at Wuchang; violent assaults have been made upon converts at Kiukiang and near Foochow; a Catholic priest and many of his proselytes have been murdered in the province of Szechuen; the crew of a British gunboat, in the peaceful performance of their duty, and within the limits of a treaty port, have been attacked; and other outrages, not necessary to enumerate, have been perpetrated in various parts of the country.

In all these cases to which my attention has been called, I have, as my despatches will show, taken the most liberal view that the facts would justify. I believed it to be my duty, regardless of any personal opinions, to carry out faithfully the policy of my Government. But I am satisfied now that this policy will not, without a rigid exaction of all the rights granted by treaty and the presence of force to maintain them, produce the desired results in China. It is simply pandering to the bigotry and self-conceit of the Chinese rulers to treat them, under all circumstances, and without any reservation, as independent and intelligent beings. I feel perfectly assured that no redress, in any of the cases enumerated, in which satisfaction has been obtained, would have been granted, or, if granted, carried into practical effect, without the presence of force. The Imperial authorities are free enough in promising redress, because they know the provincial officers are adroit enough to evade it, and have but little regard for truth.

It does not devolve upon us, and we would be recreant to the teachings which have elevated us about barbarism if we undertook it, to perpetuate, by a blind submission to such outrages, a political fabric founded upon paganism, however long it may have endured, or, however well it may have subserved its purposes.

What I consider most objectionable in the course pursued by the subordinate officers of the British Government and sustained by our own, in the recent cases which led to bloodshed is that so good an opportunity was lost, of demonstrating beyond question the utter insufficiency of the policy declared both by the Government of the United States and that of Great Britain.

The danger to the Foreign community was not imminent, and the action of the Consular and naval officers prevented what all experience had shown to be inevitable—failure to obtain redress by diplomatic means unsustained by force.

I have enjoined upon our own Consuls the utmost forbearance in their dealings with the native authorities. But there is a limit in this direction beyond which, I feel assured, forbearance would lead to war. Peace is not to be maintained by yielding everything and exacting nothing. Reference of all important questions back to the Home Governments, before a single gun boat can be used and where telegraphic communication is rigidly prohibited, is, simply to nullify, and bring into contempt, all diplomatic power in China. How can any case of local difficulty be settled where there is a premium offered for procrastination? Chinese testimony in Washington, London, or Paris is not likely to be received with the same distrust as it is here, where its value is known; so that in all future controversies falsehood will be placed upon an equality with truth.

The policy of seeking refuge on board of war-vessels is both impracticable and humiliating. No community of Englishmen or Americans at any of the treaty-ports will desert their hard-earned vantage-ground in the presence of danger. It is not a national characteristic of either to seek safety in flight. No wonder the bare suggestion of an alternative so degrading should be received here with incredulous amazement. There is something in Anglo-Saxon blood that burns at such a thought. The naval officer in command of a vessel, who would see a defenceless community of merchants or missionaries beleagured by a host of semi-barbarians, and not expend the last grain of powder in their defence, would merit the contempt of all honourable men, and dismissal from the service which he had disgraced. What American, what Englishman, holding a commission, would not sacrifice it, should the folly or imbecility of his superiors assure him of such a fate for doing his duty, rather than bear thenceforth the braud of infamy upon his brow.

I am happy to believe that in China there is no such division of opinion as to the relative merits of American and English policy, and no such jealousy between the citizens of the two nations on this coast, as that recently shown by the newspaper press of the United States. The interests of each are regarded as concurrent; and I have not yet heard a single American merchant make invidious reflections upon the "throat-policy."

Without going back into the history of treaties made prior to 1858, and the advances gained step by step under the pressure of British and French arms, up to the residence of Foreign Ministers at Peking, it will not be accounted strange that I should accept the facts of history in preference to unfounded theories of Chinese progression. Whether more advantageous results might not have been obtained by peaceable means; whether the fault of our unsatisfactory progress may not be traced to the unjust and iniquitous conduct of Foreigners in China since the days of Kang-he; whether it would not have been better had justice, moderation, and good faith been observed on both sides, are not questions that can now be determined. If we undertake to go back and make reparation for all the crimes and errors committed throughout the past, I fear we will not advance much in the future. We can only accept the present, and profit by experience; and if experience teaches anything, it is that neither forbearance nor persuasion has ever advanced the cause of civilisation a single step in this country.

In all the important conflicts with China which culminated in the treaties of Tientsin, the Government of the United States in conformity with its established policy, maintained a position of neutrality. This position, however, furnished no ground for rejecting the concessions gained by the use of force. Mr. Reed in his despatches to Lord Elgin, frankly acknowledges the services rendered to our citizens and our commerce by Great Britain; and in a letter to Mr. Cass says: "Nothing is more likely to defeat the true aims of American statesmanship here than a distempered jealousy of English or French progress, seeing as I do in the ports and markets of China, wherever English enterprise goes, ours is quickly alongside of it: that every dollar Great Britain spends on its postal service, or in maintaining its naval force, is for our benefit." Similar acknowledgments were repeatedly made by Mr. Burlingame, who, in referring to the liberal course pursued by Sir Frederick Bruce and others who had preceded him in the inauguration of the co-operative policy, said: "There can be nothing more unmeaning than antagonism between the United States and Great Britain in China." Mr. Williams, referring to the revision of the British Treaty in 1868, bears testimony to the efficiency and general justice of the British Government and its officials in China.

It is by no means certain that the Chinese are disposed to accord to Americans, because of their forbearance, a higher degree of respect and confidence than they accord to other nations. The impression has obtained in the United States that they are exceptionally friendly to us. I have discovered nothing, during my residence in Peking, to warrant such an assumption. They regard Americans as they do all Foreigners—with distrust. What was said by Tsung-ling and his associate Commissioners in 1854, that "the England barbarians are full of insidious schemes, uncontrollably fierce and imperious;" that "the American nation does no more than follow their direction;" that "every movement is the conception of the English;" may possibly have undergone some modification since that date; but, if so, I fancy it is rather in form than in substance. The experi-

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ence of Mr. Reed in 1858 was, that "stedfast neutrality and consistent friendship make no impression on the isolated obduracy of this Empire." "I never thought," said he, "that there was on the part of the officials any such distinction; I am now sure of it." Mr. Williams expressed similar views in 1859: "The principle of conduct to all Foreign nations which this Government adopts is isolation. "Keep them at as great a distance as possible, and get into no quarrels with them if it can be avoided," is their rule. It is quite a mistake to suppose that the rulers of China have any regard for one nation more than another; that they are more friendly, for instance, towards the Americans than towards the English; they may, perhaps, *fear* the English and Russians more than they do the Americans, but they would be glad if none of them ever came near."

The Emperor Hienfung, on the occasion of Mr. Ward's humiliating attempt to reach the Imperial presence, expressed himself still more decidedly in an official rescript.

"What this Foreigner (Ward) remarks, that he respects the Great Emperor as much as he does that President [a contemptuous way of referring to the President of the United States] is nothing less than to class the Middle Kingdom with barbarous tribes. Such wild exaltation of himself can only be relegated to subjects which make one laugh."

There has undoubtedly been a change in their estimate of Foreigners since that date. The logic of arms has compelled respect. But if we suppose a change in their opinions and policy, we must suppose a cause. There has been no war since 1860; no act of flagrant wrong has been committed by any Foreign Power; no new policy has been eliminated; justice and moderation have been observed by all the Treaty Powers; the influence of Great Britain, as well as of the United States, has been freely given to the maintenance of the Imperial Government against a rebellion which would probably have crushed it but for Foreign intervention. In effect, since the establishment of diplomatic relations at Peking, there has been a perfect accord between the Foreign Ministers on all subjects of general interest. No special cause for preference has existed, and the best proof that no exceptional influence has been obtained, may be found in the fact that all advances made, all recommendations for the introduction of Foreign improvements, all applications for grants, concessions or privileges of whatever character and from whatever source, have been rejected with the most rigid impartiality.

In the United States the sending forth by China of an Embassy to treat with the Western Powers was hailed as one of the grandest progressive movements of modern times. Sensible of the importance of encouraging foreign intercourse, China, it was alleged, had now, of her own accord, abandoned her policy of exclusion, and entered upon a career of improvement. She did not wait to be pressed, but took the initiative. All she desired was fair treatment and time to adapt herself to the new order of things. A proposition so reasonable as this, and so accordant with the generous sentiment of the civilised world, could not fail to be received with great favour. It was what everybody desired, and was considered in America as furnishing gratifying evidence, not only of the progressive spirit of the age, but of American influence in China.

The movement, however, was not indigenous; nor does its object yet seem to be thoroughly understood. It is quite clear to my mind that it was not intended by the Chinese rulers as a progressive movement. None of the Foreign Governments were bringing any undue pressure to bear upon them. If they desired to adopt our improved systems of inter-communication and industry, who was preventing them? They were surrounded by the intelligent representatives of the Western Governments, who had contributed to the establishment of a pacific policy, and who had given evidence of their sincerity and friendship. What the Imperial authorities wanted, in reality, was to *arrest* progress, into which they found themselves drifting by the sheer force of circumstances. But it is a curious feature in the history of foreign intercourse with China, that every attempt made by the Chinese to force back the current of change has had precisely the opposite effect from that intended. Every measure taken to restrict the advance of an aggressive civilisation has resulted in an additional step forward. That this Embassy will contribute to the cause of progress I have no doubt. That Mr. Hart co-operated in bringing about the Embassy to the West is generally acknowledged. In fact, there is no room for doubt on the subject. Not only did he persistently urge the appointment of an Embassy, but he very plainly demonstrated to the rulers that the nations of the West would eventually, in the execution of existing treaties, compel them to advance, if they did not do so voluntarily. All the measures of progress urged upon them as essential to friendly intercourse and to their own safety, by the Ministers at Peking, were urged with great vigour and clearness by Mr. Hart. He frankly pointed out the inherent defects of their political system—the corruptions of their provincial officers; the utter lack of accountability in their fiscal system, and earnestly endeavoured to convince them that their only salvation lay in a forward movement. If they manifested a sincere desire to accept the ameliorations proposed by Western nations, then they would meet with generous support, and be aided in all their struggles to overcome the inherent difficulties of their position. A contrary course would produce dissatisfaction, and pretexts would be found to overcome their obstinacy by force. This was wholesome advice, and it seemed for a time to be appreciated. But the astute mandarins had no idea of advancing. They were chiefly concerned to know how they could prevent innovations upon their established system, and at the same time avoid the troubles that threatened them. Beset by difficulties on all sides, concious of their own weakness, unable to determine how far they could evade the responsibilities which had been forced upon them, ignorant of the ultimate designs of Foreign Governments, and incompetent to deal efficiently with the questions at issue, the rulers adopted the only alternative that promised relief from change; an alternative in which, since the beginning of Foreign intercourse, they have invariably sought refuge—procrastination. They sent forth an Embassy to the Western Powers, ostensibly to explain their embarrassment; to deprecate unfriendly pressure, and to ask that the principles of international law should be observed towards them; in short, to establish their right to manage their affairs in their own way, and to determine for themselves the time and opportunity for making any changes which they might deem expedient, or conducive to the welfare and happiness of their people.

No denial of these rights, that I am aware of, has been made by any Foreign Government or representative since the Treaty of Tientsin, in 1858. On the contrary, they have been maintained in the utmost good faith by the whole Diplomatic Corps at Peking.

But a faithful observance of existing treaties has been insisted upon, and these treaties have provisions regarding transit dues, monopolies, missionary privileges, &c., which involve changes in the fiscal, commercial, and social systems of the Empire.

Here, therefore, were irreconcilable conditions, about which it was important there should be a better understanding.

There is no central authority here capable of observing, or if capable, willing to enforce, its obligations. There are no means of checking abuses on the part of the provincial authorities; no facilities for intercommunication or appeals to organised courts of justice, as in other countries.

Between the two positions of non-interference, and the execution of treaty rights lies the whole difficulty. It is for the Western Powers to determine how far they will insist upon the observance of treaties, rejecting of course as untenable the position that these rights embrace others not necessarily following or intended to be granted.

The Embassy to the West has been received in a manner creditable to the generous spirit of the age. Whatever errors may be committed through misconception of facts or excess of zeal, the cause is one which appeals to the highest sentiments of the Christian world; and truth will ultimately be eliminated. The stubborn logic of results will dissipate all illusions. I look upon the movement, therefore, whatever its design may have been, as abounding in promise for the future. We of the West see that paganism, and the isolation necessary to its existence, must give way in the natural progression of events. Doubtless they, too, see that a great change, beyond which all seems in their ignorance dark, and disastrous, is being forced upon them, but they cannot see the justice of it. Instead of attributing to them either capacities or motives irreconcilable with their whole history, and with their present condition and limited intelligence, it is our duty to enlighten and to elevate them. But it is not by pandering to their superstitions or their weaknesses that this is to be done. The strong hand of pressure may be more humane in the end than empty flattery. No reliance can be more uncertain than that based upon the forbearance or magnanimity of the Treaty Powers. They may be separated by diversity of interests or by the accidents of war. The best friends of China will undoubtedly prove to be those who can induce her to strengthen her organisation, and render herself able and worthy to maintain an independent position. There is no security in procrastination. Nothing upon earth, or in national or individual life, is absolutely stationary. Either retrogression or advance is inevitable. How far the one may be justifiable, if it be possible to avert it, or the other be insisted upon as essential to friendly intercourse and the maintenance of existing rights, remains to be determined by the dominant Powers.

If the citizens and subjects of Western nations must be content to limit their intercourse to the Treaty ports, and depend for protection upon an impracticable policy, there is no guarantee that the limitation will not have to be carried still farther. All experience shows that a retrogressive movement once commenced in this country inevitably leads to war. Neither the United States nor Great Britain can desire this. Our present relations with China are friendly, and peace and good understanding can easily be maintained by a policy at once equitable and firm. There is no occasion for disturbance of these amicable relations; nothing but a criminal disregard of existing conditions can lead to war; and the best way to avoid it is to insist upon the execution of our treaties.

And now, gentlemen, with many thanks for your kindness, and my best wishes for the success of your cause, I am very truly, your friend and servant,

J. ROSS BROWNE.

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The London & China Telegraph.

*LONDON, TUESDAY, SEPT. 7.*

## THE BURLINGAME TREATY.

THE telegram stating that the Government at Peking had refused to ratify the Convention concluded by Mr. BURLINGAME with the United States, has not been allowed to pass unchallenged. The Paris papers assert, on the contrary, that Mr. BURLINGAME (who is still in Paris) has received a despatch from the Chinese Government "expressing its cordial "recognition of the Treaties he has concluded on behalf of "China with *European Governments and* the United States." On this text, that section of the English press which supports Mr. BURLINGAME and the CLARENDON policy speaks out. The *Pall Mall Gazette* (by the way, we are sorry to observe that this journal, usually so reliable and impartial, persists in taking a most wrong-headed view of China affairs, and that it grows increasingly inimical to the interests of our merchants there), has received a communication from a correspondent of "special knowledge and experience," who entirely discredits the recent China telegram, as well as all others from the same quarter, and considers it quite refuted by the statement of the French papers that we have quoted above. The writer asserts that the question of ratification has never arisen, as no ratification was expected until Mr. BURLINGAME'S return to Peking; that although he has a fair knowledge of Chinese, he has failed to find in the Imperial Edict constituting the mission a single phrase which can be construed into an attempt to place the Chinese Empire in the position of a sovereign State dealing with its tributaries; and that as Mr. Ross BROWNE, the U.S. Minister at Peking, was under orders of recall, his utterances could have no official significance. This reasoning is plausible, but we decline to accept it as conclusive. In the first place, as regards the reliability of the China telegram alluded to. We have observed that lately Mr. REUTER'S agent at Galle has taken the substance of his China telegrams from the "Summary" of the *Overland China Mail*, a journal that is generally reliable. The correspondent of the *Pall Mall Gazette* says that of late a series of startling telegrams from Hong Kong have proved inaccurate or grossly exaggerated. Some have, certainly, especially those referring to popular outbreaks, sanguinary engagements with rebels, &c. But these have mostly commenced with "It is reported," "It is stated," "It is generally believed," or some such qualifying phrase, being on topics confessedly difficult to procure information on. Whereas this particular telegram is unusually clear, concise, and positive; and we are therefore inclined to believe that there is at least some foundation for it. Secondly, as to the question of ratification not having arisen. It is certainly not unlikely that the formal and final exchange of ratifications may have been intended to take place on Mr. BURLINGAME'S return to Peking, but as the Convention was concluded in 1868, and he cannot again reach China before 1870, it is hardly likely the United States Government would wait so long without requiring, through its Minister at Peking, some recognition of the arrangement. They would be justified in asking at once for an assurance that the Convention was duly sanctioned by the Peking Government, and that its spirit should be adhered to in all dealings between the contracting parties: such requisitions have doubtless been made by Mr. Ross BROWNE, and refused. As regards the framing of the Imperial Edict, we know how sinologues will differ in opinion on such points; besides, did Mr. BURLINGAME'S credentials consist solely of a copy of this Edict? Again, the statement that Mr. Ross BROWNE'S utterances are worthless, on account of his being under orders of recall, is a very poor argument. Mr. HOWARD, who was nominated as Mr. BURLINGAME'S successor, has we believe declined the post, and Mr. BROWNE, who has signified his willingness to resume it, will probably be requested to do so; even were it otherwise, so long as he remained in charge of the United States Mission his utterances must have had an official significance, and the telegram before us details some of his expressions too precisely to be mere invention. As for the counter-statement from Paris, it bears inconsistency on the face of it; even now, Mr. BURLINGAME has visited only one European country besides our own, and has made no treaty except that with America, yet he is represented as having already received from Peking an approval of "the treaties concluded with European Governments.' Moreover, the date of the despatch conveying this approval is wanting.

We must not be too hard on the Paris papers, though; for if they give no reliable news about the China Mission, they afford us a good deal of amusement. Here is a very funny bit:—"Sir ANSON BURLINGHAMES, who touches about "200,000 francs a year for promenading the Chinese Am- "bassadors from Court to Court, is about to carry them off "to hyperborean regions. . . They are now about to visit "in succession the Courts of Prussia, Germany, Sweden, "Denmark, Holland, Russia, and, perhaps, Belgium and Italy. "They will return here by New Year's Day, when it is expected "the numerous vessels loaded with presents for the Parisian "Press will have arrived." We believe that the Mission is really preparing to quit Paris; but if "Sir ANSON BURLINGHAMES" manages to "do" all the European Courts here enumerated in about one-fifth of the time he has devoted to America, England, and France, he will make up for a good deal of lost time.

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THE *Morning Post* is authorised to state that Mr. BURLINGAME has received a despatch from Prince KUNG, expressing his entire satisfaction with, and acceptance on behalf of the Chinese Government of the treaty negotiated with the United States. Very probably Mr. BURLINGAME has received such a despatch—but what is it worth? We would ask anyone conversant with the wiles of Chinese statesmanship whether the actions of the Peking Government, and its despatches to a distant representative, are likely to be in strict accordance with one another? No doubt, as long as Mr. BURLINGAME is in Europe, they will write him despatches calculated to keep him, and the Courts he visits, in good humour; all the while pursuing their old obstructive policy at home. Mr. BURLINGAME of course relies on being able to put everything straight on his return to Peking. We shall see.

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"THE TIMES" of last Thursday had an article on the subject of Mr. BURLINGAME'S Convention, which we reprint in the present issue. It generally endorses the article of the *Pall Mall Gazette* above referred to, but contains a few remarkable admissions—among others that Chinese statesmen "would be likely to exert to the utmost the subtlety they undoubtedly possess, in discovering flaws in a treaty negotiated on their behalf by an 'outer-barbarian'"—that "the zeal of converts is proverbial, and a citizen of the United States turned Chinese Ambassador is a convert on a large scale"—and that "we are as convinced as Mr. BROWNE himself can be of the danger to peace from anything like a yielding attitude in the Western Powers." We suppose *The Times* does not consider that offering an abject apology for having been kicked, implies a "yielding attitude."

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THERE is constantly a most unreasonable delay in the delivery of the inward French mails, which seems to be attributable both to needless detention *en route* from Marseilles, and to dilatoriness on the part of our own postal authorities. Even when the Messageries steamer reaches Marseilles in good time on the Friday, it is frequently past noon on Monday before we get the bulk of our despatches. By a strange sort of perversity, the French mail has all along been regarded, both here and in the East, with a certain degree of indifference; as though it were a kind of supplementary affair that came and went "promiscuous-like" (as Mrs. BROWN would say), and need not be attended to with the same scrupulous regularity as the English mails. Some people—as we repeatedly find, to our great inconvenience—ignore the French mail altogether. This state of things will not do when the service is doubled, or converted into a fortnightly one, as we are positively informed it will be in July next. From that time we hope, too, that the dates of departure from both ends will be assimilated to those of the P. and O. Company's steamers, so that we shall have a weekly mail leaving, and as far as practicable arriving, on a given day of the week. If we are to have a weekly mail at all, such regularity is manifestly most desirable; but we cannot help speculating—with some little amusement—on the way in which this further development will be received by some of the old China residents, who, when the semi-monthly mail was first projected, regarded it as a most undesirable innovation—in fact, an "awful bore."

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ANOTHER step towards the completion of the Canal has been achieved. We hear from Suez that the dyke which kept the waters of the Red Sea out of the hitherto dry section of the Canal that extends as far as Chalouf has been cut through, and that this section is expected to fill in about a week. The water will then be let into the Bitter Lakes, when, for the first time, the waters of the two seas will really mingle. Although the Lakes are five metres below the level of the Mediterranean, the flow from the latter sea has been so slow that the rise of water in them has only averaged three centimetres a day; the flow from the Red Sea is however expected to be stronger, so that the filling of the Lakes will then go on at more than double the present rate. Even then, the operation is likely to occupy a hundred days, and it is almost certain that the complete opening of the Canal cannot take place until some time after the appointed date. This information quite confirms the opinion that we have already expressed, that although some sort of ceremony may be gone through on the 17th November, it will not include the permanent opening of the Canal to its full depth throughout. The proposed visit of the Empress EUGENIE is generally regarded in Paris as entirely abandoned, even the semi-official journals admitting that it is doubtful. The Canal Company have issued some regulations for the traffic, a summary of which will be found elsewhere.

IN our last issue we noticed a circular letter addressed to the Colonial Governments, inviting them to send representatives to a Colonial Congress to be held at Westminster next year. It appears that the colonists who originated this movement are members of the recently-formed "Royal Colonial Society;" that their meeting was held at the Society's rooms, and the circular dated from the same address. Lord BURY, the President of the Colonial Society, was absent from England at the time the circular was issued, and on his return, finding what had occurred, thought it necessary to write to Lord GRANVILLE, as Secretary of State for the Colonies, explaining that the Society was in no way connected with the movement or responsible for the views advanced. To which Lord GRANVILLE replies, that being himself a member of the society, he was already aware of the circumstances attending the affair. The correspondence was published in *The Times* of the 2nd inst. We some days since addressed a communication to the gentlemen who signed the circular letter as "Honorary Secretaries," begging to be informed whether they intended to invite representatives from Ceylon, or any other Eastern colony; and have been favoured with a reply to the effect that the circular has not been forwarded to any of the Crown Colonies, but only to those having responsible Governments.

THE manner in which the French allies of the TOKUGAWA party in Japan have abandoned their flag, after having incited them to active rebellion, cannot fail to have a most injurious effect on the military reputation that France is so anxious to preserve unsullied. It is hard to say in which quarter they have incurred the bitterest contempt; with the Imperialists, for so readily taking service as mercenaries among the rebels, or with the latter, for their base desertion of a losing cause. Whatever we may think of the motives by which ENNOMOTO and his adherents were actuated, we must give them credit for an amount of pluck and gallantry that would have won them the respect even of a powerful European adversary. How little was it foreseen years ago, when our own Government presented the *Emperor* yacht to the TYCOON, and later, when the United States sold the *Stonewall* to Japan, that these vessels would take opposite sides in such a fearfully destructive encounter as that before Hakodadi! The account of it, putting aside some of the (to English ears) uncouth sounding names, reads like an episode in some great contest between two nations long skilled in naval warfare.

IT seems that we have not yet heard the last of the case of *Regina v. Saint.* The undeniably just verdict of Judge SMALE is not to rest undisturbed if Mr. SAINT'S persecutors can help it, for application has been made to the Privy Council for leave to appeal against it. The Crown Solicitor, in communicating this fact to the defendant's attorney, gives as his first reason for appealing that "an important question of prerogative is involved," but follows this with the rather inconsistent statement that the appeal is "*more particularly* as to "that portion of his Honour's judgment *by which the Crown "is condemned in costs.*" The Crown—as represented by its law officers in Hong Kong—is anxious to defend its prerogative, but "*more particularly*" to avoid paying the costs of a most oppressive and vexatious action, brought against an honest and upright journalist for doing that which he believed to be his duty. We are surprised that Sir R. MACDONNELL should have sanctioned any further proceedings. A-it is, perhaps the right to appeal will be granted, but we cans not for a moment doubt that the Judicial Committee wil-confirm Judge SMALE'S decision in every particular.

THE memory of Admiral PROTET, who was killed in China, is to be honoured by the erection of a monument at Saint Servan, his native town. It is stated that the EMPEROR has presented the marble for the work, and that the Chinese Government has subscribed £240 towards its erection. The latter report seems to require confirmation.

## THE BURLINGAME CONVENTION.

(THE TIMES, SEPT. 2.)

It will be remembered that yesterday week we published a very extraordinary telegram from Hong Kong. It contained two principal statements—one, that the Peking Government definitively refused to ratify the Convention concluded by Mr. Burlingame in its name with the United States, and the other that the American Minister in China had emphatically denounced Mr. Burlingame's policy. The former part of the telegram was less surprising than the latter. It was an experiment for China to appoint an ambassador of any kind; it was yet more experimental—however indispensable under the actual circumstances of the Empire—to select a Foreigner for the novel office. The capacity, moreover, of Chinese statesmen for raising curious questions as to the meaning of their own compacts with other countries has been tested on former occasions. They would be likely to exert to the utmost the subtlety they undoubtedly possess in discovering the flaws in a Treaty negotiated on their behalf by an "outer barbarian" with "outer barbarians." The circumstances that the people in whose favour the provisions were happened to be the adopted diplomatist's own countrymen would naturally supply an additional motive for scrutinising their effect narrowly and jealously. The latter part of the telegram was less comprehensible, but still, taken by itself, hardly incomprehensible. The zeal of converts is proverbial, and a citizen of the United States turned Chinese Ambassador is a convert on a large scale. Mr. Burlingame's nomination, it is true, excited apprehensions in various quarters in Europe that its results might be to cause American interests to be unduly consulted in China, and his Convention between the two Powers was criticised somewhat severely, with a view to detect indications in it of such a bias. But, nevertheless, it was at the same time just intelligible that he should have donned his new nationality so completely as to have disappointed the expectations or affronted the susceptibilities of the old. A dozen good reasons might, indeed, be given for either half of this Delphic despatch; but whatever explained the one branch would seem to contradict the other. An easy, but the least satisfactory, solution was that a peculiar theory of diplomacy had found acceptance at the Court of Peking, to the effect that its Envoys had full powers to bind other Governments, but not their own. A more favourable interpretation of the mystery was that Mr. Burlingame had construed his appointment as constituting him a sort of arbitrator between China and the Western World, rather than a simple delegate of the former, and that both parties had, as usual, quarrelled with the award. But this, too, would have implied as complete a failure practically of the Mission as the other view. Mediation between the West and China could be conducted much more readily at Peking than in London or New York; and to Mr. Burlingame, as a simple agent of the Chinese Government, European Cabinets would not be very eager to open their policy or offer terms. His appointment was welcomed cordially as a symptom that the Chinese Empire was become alive at last to the expediency of placing itself in the same direct and personal relation with Foreign States that they occupy in regard to it. It would be as fatal to the success of the experiment that the character of the arrangements concluded by its envoy should allow room for a suspicion that he represented any interests but Chinese as it would be difficult for a barrister to plead impartially in the same suit for plaintiff and defendant.

Recent information, however, of more undoubted authenticity, contradicts the more serious of these telegraphic statements. We are enabled to assert that Prince Kung has in no way repudiated the Treaty concluded by Mr. Burlingame with the United States. If there has been delay in the exchange of the formal ratifications, it has arisen only from a desire to bring to a point first the negotiations with the European Powers to which the Mission is equally accredited, and from no plan of evading the engagements made in the name of the Empire. It does not yet appear in what the false report originated. If the intelligence could have been set forth more fully than ordinary telegraphic limits allow, its dubiousness would have probably been seen from the first. This is the price we pay the manifold advantages of telegraphic communication, that the colour and circumstances which furnish means of testing the credibility of a report cannot be given. The latter portion of the telegram is more likely to be true. According to it Mr. Ross Browne, the American Minister in China, has emphatically denounced Mr. Burlingame's policy "as evidence of the Chinese disinclination to progress." He appears to have taken the same opportunity to inveigh against the British policy also, on the ground that "equality in the relations of the Foreign Powers with the Chinese Government was impossible at present," and

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that a yielding attitude on their part would tend to produce war. But, in the first place, the final view the United States Government itself might choose to take of a Treaty it has negotiated with China must be of much less importance to the other Treaty Powers than the question whether or no the Chinese Government can be trusted when it authorises Envoys to negotiate for it abroad; and, in the second place, there is, after all, nothing to show that the United States Minister, in denouncing the Treaty agreed to by his Government, has been uttering any but Mr. Ross Browne's private sentiments with the frankness an American citizen, Minister or not, can employ. His doctrine that equality in political relations between China and its allies is impossible would be of great practical importance were he, in enunciating it, his Government's spokesman. There would be difficulty in referring every petty grievance of British merchants or missionaries to Peking when the Chinese saw like claims of American subjects redressed on the spot by the guns of an American frigate. But an expression of the personal opinions of a retiring American Minister on the matter carries no weight but their own intrinsic reasonableness. It is not impossible that Mr. Browne may also have suffered from telegraphic conciseness. If he has been correctly reported, it is hard to follow the reasoning by which he seems to have persuaded himself that a desire on the part of Prince Kung's Government to establish direct and equal relations with the Powers which exercise so material an influence over its fortunes can indicate an aversion in China from progress. We ourselves believe that a policy of equality is for the honour and interests of China and the West alike. We are as convinced as Mr. Browne can be of the danger to peace itself from anything like a yielding attitude in the Western Powers; but we are at a loss to conceive how to impose on the Government of a country the responsibility of making good its engagements, instead of taking the burden on ourselves of forcing its subjects to respect our treaty rights, can be confounded with want of spirit and resolution.

Mr. Burlingame's Mission could scarcely have recovered the confidence which it would have lost by the failure on the reported grounds of its first negotiation. We think such failure would have been much to be lamented, and equally whether the treaty repudiated had been one with Great Britain or one with the United States. Whatever draws China into direct relations with other States benefits the civilised world at large. It does not matter what the particular Power is for whose immediate advantage Mr. Burlingame may be at the moment negotiating; the negotiation has in any case the same general effect of bringing the Chinese Empire out of its isolation. The merits of this particular Treaty with the United States are out of the question. The great point is that the Chinese Empire should recognise its capability for being, as it were, impersonated in a Mission, and thus represented at Foreign Courts, and bound by agreements concluded by its representatives in its name. Had it been true that the American Treaty had been repudiated, it would have appeared that the Chinese Government had not as yet learnt to appreciate the significance of its own decision to appoint Ambassadors. For much the same reasons we are glad to receive a contradiction of the last item of the same telegram, in which it was alleged that the Chinese text of Mr. Burlingame's credentials differed from the Foreign version, and appointed him Envoy to a tributary nation. On the face of it it may seem a silly thing to be solicitous about the disavowal of absurd pretensions, such as this reported claim of the Chinese Government to style all other Powers its vassals. If the Chinese were, indeed, all possessed of common sense, the presence of British, French, and American warships on their principal rivers might be left to purge away gradually the delusion. But, if they were all possessed of common sense, their Government would not be apt to make such claims. As it is, names and titles are of real significance to the provincial Chinese mind, as appears from the pertinacious clinging of their rulers to the pettiest ceremonial distinctions; and what any nation attaches great importance to other nations cannot afford to leave out of sight in regulating their relations with it. It was not, in fact, at all impossible that the politicians of Peking might have ventured to make the Chinese text of the Mission's credentials a channel for representing to the provinces the Western Powers as tributaries of the Empire, and their fleets as mere auxiliaries. Probably the plausibility of the story is its origin. The object of the present policy of the Western Powers, which is to compel the Chinese Government to enforce of itself respect for their flags among its subjects, would, at all events, have been defeated or greatly prejudiced by the propagation of such a fiction with the apparent assent of the Treaty Powers themselves. It is a matter of serious congratulation, therefore, that the authority of various most distinguished Anglo-Chinese scholars, who have collated the Chinese text and the translation, agrees in asserting the accuracy of the version and the absence from the original text of the suspected pretension.

## CHINESE COOLIES IN PERU.

(MORNING STAR.)

The American Government, as is well known, looks with an unfriendly eye on the Coolie trade, as distinguished from the free emigration of the Asiatics; and we are therefore not surprised to find its representative in China interfering on behalf of the Chinese who have been induced to settle in Peru. The latter have managed to make their condition known to Mr. Hovey, the American Minister to that Republic; and we have seldom read a more pathetic document than that in which they set forth their grievances. During the last twenty years some 30,000 Chinamen from the province of Canton have been induced, under various specious pretexts, to emigrate to Peru. The movement began almost contemporaneously with the great rebellion. Want of food impelled this multitude to listen to the fine promises of lying agents, who promised them good wages and kind treatment if they would only cross the sea. Their experience, as described in the memorial of Mr. Hovey, is well calculated to excite commiseration. Their lot would be a hard one, even if they had not to complain of a positive breach of faith. Their physical powers are largely overtaxed, and they frequently suffer from personal brutalities for which they have no means of redress. But they complain, not so much of incessant toil as of insufficient food and clothing. These, they say, "are doled out to us in the most meagre manner, so that we are weakened for want of food. . . If we cry out from our griefs and wrongs we are made to suffer more reproaches and outrages, so that at times we bear the violence which ends in death, and everywhere see the grief that drives people to make away with themselves."

Mr. Hovey, not being able to read the petition, forwarded it to Mr. Ross Browne, the American Minister at Peking, who transmitted one copy to Prince Kung and another to Mr. Hamilton Fish, the Secretary of State at Washington. Mr. Browne attaches credit to the charges which the luckless emigrants have made against their Peruvian taskmasters, and expresses his belief that "the enlightened Peruvian Government" will take prompt measures for the suppression of the grave abuses which have been brought to light. We fear that his confidence in the "enlightened Peruvian Government" does not rest upon a more stable foundation than his own diplomatic courtesy, for the cruelties which have been for many years perpetrated under the eye of the authorities of Peru are only too notorious. The Chinese, who have given audible expression to their complaints, are the least unfortunate of their countrymen. There are many others who work in the mines or on the guano islands whose condition is infinitely worse. The guano labourers especially are not only hardly used, but suffer from loathsome diseases, generated by the offensive atmosphere which they are compelled perpetually to breathe. The guano kills them in time, but only after months and years of intolerable misery. These wretched beings can of course make no complaint, but if representations are addressed to Peru by the Government of the United States, it will be well if they are not forgotten. Mr. Browne states that there is now a better regulation of the emigration system in the ports of China, but he truly says that no regulations adopted there will avail to make the trade a decent one unless the emigrants are put under the efficient protection of the law in the countries to which they are despatched. Prince Kung replied to Mr. Browne in a very fairly-spoken letter. The Celestial statesman exhibits an amount of humanity which might well put the Peruvians to the blush. He expresses his sympathy with his unhappy countrymen and his desire to serve them; but, conscious of his own weakness, he prays that the American Minister in Peru may be moved to make the necessary inquiries into their actual treatment, and employ his good offices on their behalf. That Mr. Hovey will act upon this suggestion, and that too with the full authority of his Government, we cannot doubt; and we hope that, as a consequence, the condition of the docile and industrious Chinese will undergo a change for the better.

## CHARGE AGAINST PROFESSOR RISLEY.

At Marlborough-street Police Court on Wednesday last (September 1), Richard Risley, better known as Professor Risley, proprietor of the Japanese troupe, was placed at the bar before Mr. Knox, on a warrant charging him with assaulting Maria Mason, a girl about eleven years of age. Mr. West, on behalf of the Society for the Protection of Women and Children, appeared for the prosecution. Mr. West said the defendant was charged with following about a little girl, with asking her to go with him into various houses, and with otherwise frightening her. The prisoner was first seen in the neighbourhood of Leicester-square. He was seen to follow a little girl. He tried on several occasions to get her into different coffee-shops. He asked her to go with him to his rooms, promising to give her a present. He showed her a ring, and attempted by all sorts of inducements to get her to go into places with him. On several occasions while passing shops the prisoner made strong efforts to force her in. This went on until the little girl reached Greek-street, where she went in, and was found in an almost fainting state. These facts did not rest alone on the evidence of the child. The prisoner was followed by a gentleman (Mr. Hales) who had seen him with the child, and perceived that something was wrong. This witness watched his proceedings for a long while. He subsequently returned to Leicester-square. Mr. Hales said: "I saw him accost two young ladies—one about fifteen, the other about twelve — one after the other. They looked disdainfully at him and walked on. The prisoner then went round the slums at the back of the Alhambra, and when he got into Castle-street he went into an oyster-shop and had some oysters. The prisoner then went up the street, and, when at a photographer's, there was a little girl about seven years of age looking in at the window. The prisoner spoke to her, but she did not seem to understand. The child had her school-bag with her. The prisoner looked round to see if any one was watching. I got behind a group of men, and he did not notice me. I kept my eye on the child, and saw him lay hold of her, but she left him and went into a house. The prisoner, as he passed the house, had some water thrown over him. The prisoner seemed very much annoyed, and said he would go and look for a policeman. I went and looked for a policeman also, and seeing Police-constable C 201 turning into the street, I went forward and met him. I had seen the prisoner accost several young girls. I demanded the prisoner's name, and I told him why I wanted his name. There were then a great many people gathering round us. The prisoner said, 'I will tell you,' and called me aside. I objected to hold any conversation with him except in the presence of the constable, as I did not wish to lay myself open to a charge of extortion. The prisoner at first would not mention his name, then he said his name was Ricardo, that his address was in the Strand; that it was at 45, Surrey-street. I asked him for his card; he had no card, nor an envelope. I said I must know whether he had given a correct name and address. The prisoner offered to write his name, and he did write something beginning with 'Ris' on a small piece of paper, but I could not make out the rest, it was so indistinct, as the prisoner's hand trembled so much. I told the prisoner I could not read his writing; the prisoner, speaking low, evidently not wish-

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ing the crowd to hear, said, 'I am the professor.' The prisoner told me his name was Ricardo, Surrey Theatre. The prisoner wished to follow me; I told him not to do so, and that he should hear from me." The witness, being cross-examined, said, I am on the staff of the *Morning Post* and *Star*. I was passing down Coventry-street on my way home when I first saw the prisoner and the little girl. I had been to Broadwood's on business. I watched the prisoner and the little girl about an hour, I think. I now know that his name is Risley, but he told me distinctly his name was Ricardo. I inquired for 45, Surrey-street, but there was no such number. George Clarke, detective, said,—I found the prisoner at the theatre, Nottingham, yesterday morning. I called him aside and read the warrant, and explained the charge. The prisoner said, "If I did touch the girl it was with no bad intention. I am fond of children, and I might have spoken to her in a fondling manner." I made inquiry at Surrey-street, and could not find 45, and also at the Surrey Theatre, and ascertained that the prisoner was known as Professor Risley. The prisoner was then remanded, and at a subsequent examination was committed for trial, bail being taken for his appearance at the sessions, himself £400, and two sureties £200 each.

# Foreign Intelligence.

## HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, Sept 3.

The day on which the Parliamentary session will be opened is approaching, and the papers are even now publishing particulars of the budgets to be laid before the members. I need not add that these items of news must be regarded as more or less apocryphal, but, nevertheless, they deserve some attention. The *Dagblad*—the ultra-Conservative paper—says that the net balance in favour of the mother country in the East India Budget is valued at ten millions of guilders. Now India has to pay us a yearly interest of 9,800,000f., so that the *Batig Slot*, the golden calf, should be reduced to the trifling amount of 200,000f. a-year, because, the *Dagblad* says, the Minister intends to make a fixture of these ten millions. The Conservatives are indignant upon this point, and foretell that Holland is on the eve of its fall. Another rumour says that our Minister of the Financial Department intends to propose an increase in the taxes to cover the expenditure. I hope to be able to say in my next whether these rumours are well-founded, or merely the lucubrations of some anti-ministerial penny-a-liners.

Some days ago we heard from the Hague that Princess Maria, second daughter of H.R.H. Prince Frederick of the Netherlands, had been betrothed to Prince William Adolph Maximilian Karel of Wied, now residing at Neuwied. This Prince is a lieutenant in a Grenadier regiment of the Prussian Guard. The Princes of Wied belong to those of the former German Empire, who have right upon the title of "Durchlaut." It is also reported that the Prince will be appointed officer in our army, and that after the marriage they will reside at the beautiful seat "*het huis de Paauw*," in the neighbourhood of the Hague.

In my last I gave you some particulars of a meeting held at Amsterdam, at which the question was discussed of establishing a communication by steamers between Holland and Java, *via* the Suez Canal. Prince Henry of the Netherlands has shown himself a firm promoter of this scheme, and at his instigation a commission has been appointed, consisting of the Amsterdam merchants, Messrs. Boelen, Bunge, and Bienfait, to report upon the plan. The Chamber of Commerce in our metropolis has addressed a memorial to the Minister of the Financial Department in support of the project, and will cooperate with the commission in every way. The report published by the last Java papers, that six steamers were already building at the yards of Messrs. van Vlissingen for this route, is a *canard*. The question remains—will our capitalists provide the money? I do not know. In my last I said that they prefer to buy and sell "metals" rather than invest their money in commercial speculations.

Several sections of the Association for Promoting the Welfare of the Javanese have held meetings, in order to consider the proposal of Mr. H. de Bruyn, ex-director of public works in India, viz., that the Government should grant to the Association 20,000 bouws of waste ground in Java. The larger majority of the sections declare themselves against this plan, so that it will, without doubt, be rejected.

Riots have again taken place here; but they were not of a serious character. The Lord Mayor of London and the Lady Mayoress are at the Hague. They have visited the Exhibition at Amsterdam, and are being duly entertained at the Royal residence and in the capital.

Belgium has lost one of it most celebrated artists. Baron Henri John August Leys died some days ago at the age of fifty-four. Leys may be said to have stood at the head of the Belgian pre-Raphaelites. His productions realised enormous prices.

### SHIPPING INTELLIGENCE.

DEPARTURES.—Aug. 25, from Brouwershaven, for Melbourne, Garibaldi; 28, from Texel, for Batavia, Maria Elise; from Brouwershaven, for Batavia, 'sGravenhage (s.s.); 31, from Brouwershaven, for Java (via Cardiff), Louise, Kroonprinses van Zweden.

ARRIVALS.—Aug. 31, at Brouwershaven, from Sourabaya, County of Berwick.

LOADING.—Vessels on the berth at Rotterdam, for Batavia, Noach III., Rotterdam, Lichstraal, Cornelis Wernard Eduard (will convey 125 soldiers), Triton, Jacoba Cornelia; for Batavia and Sourabaya, Maria Adriana, Jonge Cornelis; for Macassar, Neerlands Vlag; for Melbourne, Cornelis Gips; for Samarang, Friesland; for Singapore and Hong Kong, Huydecoper Isaäc da Costa.

PASSENGERS OUTWARD.—For Java: Per Maria Elise, Misses H. Peters and W. D. Bosch; Per 'sGravenhage, Messrs. Goldman and family, de Bruyn and family, van Zandwyk and family, v. d. Scheer, Pellikaan, van Bosch, Bosch, Reuling and family, Miss Homburg, v. d. Scheer, Mrs. Radys and family, Messrs. Vissman, Muller, Clifford and family, Blair, 125 soldiers, and several officers.

# Monetary and Commercial.

The Suez Canal Company have issued, in London, officially, the terms and conditions upon which vessels will be allowed to navigate the Canal in passing from one sea to the other, in compliance with the Act of Concession, dated Jan. 5, 1856. There are altogether eleven articles. By the first the navigation of the Canal is open to vessels of all nations, provided they do not exceed a certain draft of water. Special conditions are imposed upon steamers; and as to speed, upon all vessels; and provision is made for the employment of the company's pilots, whose directions are to be followed, but the captain's responsibility for the conduct and movement of his vessel remains. Certain forms have to be gone through at the offices at Port Said or Suez on ships' arrival; and every vessel is to observe certain rules during the passage, one of which relates to lights during night time. The rules as to vessels meeting seem to be clear and definite; and if they are carefully observed, accidents at such times are apparently impossible. Provision is made for cases where vessels from any cause may be detained in the Canal; and commanders, among other requirements, are forbidden to anchor unless upon superior order, or upon the request of the pilot, or to cast into the water any filth, ashes, rubbish, or, indeed, any object whatever. If any article does happen to fall into the Canal, a declaration to that effect is to be at once made to the pilot, who must transmit it to the agent at the nearest station; and the commander of the vessel is prohibited from searching for the object without the direct sanction of the company's agents, and the salvage, however it may be effected, is always to be made at the expense of the ship, to which the recovered article will be restored. The dues payable are to be calculated on the real tonnage of the ship, which will be determined according to the ship's papers; and it will be 10f. per ton, and 10f. per passenger. Towage 2f. per ton; pilotage according to draft of water. If the pilot is detained, he is to be paid 20f. per day; but vessels anchoring are to have a reduction of 25 per cent. upon the pilotage dues. Such are the principal rules, which seem to include every contingency to which the navigation is exposed.

The 10th of November is the date now fixed for the departure from the Medway of the *Great Eastern* with the Indian cable on board, for laying down between Aden and Bombay. The *Great Eastern* having undergone her refit, and the necessary repairs to her large iron cable-tanks effected, the shipment of the cable was commenced last week, the quantity stowed on board up to the 29th ultimo being close upon 300 miles. The cable is similar to the last laid down between France and America, with some slight improvements to adapt it for the higher temperature of the water in which it will be deposited.

The tenders for £325,000 in bills on India were received on the 1st inst. at the Bank of England, and the amounts allotted were—to Calcutta, £282,000, and Madras £43,000. The minimum price was fixed at 1s. 11d., being 1 per cent. higher than on the last occasion, and tenders on both Presidencies at 1s. 11¼d. will receive about 30 per cent. These results show an increase in the demand for means of remittance to the East.

The *Leeds Mercury* states that Messrs. William Brayshaw and Son, of Grove Mill, Birstal, have called a meeting of their creditors. The circular issued on behalf of the firm states that time only will be required to pay the creditors in full.

There has been more demand for silver for the East, chiefly on account of parties who failed to obtain Government bills on India, and the price of bars rose ¼d. per ounce, viz., to 5s. 0¼d. On the other hand, Mexican dollars are flat, in consequence of a decline in the China exchanges, and the supply by the last West India packet was sold at 4s. 11¼d., being a ¼d. lower.

The amount of bullion by the P. and O. Company's steamer *Poona*, from Southampton on the 4th inst., was in gold, to Galle, £20,000; to Bombay, £72,00; to Madras, £11,300; to Calcutta, £20,000; in silver, to Bombay, £19,500; to Hong Kong, £26,895 16s. 8d.; to Shanghai, £1,940; total in gold, £123,300; in silver, £48,335 16s. 8d.

### BOARD OF TRADE RETURNS.

The Board of Trade Returns for the month and seven months ending 31st July last have been issued. If the results they show may be relied upon our export trade has fairly entered on a course of progressive prosperity. The declared value of the exports for July was £17,394,951, against £15,748,269 in July, 1868, and £15,562,430 in the corresponding month of 1867. The total for the seven months was £108,880,216, £100,349,426, and £103,175,914, in 1869, 1868, and 1867 respectively. The increase for the month has been in most of the chief articles; the most conspicuous being beer and ale, cotton yarn, earthenware, hardwares, linen yarn, machinery, iron and steel, copper and brass, silk manufactures, wool, woollen and worsted manufactures, and unenumerated articles. There is a falling off in coals, cotton manufactures, linen manufactures, and woollen yarn.

The imports returned to the 30th June exhibit the following

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figures:—Month ending 30th June, 1869, £20,385,565; 1868, £20,637,327; 1867, 21,176,332; for the half-year ending 30th June, 1869, £107,062,638; 1868, £110,857,665; 1867, £109,767,986. This return shows a falling off in the present year of £251,762 for the month, and £3,795,027 for the six months. The quantities imported are returned to the end of July. Wheat shows an increase of 33 per cent., flour of 100 per cent., and cotton of 6 per cent. Wool appears to have fallen off 33 per cent. The quantities of articles subject to duty entered for home consumption shew some considerable changes. Fruit, molasses, tea, and tobacco have augmented, while there is a heavy decrease in cocoa, coffee, spirits, sugar, and wine. The falling off in coffee, when we compare either the month or the year, is so great that it is perhaps best to treat it as arising from some unaccountable mistake in the transference of the totals. According to the tables the quantity of this article taken for home consumption in July last was only 2,428,938 lbs., against 10,818,614 lbs. in July, 1868, and 16,020,078 lbs. in July, 1867. The total for the seven months of the present year is given as no more than 17,201,280 lbs., against 82,234,208 lbs. in the corresponding period of last year—a statement the absurdity of which the most cursory examination should have made apparent.

We annex a summary of those figures which relate to our Import and Export trade with China and other countries in the Far East:—

## IMPORTS.

### TEA.

| | 1867. | 1868. | 1869. |
|---|---|---|---|
| Quantity for the month ended 31st July ... lbs. | 2,825,267 | 2,283,500 | 1,293,010 |
| Quantity for the seven months ended 31st July lbs. | 65,121,405 | 66,903,063 | 67,648,585 |
| Value for the month ended 30th June ... ... | £210,430 | £240,213 | £397,004 |
| Value for the six months ended 30th June ... | £4,525,325 | £4,977,616 | £4,795,083 |

### RAW SILK.

| From | For the Month ended 31st July. 1867. | 1868. | 1869. |
|---|---|---|---|
| China... ... ... lbs. | 2,406 | 10,400 | 316 |
| British India... ... ,, | — | — | — |
| Egypt* ... ... ,, | 242,184 | 50,533 | 106,149 |
| Other Countries ... ,, | 61,706 | 65,883 | 39,807 |
| Total ... ... ... ,, | 306,296 | 126,816 | 146,272 |
| | For the Seven Months ended 31st July. | | |
| China... ... ... lbs. | 26,957 | 50,024 | 249.348 |
| British India... ... ,, | — | 12,190 | 4.417 |
| Egypt* ... ... ,, | 2,039,224 | 1,863,543 | 1,597,563 |
| Other Countries ... ,, | 1,021,794 | 787,444 | 374.991 |
| Total ... ... ... ,, | 3,087,975 | 2,713,201 | 2,226,319 |
| | Value for the Month ended 30th June. | | |
| China ... ... ... | — | £9,989 | £427 |
| British India... ... ... | — | — | — |
| Egypt* ... ... ... | £212,181 | 203,168 | 196,091 |
| Other Countries ... ... | 86,729 | 116,278 | 88,950 |
| Total ... ... ... | 298,910 | 329,435 | 285,468 |

*In transit from India, China, and Japan.

### COFFEE.

| From | For the Month ended 31st July. 1867. | 1868. | 1869. |
|---|---|---|---|
| Ceylon ... ... lbs. | 9,024,386 | 5,551,222 | 9.666.859 |
| Other British Possessions ,, | 2,178,824 | 633,614 | 3,337,235 |
| Total from all parts ... ... | 16,020,078 | 10,818,614 | 18,264,149 |
| | For the Seven Months ended 31st July. | | |
| Ceylon ... ... lbs. | 45,127,631 | 51,297,897 | 43.967,354 |
| Other British Possessions ,, | 6,653,506 | 10,220,912 | 13,688,797 |
| Total from all parts ,, | 69,661,425 | 82,234,208 | 83,508,753 |

### RAW SUGAR.

| From | For the Month ended 31st July. 1867. | 1868. | 1869. |
|---|---|---|---|
| Java & Philippine Islnds. cwts.... | 22,844 | 45,399 | 44.604 |
| Total from all parts ,, | 1,084,406 | 1,264,334 | 1,116,898 |
| | For the Seven Months ended 31st July. | | |
| Java & Philippine Islnds. cwts. | 174,301 | 478,526 | 489,974 |
| Total from all parts ,, | 6,693,266 | 6,498,921 | 5,981,947 |

### HEMP.

| From | For the Month ended 31st July. 1867. | 1868. | 1869. |
|---|---|---|---|
| Philippine Islands ... cwts. | 7,035 | 11,380 | 5.611 |
| Total from all parts ... ,, | 73.364 | 111,273 | 103,487 |
| | For the Seven Months ended 31st July. | | |
| Philippine Islands ... cwts. | 49.538 | 90,456 | 56,577 |
| Total from all parts ... ,, | 262,572 | 383,622 | 464,483 |

### RAW COTTON.

| From | For the Month ended 31st July. 1867. | 1868. | 1869. |
|---|---|---|---|
| China... ... ... cwts. | — | — | — |
| British India ... ,, | 318,333 | 293,909 | 335.526 |
| Egypt... ... ... ,, | 81,848 | 35.808 | 72,993 |
| United States ... ,, | 271,309 | 270.641 | 264,221 |
| Total from all parts ... ,, | 748.898 | 719,793 | 757,624 |
| | For the Seven Months ended 31st July. | | |
| China... ... ... cwts. | 4,707 | — | — |
| British India... ... ,, | 1,257,869 | 1,022,892 | 1,283,667 |
| Egypt ... ... ,, | 784.679 | 783,273 | 769,737 |
| United States ... ,, | 3,672,792 | 4,257,437 | 2,931,540 |
| Total from all parts ... ,, | 6,396,104 | 6,735,301 | 5,646,306 |

### CLEARANCES FOR HOME CONSUMPTION.

| | For the Month ended 31st July. 1867. | 1868. | 1869. |
|---|---|---|---|
| Tea from all parts ... lbs. | 9,268,884 | 7,098,701 | 9,526,993 |
| Coffee from Ceylon ... ,, | 1,566,982 | 1,445,258 | 1,272,785 |
| Do. from all parts... ,, | 2,645,798 | 2,304,128 | 2,428,938 |
| Raw Sugar from Java & the Philippines ... cwts. | 21,963 | 63,460 | 46,600 |
| Raw Sugar from all parts ,, | 947,444 | 1,026,271 | 967,031 |
| | For the Seven Months ended 31st July. | | |
| Tea from all parts ... lbs. | 62,502,711 | 63,681,881 | 65,165,685 |
| Coffee from Ceylon ... ,, | 12,415,598 | 12,022,450 | 9,796,874 |
| Do from all parts... ,, | 18,867,039 | 18,195,639 | 17,201,280 |
| Raw Sugar from Java & the Philippines ... cwts. | 274,521 | 478,104 | 445,528 |
| Raw Sugar from all parts ,, | 6,704,419 | 6,444,752 | 6,102,429 |

The following were the quantities of the undermentioned articles remaining in the bonded warehouses of the United Kingdom on the 31st July, 1869, compared with the two previous years:—

| | 1867. | 1868. | 1869. |
|---|---|---|---|
| Coffee... ... ... lbs. | 38,676,415 | 42,700,982 | 49,202,886 |
| Tea ... ... ... ,, | 84,729,842 | 71,636,895 | 76,153,086 |
| Unrefined Sugar ... cwts. | 3,137,361 | 2,190,985 | 2,137,822 |

The following is an account of the value of the Imports into the United Kingdom from the undermentioned countries for the three months and six months ended 30th June, 1869, compared with the value for the corresponding periods of the years 1867 and 1868:—

| From | For the Three Months ended 30th June. 1867. | 1868. | 1869. |
|---|---|---|---|
| China (exclusive of H. Kong) | £1,332,053 | £1,608,243 | £1,409,889 |
| Hong Kong ... ... ... | 49,405 | 39,815 | 103,281 |
| Japan ... ... ... | 106,022 | 36,859 | 88,882 |
| Singap. & Straits Settlements | 332,210 | 493,261 | 545,975 |
| Ceylon ... ... ... | 1,115,921 | 1,117,511 | 1,126,940 |
| Philippine Islands ... ... | 251,205 | 361,697 | 488,585 |
| Java ... ... ... | 3,060 | 12,702 | 19,653 |
| Cochin China, &c. ... ... | — | 5,987 | 28.654 |
| Borneo ... ... ... | 18,744 | — | 8,598 |
| Siam ... ... ... ... | — | 16,527 | 168,412 |
| | For the Six Months ended 30th June. 1866. | 1867. | 1868. |
| China (exclusive of H. Kong) | £4,233,414 | £4,496,929 | £4,614,241 |
| Hong Kong ... ... ... | 138,290 | 79,045 | 169,198 |
| Japan... ... ... | 197,132 | 56,542 | 141,393 |
| Singap. & Straits Settlements | 567,138 | 736,368 | 991,118 |
| Ceylon ... ... ... | 1,431,937 | 1,605,732 | 1,488,707 |
| Philippine Islands ... ... | 281,174 | 692,958 | 695,953 |
| Java ... ... ... | 3,063 | 12,702 | 27,740 |
| Sumatra ... ... ... | — | — | 9,970 |
| Cochin China, &c. ... ... | — | 17,234 | 46,763 |
| Borneo ... ... ... | 27,970 | 12.115 | 20,063. |
| Siam ... ... ... ... | — | 16,527 | 229,848 |

## EXPORTS.

### COTTON YARN.

| To | For the Month ended 31st July. 1867. | 1868. | 1869. |
|---|---|---|---|
| China and Hong Kong lbs. | 833,900 | 978,160 | 556,030 |
| Japan ... ... ... ,, | 292,700 | 162,100 | 414,550 |
| Singapore ... ... ,, | 166,600 | 163,400 | 115,500 |
| Ceylon ... ... ,, | 104,995 | 13,600 | 68,300 |
| Total to all parts ... ,, | 14,219,510 | 12,223,392 | 14,791,142 |
| | For the Seven Months ended 31st July. | | |
| China and Hong Kong lbs. | 3,843,548 | 3,824,806 | 2,645.860 |
| Japan... ... ... ,, | 1,562,800 | 1,686,210 | 3,240,972 |
| Singapore ... ... ,, | 1,371,390 | 869.600 | 623,515 |
| Ceylon ... ... ,, | 176,295 | 284,610 | 139,222 |
| Total to all parts ... ,, | 90,352,541 | 99,708,175 | 97,355,452 |

### COTTON MANUFACTURES.

| To | For the Month ended 31st July. 1867. | 1868. | 1869. |
|---|---|---|---|
| China and Hong Kong yds. | 13,138,302 | 36,332,288 | 25.312,138 |
| Japan... ... ... ,, | 2,158,800 | 2,527,300 | 1,201 305 |
| Philippine Islands ... ,, | 3,619.500 | 1,149,600 | 2,259,300 |
| Java ... ... ... ,, | 3,372,200 | 47,700 | — |
| Singapore ... ... ,, | 5,490.400 | 6,249,075 | 6,629,053 |
| Ceylon ... ... ,, | 2,545,480 | 1,670,347 | 4,827.959 |
| Total to all parts ... ,, | 224,943,497 | 251,214,453 | 245.345,003 |
| | For the Seven Months ended 31st July. | | |
| China and Hong Kong yds. | 80,579.498 | 179,590,656 | 186 537,439 |
| Japan ... ... ... ,, | 14,469.484 | 12,298,543 | 11.297,657 |
| Philippine Islands ... ,, | 23,200.272 | 18,851,020 | 15,251.839 |
| Java ... ... ... ,, | 23,025.586 | 13,542,552 | 10,181.570 |
| Singapore ... ... ,, | 41,368,843 | 35,226.500 | 37,591.337 |
| Ceylon ... ... ,, | 12,426,973 | 15,259,751 | 13,181,127 |
| Total to all parts ... | 1,529,053,577 | 1,624,976,867 | 1,640,950,067 |

### WORSTED STUFFS.

| To | For the Month ended 31st July. 1867. | 1868. | 1869. |
|---|---|---|---|
| China and Hong Kong yds. | 1,423,910 | 1,675,035 | 2,618,111 |
| Japan ... ... ... ,, | 637,100 | 363,660 | 330,316 |
| Total to all parts ... ,, | 18,748,995 | 25,618,647 | 28,203,460 |
| | For the Seven Months ended 31st July. | | |
| China and Hong Kong yds. | 14.706.474 | 12,958,186 | 13,327,391 |
| Japan ... ... ... ,, | 5,307,339 | 2,245 685 | 2,518,448 |
| Total to all parts ... ,, | 118,123,461 | 127,758,717 | 151,978,787 |

### WOOLLEN AND WORSTED CLOTHS.

| To | For the Month ended 31st July. 1867. | 1868. | 1869. |
|---|---|---|---|
| China and Hong Kong yds. | 65,360 | 251,073 | 225,596 |
| Total to all parts ... ,, | 2,888,380 | 2,408,085 | 3,054,686 |

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| | | For the Seven Months ended 31st July. | | |
|---|---|---|---|---|
| China and Hong Kong | yds. | 822,975 ... | 1,381,062 ... | 1,414,413 |
| Total to all parts ... | ,, | 17,759,353 ... | 13,639,212 ... | 15,962,265 |

LEAD.

| To | | For the Month ended 31st July. | | |
|---|---|---|---|---|
| | | 1867. | 1868. | 1869. |
| China and Hong Kong | tons | 426 ... | 1,572 ... | 555 |
| Total to all parts ... | ,, | 2,913 ... | 4,951 ... | 3,909 |
| | | For the Seven Months ended 31st July. | | |
| China and Hong Kong | tons | 1,804 ... | 6,545 ... | 7,549 |
| Total to all parts ... | ,, | 14,334 ... | 26,386 ... | 27,521 |

The value of the Exports from the United Kingdom to the several ports and countries of the Far East for the month and six months ended 30th June, 1869, compared with the corresponding periods of the two preceding years, is returned as follows:—

| To | For the Month ended 30th June. | | |
|---|---|---|---|
| | 1867. | 1868. | 1869. |
| China (exclusive of H. Kong) | £409,458 ... | £453,757 ... | £584,571 |
| Hong Kong ... ... ... | 250,084 ... | 245,300 ... | 259,864 |
| Japan ... ... ... ... | 193,402 ... | 91,149 ... | 118,241 |
| Singap. & Straits Settlements | 131,641 ... | 141,630 ... | 168,988 |
| Ceylon ... ... ... ... | 53,532 ... | 120,471 ... | 49,592 |
| Philippine Islands ... ... | 132,865 ... | 121,003 ... | 75,553 |
| Java ... ... ... ... | 126,302 .. | 81,493 ... | 61,444 |
| Siam ... ... ... ... | — ... | — ... | 5,460 |
| | For the Six Months ended 30th June. | | |
| | 1867. | 1868. | 1869. |
| China (exclusive of H. Kong) | £2,110,155 ... | £2,919,842 .. | £3,607,010 |
| Hong Kong ... ... ... | 967,147 ... | 1,073,868 ... | 1,010,461 |
| Japan ... ... ... ... | 816,797 ... | 504,775 ... | 800,280 |
| Singap. & Straits Settlements | 1,047,807 ... | 762,548 ... | 822,781 |
| Ceylon ... ... ... ... | 355,432 ... | 410,799 ... | 279,110 |
| Philippine Islands ... ... | 600,240 ... | 480,912 ... | 371,589 |
| Java ... ... ... ... | 679,516 ... | 402,958 ... | 296,399 |
| Sumatra ... ... ... | — ... | 2,517 ... | — |
| Siam ... ... ... ... | — ... | 268 ... | 14,839 |

## ARTICLES OF IMPORT.

### TEA.

The public sales of China Teas commenced on the 31st ult., on which day 8,303 packages passed, 5,972 being "without Reserve." This quantity included 1,915 chests of New Season's black leaf Congou, ex Agamemnon (str.), offered "without reserve." On the day of sale compared with prices paid at the opening of the market good medium qualities showed a decline of fully 3d. per lb.; Fine Onfas sold at relatively fair quotations, and common red and black leaf Congous were a shade lower. The sales were concluded next day, when 5,407 packages passed, 5,100 packages being "without reserve." A chop (508 chests) of new black leaf Congou, per Agamemnon, sold at an average price of 1s. 9¼d. per lb., and new make Congous, in boxes, realised 1s. 2d. to 1s. 2¼d. per lb.

SILK.—There is no alteration to report in this market.

COTTON.—The depression in the Liverpool market has increased, and prices have experienced a further fall, being about ¼d. per lb. lower than those current at the date of our last. The supplies are liberal, and there is considerable pressure to effect sales. Quotations: Surat, 8¾d. to 12⅜d.; Madras, 10¾d.; Bengal, Scinde, &c., 8¾d. to 9¼d.; all other descriptions nominal. The London market is without change.

COFFEE.—The business in Ceylon during the week has been limited, but the tone of the market is unaltered.

COCOA-NUT OIL.—The market remains steady at our quotations.

COIR GOODS.—At the public sales of Yarn 38 bales and 151 tons in dholls were offered, nearly all Ceylon, which met a good demand, and chiefly found buyers at £1 per ton advance for common to £4 higher for fine quality. Fibre mostly bought in. 86.571 dholls and ballots (136 tons) Ceylon Yarn nearly all sold—low coarse, £25 to £25 10s.; common to good common, £26 to £29; medium to good medium, £30 10s. to £33 15s.; good, £36 10s to £38 15s.; fine, £42 10s. to £49. 5,016 bundles and ballots (20½ tons) Ceylon Fibre were chiefly withdrawn, only a few lots fair selling at £22 to £22 15s. per ton. Privately 300 bales Singapore Mattress Fibre have been sold at £14.

MANILA HEMP.—The market continues firm, and prices are again higher, the sales have been about 1,000 bales, common brown to good roping at £47 to £52 10s.; Boluzan £55. In auction 77 bales damaged Manila sold, Boluzan at £53 10s. for first class, Sorsagon at £52 15s. for the same, and fine white at £59 to £61 10s. for fresh water damaged.

RICE.—The market is extremely dull, and there has been little or no business since our last report.

SUGAR.—The demand for all descriptions is inactive, but holders remaining firm, former prices are maintained. There have been no sales of East India qualities.

TOBACCO.—Japan: No sales to report, there being no stock to deal with. Two small cargoes may shortly be expected. Prices remain without change. Java: There has been a good demand for the dry husky qualities, well feathered and fair colour, of which, however, there is but little offering. Some sales have been made of the more coloury descriptions of the new crop purchased at the last Dutch auction. Manila Leaf: A portion of a recent importation was offered in the market, and in some instances business done. The quality of the new shipment does not prove so good as the previous one. The trade, however, is well supplied for some time to come. Manila Cheroots and Cigars: The recent arrivals of both descriptions having been well made, although rather heavy in weight, were taken to a fair extent, particularly the former, and previous prices fully maintained. Heated and common qualities have sold at corresponding rates.

TIN.—An improvement in the demand for Straits has resulted in considerable sales being effected at £132 per ton cash, showing an advance of 10s. to 20s. For arrival sales have been made at £128 to £130, according to distance.

# Shipping Intelligence.

## ARRIVALS.

| Date. | Ship. | Captain. | From. | At. |
|---|---|---|---|---|
| Aug 23 | Moravia | Patten | Maulmain | Scilly |
| — 24 | Chrvseis | Cowie | Bangkok | Do. |
| — 25 | Pride of England | Taylor | Rangoon | Do. |
| — 25 | Garibaldi | Lebœuf | Do. | Off Crookhaven |
| — 23 | Madagascar | — | Singap., for Hambg. | Plymouth |
| — 25 | Yokohama | Blouet | Bangkok | Off Falmouth |
| — 25 | Helios | Hansen | Rangoon, for Hambrg | Do. |
| — 26 | Belpore | — | Rangoon | Liverpool |
| — 25 | Karikal | Harivel | Akyab | St. Nazaire |
| — 12 | Lady Turner | Mackie | Colombo | New York |
| — 27 | Virgilia | Leseur | Bangkok | Falmouth |
| — 27 | Hakon Jarl | Mathiesen | Rangoon, for Bremen | Do. |
| — 27 | Metis | Smith | Rangoon | Do. |
| — 27 | Joseph Haydn | Hunteman | Akyab, for Bremen | Off do. |
| — 25 | Ostindia | Carlson | Rangoon | Queenstown |
| — 25 | Black Watch | Kerruish | Akyab, for Antwerp | Do. |
| — 26 | Glaramara | Purchase | Rangoon | Off do. |
| — 26 | Dipton | Golightly | Bassein | Do. |
| — 25 | Bezoeklé | — | Batavia, for Rotrdm. | Off Plymouth |
| — 25 | Liberator | Robertson | Colombo | Do. |
| — 27 | Hydra | Breckwoldt | Bangkok | Falmouth |
| — 19 | Eriminta | — | Rangoon | Off Cape Clear |
| — 27 | Red Deer | Spence | Bangkok, for Liverpl. | Falmouth |
| — 26 | Brodrene | Meylander | Rangoon | Queenstown |
| — 26 | Argo | Hunter | Akyab | Do. |
| — 26 | Alpine | Hobbs | Do. | Do. |
| — | Sterling | Wiseman | Bassein | Off do. |
| — | Heidi | Daunberg | Akyab | Do. |
| — | Nordens Dronning | Petersen | Do. | Do. |
| — 15 | Agra | Miller | Manila | New York |
| — | Queen of the Sea | — | Colombo | Off the Start |
| — 25 | Aria and Betsy | — | Batavia, for Amstdm. | Off Plymouth |
| — 28 | Harwich | Richards | Akyab | Falmouth |
| — 26 | Harvest Home | — | Colombo | Off the Lizard |
| — 28 | Phillis | Whittles | Do. | Penzance |
| — | Gladstone | — | Akyab | Queenstown |
| — 14 | John L. Dimmock | — | Hong Kong | San Francisco |
| — 14 | Malay | — | Do. | Do. |
| — 30 | Erl King (str.) | Pinel | Hankow, &c. | London |
| — 29 | Electra | Landweer | Batavia | Off Portland |
| — | Frederick | Petersen | Rangoon, for Hambg. | Off Torbay |
| — 29 | Lota | Barber | Bangkok | Falmouth |
| — 29 | Jupiter | Kuckens | Rangoon | Do. |
| — 30 | Woodcote | Wilson | Do. | Do. |
| — 29 | Robert Rickmers | Ebert | Saigon | Off do. |
| — 29 | Clara Morse | Gregory | Rangoon, for Bremen | Do. |
| — 27 | Sir Jamsetjee Family | — | Manila | Off the Lizard |
| — 26 | Chatham | Roe | Rangoon | Scilly |
| — 26 | Aldourie | Menzies | Penang | Do. |
| — 26 | Persian Empire | Murray | Colombo | Do. |
| — 28 | Charles A. Farwell | — | Rangoon | Do. |
| — 30 | Apelles | — | Bassein | Liverpool |
| — 17 | Jonathan Godfrey | Sears | Yokohama | New York* |
| — 27 | Mary Ann Wilson | — | Manila | Off St. Mawes |
| — 27 | San Bartolomeo | Avegno | Rangoon | Queenstown |
| — 27 | Barracouta | Goddard | Bassein | Do. |
| — 29 | Aurora | Helberg | Rangoon | Do. |
| — | Diadem | Crowell | Bassein, for Liverpool | Off do. |
| — 27 | Amiral Trehouart | Cotte | Saigon | Belle Isle |
| — 16 | Cotherstone | Peterson | Bangkok | San Francisco |
| — 30 | County of Bute | — | Batavia, for Amstdm. | Off Dover |
| — 26 | Nieuwe Waterweg | Zwart | Banjoewangie, for Amsterdam | Do |
| — 31 | Eulalia | Westerlund | Akyab, for Antwerp | Falmouth |
| — 17 | Androklos | — | Yokohama | San Francisco |
| — 31 | Milton | — | Manila | Crookhaven |

* With damage.

## DEPARTURES.

| Date. | Ship. | Captain. | For. | From |
|---|---|---|---|---|
| Aug 26 | Triton | Asumssen | Cardiff & Hong Kong | London |
| — 24 | Therese | Meyer | Chefoo | Cardiff |
| — 25 | Glenlyon | Reid | Singapore | Liverpool |
| — 24 | Jas. Paton | Allison | Penang | Glasgow |
| — 27 | Borealis | Beard | Hong Kong | London |
| — 27 | St. Petersburg | Kieselbach | Cardiff and Singapore | Do. |
| — 26 | Suomi | Nystrom | Galle | Swansea |
| — 26 | Isolina | Hughes | Hiogo | Liverpool |
| — 27 | Banian | Chase | Shanghai | Do. |
| — 14 | Haze | Forsyth | Hong Kong | San Francisco |
| — 30 | Valkyrien | Balcher | Cardiff and Galle | London |
| — 31 | Lotus | Poole | Bangkok | Do. |
| — 26 | County of Elgin | McKenzie | Batavia | Clyde |

(*See Commercial Postscript and Correspondents' Letters.*)

## LOADING.

At LONDON.—For Hiogo and Yokohama: Corsair. For Nagasaki and Hiogo: Chanticleer. For Yokohama: Mountain Ash, Osaka, Velocity. For Shanghai: Carrick Castle, Carnarvonshire, Undine. For Hong Kong: Cleta, Isles of the South, Queen of the Age, Everest. For Singapore: Henry Grenfell, Belle of Southesk, Antipodes. For Penang: Alvington. For Batavia and Sourabaya: Gladiator. For Colombo: Thomas Blythe, Spirit of the North, Britomart.

At LIVERPOOL.—For Yokohama: Edwin Bassett, Caractacus, Haddington. For Shanghai: Bolivia. For Singapore: Banda. For Manila: Maria, Trinidad, Loyola. For Batavia and Sourabaya, Maranon.

At GLASGOW.—For Yokohama: St. Dunstan. For Singapore: Loch Ken. For Batavia and Sourabaya: County of Bute.

## SPOKEN.

NOUVEAU NOMADE (F. barq.), Cardiff to Singapore, July 4, 24 S., 25 W.
NICOLAAS WITZEN, Batavia to Amsterdam, Aug. 14, 47 N., 17 W.
GUSTAV FREDERIK, Rotterdam to Batavia, July 14, 30 N., 26 W.
9570, 3rd pdnt., from Colombo, July 13, 13 N., 29 W.
CATHERINE ADAMSON, Manila to London, Aug. 1, 37 N., 38 W.
CARMELITA AND IDA, China to Bremen, June 29, 1 N., 25 W.

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ELLENBOROUGH, Colombo to London, July 17, 2 N., 24 W.
STAD MIDDELBURG, Middleburg to Batavia, July 26, 14 N., 26 W.
AUGUSTE, Batavia to Amsterdam, July 28, 18 N., 30 W.
SOEBLOMSTEN, Japan to New York, July 13, 9 N., 26 W.
SOUTHERN CROSS, London to Colombo, July 11.
Dutch ship, P.M.W.K., Rotterdam to Batavia, 32 days out, July 15, 13 N., 26 W.
INDIAN (ship), Rotterdam to Batavia, July 16, 14 N., 26 W.
A French ship, 1st pendt. No. 0374, Bang. to Fal., Aug. 15, 48 N., 15 W.
LOOCHOO, Sunderland to Hong Kong, July 11, 14 N., 26 W.
METEOR (Amer. barq.), from Penang.
PRINCESS HELENA (Dut. barq.), Batavia to Amsterdam, 96 days out, July 7, 1 S., 21 W.
DAGERAAD, Amsterdam to Batavia, July 13, 11 N., 24 W.
GRAYSE (?) (ship), Colombo to London, 98 days out, June 29, 8 S., 16 W.
VIER GEBROEDERS, Amsterdam to Batavia, June 25, 22 S., 29 W.
COREA, Penang to London, May 22, 4 N., 94 E.
ANN, Shanghai to New York, June 25, 21 S., 3 E.
SARAH SCOTT, Manila to London, July 16, 14 N., 25 W.
ELIZABETH NICHOLSON, London to Shanghai, July 22, 13 N., 25 W.
EUROPA, Baltimore to Batavia, July 3, 3 N., 24 W.
SEA WAVE, Liverpool to Batavia, July 9, 9 N., 26 W.
PATRIARCH, Newcastle to Batavia, July 1, 3 N., 25 W.
WESTBURY, London to Japan, July 2, 4 N., 25 W.
SALVADORE, from Manila, July 29, 37 N., 37 W.
NORHAM CASTLE, Clyde to Singapore, July 22, 14 N., 25 W.
ELIZA THORNTON, Clyde to Singapore, July 7, 4 S., 30 W.
EXCELSIOR, Hamburg to Batavia, July 16, 13 N., 26 N.
ALPHA (Norw. ship), Singapore to Liverpool, Aug. 20, 51 N., 10 W.
CAMA, Plymouth to the Amoor, 143 days out, on the line, 107 E.
MARY AUSTIN, Colombo to London, 101 days out, Aug. 16, 46 N., 23 W.
TURKISH EMPIRE, Colombo to London, June 29, 23 S., 58 E.
SIR HENRY HAVELOCK, Manila to London, Aug. 24, 49 N., 8 W.
AHURIRI (Dutch barq.), Batavia to Amsterdam, July 24, 28 N., 37 W.
NEPTUNES, Rotterdam to Batavia, July 11, 4 S., 32 W.
SARAH SCOTT (barq.), Manila to London, July 13, 12 N., 22 W.
ELSHOUT (Dutch barq.), Batavia to Amsterdam, Aug. 6, 3 N., 29 W.
AMOOR (barq.), Saigon to Bremen, Aug. 20, 49 N., 11 W.
ASPHASIA, New York to Shanghai, July 3, lat. 2, long. 28.
CARL AND AUGUST, Bangkok to Falmouth, June 23, 35 S., 21 E.
VYF VRIENDEN, Batavia to Rotterdam, July 16, 4 S., 17 W.
LUCTOR ET EMERGO, Amsterdam to Batavia, July 17, 11 N., 24 W.
GEFLE, Sourabaya to Amsterdam, Aug. 19, 46 N., 19 W.
SUSAN COLLINGS, Yloilo to London, Aug. 19, 49 N., 11 W.
HELENA DONNER (ship), Hg. Kg. to Hamburg, Aug. 25, 49 N., 10 W.
WESTBOURNE, London to Shanghai, Aug. 4.
BETSEY, Batavia to Amsterdam, July 18, 16 N., 30 W.
HAMPTON COURT (bq.), London to Bangkok, July 7, 34 N., 18 W.
SARAH ANDERSON, Bangkok to Falmouth, June 11, in Gaspar Straits.
TIVERTON, Sourabaya to London, Aug. 11, 37 N., 36 W.
ORIBE, Colombo to London, Aug. 16, 44 N., 23 W.
QUEEN OF THE WEST, Colombo to London, Aug. 18, 46 N., 21 W.

## FREIGHTS AND CHARTERS.

Berth freights to the Eastern Ports show no improvement, and the arrivals have been rather numerous. Coal freights from the Northern outports remain unaltered.

Current rates of freight for vessels on the berth:—To Yokohama: 30s. weight or meast. To Nagasaki: 40s. weight or meast. To Hiogo: 35s. weight or meast. To Shanghai: 30s. weight or meast. To Hong Kong: 30s. weight, 27s. 6d. meast. To Batavia: 25s. weight, 30s. meast. To Singapore: 30s. weight, 25s. to 30s. meast. To Ceylon: 20s. to 25s. weight, 20s. meast. At New York to China; $12 to $15 per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows:—From Wear o Tyne per keel.—For Shanghai: £43. For Hong Kong: £35. For Singapore: £25. For Galle: £25. From Newport, Cardiff, or Swansea per ton.—For Yokohama: £2. To Chefoo: £2 2s. For Shanghai: £2 2s. For Hong Kong: £1 13s. For Singapore: £1 5s. For Galle: £1 4s.

## CASUALTIES.

The Nemis (?) (Dut. barq.), 51 days out, from Java to Falmouth, was spoken July 6, making for Simon's Bay to refit, having lost jib-boom and foretopmast and thrown cargo overboard in a gale on the 27th June.

The Queen of India, Ware, from Singapore to London, put into Mauritius, July 30, and reported that from 20th to 30th June, about five hundred miles east of the Cape of Good Hope, she experienced very heavy weather from the NW., lost all bulwarks and stancheons on the port side, started covering board, lost a man overboard, and shipped very large quantities of water; the vessel was making eighteen inches of water per hour, and the leak gaining six inches per hour with all hands pumping. On the 28th June ran down to a vessel to leeward, and asked her to take the crew off; five men got into the longboat, with the ship's papers and chronometer, but the boat's bow got stove, and the men in her cut the rope and drifted away; the Queen of India had then seven feet of water in her, but the weather abating she was pumped dry, and was found to be tight below the water line. On the 3rd July, in lat. 32 S., lon. 32 E., she spoke the Shannon, Mauritius to London, which supplied her with a chronometer. The cargo was being discharged, and the vessel repairing afloat

## MISCELLANEOUS.

At RIO DE JANEIRO.—Aug. 3, Zeebloem, Gadard (?), sailed for Batavia.

At MAURITIUS.—July 9, Orlando, Clarke, from Celebes; 21, Nestor (s.s.), Drenning, from Shanghai, and left 22 for London; 4, Silence, Dugona, from Cardiff, sailed for Singapore; Jasmin, Ortige, sailed for Singapore; 14, Joshua Loring, Loring, from Boston, sailed for Singapore.


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STEAM WORKS AT NEUILLY SUR SEINE

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EAU D'ALBION for the toilet, an exquisite production from the juice of flowers and aromatic plants.
ARBOQUINA ROSE, superior tooth-powder, composed of carbon, quinine, and Provins roses.
CUCUMBER SOAP for softening the skin, the best of all toilet soaps.
LAIT PROPHYLATIC to remove freckles and improve the appearance of the skin.
COMPOSITION ZOUAVE, for the instantaneous dyeing of the whiskers and moustache.
COLD CREAM, AU LOTUS DE LYBIE, to soften and refresh the skin.
NIGRITINE VEGETALE, an incomparable dye for the hair and beard, not staining the skin.
IOLET ESSENCE and VIOLET WATER for the handkerchief.
CONCENTRATED EAU DE COLOGNE for the toilet.

PERFUME ESSENCES OF ALL KINDS.

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GLYCERINE ANTI-PELLICULAIRE. DULCIFIED CREAM OF SOAP WITH GLYCERINE FOR THE BEARD.

*To be obtained of all the principal Perfumers and Hairdressers in Europe and other part of the world.*


DOUGLAS LAPRAIK, ESQ., deceased.—Pursuant to an Act of Parliament made and passed in the 22nd and 23rd years of the reign of Her present Majesty, cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees," NOTICE is hereby given that all creditors and persons having any claim and demands upon or against the estate of DOUGLAS LAPRAIK, formerly of Hong Kong, China, but late of The Oaks, Acton, in the county of Middlesex, Esq., deceased, who died on or about the 24th day of March, 1869, and whose will was proved by William Lane, Esq., William Manger, Esq., and John Steward Lapraik, Esq., three of the executors named in the said will, on the 28th day of April, 1869, in the principal registry of Her Majesty's Court of Probate, are hereby required to send in the particulars of their claims or demands to the said executors at the offices of Messrs. Brooks and Co., No. 7, Godliman-street, Doctor's-commons, in the City of London, their solicitors, on or before the 1st day of January, 1870. And Notice is hereby also given that after that day the said executors will proceed to distribute the assets of the deceased among the parties entitled thereto, having regard only to the claims of which the said executors shall then have notice, and that they will not be liable for the assets or any part thereof so distributed, to any persons of whose debt or claim they shall not then have had notice.

Dated this 12th day of July, 1869.

BROOKS AND CO.,
7, Godliman-street, Doctor's-commons, London,
Solicitors for the Executors.

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## OVERLAND ROUTE.—

The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels for—

| | From Southampton. | From Marseilles. |
|---|---|---|
| GIBRALTAR ... | Every Saturday, at 2 P.M. | — |
| MALTA..... | ,, ,, | — |
| ALEXANDRIA. | ,, ,, | Every Sunday, at 7 A.M. |
| ADEN ..... | ,, ,, | ,, ,, |
| BOMBAY..... | ,, ,, | ,, ,, |
| GALLE..... | | |
| MADRAS..... | Saturday, Sept. 4, 2 P.M. | Sunday, Sept. 12, 7 A.M. |
| CALCUTTA ... | | |
| PENANG ..... | And every alternate Saturday thereafter. | And every alternate Sunday thereafter. |
| SINGAPORE ... | | |
| CHINA ..... ..... | | |
| JAPAN ..... | | |
| AUSTRALIA ... | Saturday, Sept. 4, 2 P.M. And every fourth Saturday thereafter. | Sunday, Sept. 12, 7 A.M. And every fourth Sunday thereafter. |

And all ports touched at by the British India Steam Navigation Company's steamers.

For further particulars apply at the Company's Offices, 122, Leadenhall-street, London; or Oriental-place, Southampton.

## MAIL ROUTE FOR CALIFORNIA, JAPAN, AND CHINA, VIA PANAMA.

THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamers from NEW YORK on the 1st, 11th, and 21st, and from PANAMA on the 9th, 19th, and 29th of every month for SAN FRANCISCO (calling at ACAPULCO and MANZANILLA *en route*), thence to YOKOHAMA, HIOGO, NAGASAKI, SHANGHAI, and HONG KONG, on the 4th of every month. Passengers from England may connect with this line at New York by any of the various lines of steamers from Liverpool, Glasgow, Southampton, or Havre.

Passengers by this line are less than ten days in the tropics.

SANDWICH ISLANDS and BRITISH COLUMBIA.—The steamers of the North Pacific Transportation Company leave San Francisco at regular intervals for those countries.

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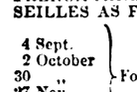
THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco, in 18 days from England.
Japan ..... in 38 ,, ,,
China ..... in 44 ,, ,,

Passengers for California and intermediate points on this road may now be booked through from England at the established rates of fare; and from San Francisco to Japan, China, &c., by the magnificent steamers of the Pacific Mail Company.

For Rates, Tickets, &c., apply to H. STARR and Co., Agents, 22, Moorgate-street, London.



## OVERLAND ROUTE VIA MARSEILLES.—SERVICES MARITIMES DES MESSAGERIES IMPERIALES OF FRANCE.—

FRENCH MAIL STEAM PACKETS LEAVE MARSEILLES AS FOLLOWS:—

4 Sept.
2 October
30 ,,
27 Nov.
5 Dec.
} For { Alexandria, Aden, Mauritius, Seychelles, Reunion, Point de Galle (Ceylon), Pondicherry, Madras, Calcutta, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Japan.

9th, 19th, and 29th of every month for Alexandria.

For Passage, Freight, and information, apply to B. W. and H. HORNE, 4, Moorgate-street, London; G. H. FLETCHER and Co., Liverpool; at the offices of the Services Maritimes des Messageries Imperiales in Paris, Lyons, Bordeaux, and Marseilles; or to Smith and Co., Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

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NOTICE.—THE BUSINESS heretofore carried on under the style of "Shortrede and Co." was this day purchased by the undersigned, in whose name and by whom it will henceforth be conducted, and to whom all outstanding accounts owing to the said business are to be paid.

Hong Kong, Aug. 15, 1867. CHAS. A. SAINT.

NOTICE TO ADVERTISERS.

THE DAILY CHINA MAIL.—Six pages; published every evening (except Sunday). Subscription, 24 dols. per annum. Circulates in Hong Kong and along the China and Japan coasts. Terms of advertising:—Ten lines and under, 1 dol.; each additional line, 10 cents; one-half of these charges for repetitions. In Chinese, 2 cents per character for any number of days during the current week.

THE OVERLAND CHINA MAIL.—Compiled from the *Daily China Mail*, is published twice a month on the morning of the English mail's departure, and is a record of each fortnight's current history of events in China and Japan, contributed in original reports and collated from the journals published at the various ports in those countries. It contains, besides, a Shipping List for Shanghai, Hong Kong, Canton, and Macao, and a complete Commercial Summary.

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| Hong Kong | Tonbridge(n) | A1 17 yr. | E.I.D. | To follow |
| Yokohama (Kanagawa) | Velocity..... | A1 14 yr. | W.I.D. | With des. |

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| Nagasaki & Hiogo..... | Chanticleer.. | A1 10 yr. | W.I.D. | With des. |

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|---|---|---|---|---|---|
| Colombo .. | Spirit of the North ... | 571 | A1 10 yr. | W.I.D. | Sept. 15 |
| Do. ..... | Granville... | 696 | A1 15 yr. | W.I.D. | Oct. 5 |
| Do. ..... | Q.of Ceylon | 422 | A1 10 yr. | W.I.D. | Nov. 5 |
| Malabar Coast | Dione ..... | 289 | A1 13 yr. | | Sept. 20 |

No. 22, Great St. Helen's, E.C.

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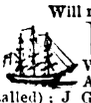

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**THE LONDON & CHINA TELEGRAPH.**

THE ELEVENTH Vol. of this JOURNAL commenced on the 4th of January, 1869, The Subscription for three numbers per month is 30s. per annum, including Postage, and to the Export Supplement 12s. extra. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

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Printed for the Proprietors by RICHARD KINDER, Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Tuesday, Sept. 7, 1869.

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# The London and China Telegraph.

新聞紙

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON THE ARRIVAL OF THE FORTNIGHTLY ENGLISH, AND MONTHLY FRENCH MAILS FROM CHINA, JAPAN, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A SUMMARY OF NEWS FOR THE OUTWARD MAILS.

VOL. XI.—No. 326.] LONDON, MONDAY, SEPT. 20, 1869. [Price 9d., with Sup., 1s. 3d.—Sub. 30s. per ann. postage, included. Sup. 12s. extra.


## Latest Advices.

| PORTS. | OUTWARD. From London | OUTWARD. Arrived out. | HOMEWARD. Received this day. |
|---|---|---|---|
| JAPAN — Yokohama | June 4 | July 20 | July 26 |
| Yedo | — | — | July 27 |
| Osaka and Hiogo | — | — | July 21 |
| Hakodadi | | | |
| Nagasaki | — | — | July 23 |
| CHINA — Peking | | | |
| Tien-tsin | — | — | July 10 |
| Chefoo | June 4 | July 20 | July 21 |
| New-chwang | | | |
| Hankow | June 4 | July 21 | July 24 |
| Kiu-kiang | — | — | July 25 |
| Chin-kiang | | | |
| Shanghai | June 10 | July 26 | July 29 |
| Ningpo | | | |
| Foochow | June 10 | July 27 | July 30 |
| Formosa | | | |
| Amoy | — | — | Aug. 2 |
| Swatow | | | |
| Hong Kong | June 18 | July 27 | Aug. 5 |
| Canton | — | — | Aug. 4 |
| Macao | — | — | Aug. 4 |
| PHILIPPINES— Manilla | June 4 | July 18 | July 29 |
| COCHIN-CHINA— Saigon | — | — | Aug. 4 |
| SIAM — Bangkok | — | — | Aug. 6 |
| BORNEO—Labuan | | | |
| Sarawak | — | — | Aug. 6 |
| JAVA — Batavia | June 18 | July 27 | Aug. 7 |
| Samarang | | | |
| Sourabaya | | | |
| MALACCA STRAITS— Singapore | July 8 | Aug. 9 | Aug. 13 |
| Penang | July 8 | Aug. 11 | Aug. 15 |
| CEYLON —Colombo | July 16 | Aug. 10 | Aug. 23 |
| Galle | July 30 | Aug. 24 | Aug. 24 |

### THE MAILS, &c.

THE present Mail is delivered on its due date; but a large portion of our despatches were not delivered until between twelve and one o'clock. All the Japan news, and the more important news from China, was anticipated by the Pacific mail, received on the 7th.

The *Delta*, with the Southampton portion of the last inward mail, arrived on the 11th instant.

The next inward mail will be the French, due here on Monday next; the dates will be, Yokohama, August 3; Shanghai, 6; Hong Kong, 12; Singapore, 21; Ceylon, 31.

THE latest telegrams from Hong Kong, *via* Galle, are dated Aug. 19, and were received on the 7th inst. The line is now out of order. The Kiachta line has suffered a brief interruption, owing to the Russian wires having been damaged by floods; it is now working again, Shanghai telegrams to the 30th Aug. having been received this morning.

## List of Passengers.

### PASSENGERS INWARD.

By this mail to Marseilles, per P. and O. steamer *Syria*, arrived Sept. 18.—From Swatow: Mr. R. T. Lent. From Hong Kong: Mr. T. O. Lent, Capt. Soames, Mr. J. C. Rassell. From Singapore: Mr. Schonstedt. From Penang: Mr. de Mourney. From Galle: Mr and Mrs. Hedges, Mr. O'Donnell, Mrs. and Miss Morphew, five children, and two servants.

To Southampton, per P. and O. steamer *Pera*, expected to arrive Sept. 24. From Yokohama: Captain Broad. From Hong Kong: Mr. Lockhart Mr. J. Rossell, Mr. Catterall. From Singapore: Mr. Urquhart. From Galle: Major Rutherford, Mr. Ransome.

By last Bombay mail to Suez, per P. and O. steamer *Rangoon*, arrived Sept. 2.—From Galle: Mr. Stuart.

### PASSENGERS OUTWARD.

Per P. and O. steamer *Ceylon*, from Southampton, Sept. 18.—To Yokohama: Mrs. Campbell and child. To Shanghai: Mr. F. Drohn. To Hong Kong: Mr. J. Y. V. Shaw, Mr. Head. To Ceylon: Mrs. Sinclair and three children, Mr. W. H. Woods.

Per P. and O. steamer *Syria*, from Marseilles, Sept. 26.—To Yokohama: Mr. R. Johnstone. To Hong Kong: Mr. J. Smith, Captain T. A. Tonks. To Penang: Mr. and Mrs. H. Frohlich. To Ceylon: Mr. and Mrs. R. B. Laurance, Mr. and Mrs. W. C. Miller.

Per P. and O. steamer *Tanjore*, from Marseilles, Oct. 3.—To Penang (*via* Bombay): Mr. F. C. Presgrave.

Per P. and O. steamer *Bangalore*, from Southampton, Oct. 2.—To Hong Kong: Miss M. M. Crichton, Mrs. E. Arthur, Mrs. Wilberforce Wilson. To Singapore: Mr. J. W. Witham. To Ceylon: Mr. C. Buchanan, Miss Macartney. Mr. J. Duncan's two children, Mr. and Mrs. W. Carver, Capt. Skottowe, Mr. H. S. Master, Mr. and Mrs. Ross.

Per P. and O. steamer *Poonah*, from Marseilles, Oct. 10.—To Hong Kong: Mrs. Mellish and child. To Ceylon: Mr. and Mrs. M. H. Thomas, Miss Creswell, Mr. J. W. Gossett, Miss Sconce, Sir J. Elphinstone, Mr. H. W. Ridley.

Per P. and O. steamer, from Suez, Oct. 17.—To Ceylon: Mr Duncan Davidson.

Per P. and O. steamer *Pera*, from Southampton, Oct. 16.—To Penang: Miss Napier. To Ceylon: Mrs. Wilson, Mr. J. Hamilton.

Per P. and O. steamer *Ceylon*, from Marseilles, Oct. 24.—To Shanghai: Mr. John Fraser, Mr and Mrs. J. F. Wallace, Mr. J. Holliday. To Hong Kong: Mr. C. Holliday. To Singapore: Mr. R. C. Smith. To Ceylon: Miss Payne, Mrs. Longley.

Per P. and O. steamer *Nyanza*, from Southampton, Oct. 30.—To Shanghai: Rev. J. E. and Mrs. Moule and two children, Miss Lawrence. To Ceylon: Mr. and Mrs. Carson, Mr. R. A. B. Dobree.

Per P. and O. steamer *Bangalore*, from Marseilles, Nov. 7.—To Hong Kong: Mrs. Pauncefote. To Ceylon: Mr. and Mrs. St. Albin.

## Summary of News from the Far East.

### JAPAN.

#### YOKOHAMA.

The advices brought by the present mail from Yokohama are to the 26th July, and have of course been anticipated by those received a fortnight since per Pacific mail, which extended to the 29th. We have therefore no news of importance, but the following extracts from a correspondent's letter will be found interesting:—

H.M.S. *Rodney* and *Juno* have left for England. The demands of the Japanese for silkworms' eggs have much increased, and the price is now four dollars per card. They are said to be scarce. The harbour of Yokohama is fuller than ever known; no less than one hundred vessels of all descriptions.

Sir Harry Parkes now resides chiefly at Yedo, where a general improvement has taken place since the conclusion of the war. The late Shiogoon's grounds, Hamogoten, are being prepared for Prince Alfred, who is daily expected. The Japanese now have the entire traffic which was opened up by Foreigners for daily communication by coach between here and Yedo. Steamers are also running daily from Yokohama to Yedo. The new hotel at Yedo continues to be well patronised. The new British Consulate is nearly finished, with its curious three towers, which are a standing joke against Major Crossman, the architect. The lots on the bluff have been built on, and most of the residents reside there, using the settlement for business purposes only.

No signs of railway yet. The kinsats may assist it on, as with this paper money (all extra) on this country the holders may require employment for it, and would sooner hold a share in a railway which must pay than a piece of paper which might be burnt or robbed. The kinsats are much abused by the Foreigners, but if they are understood rightly I think the Government have acted well in circulating them. War has to be paid for, and the Mikado's Government, having no money, had to issue paper money, and is confident of redeeming some day. When issuing it they inform the native public that it must pass at par with silver; so with this as law everybody is safe, and in Yedo it passes freely for everything—cup of tea, labour, boat or chair hire, picul of rice, &c., and is used by everybody. The doings of the Parliament are kept rather secret; they still continue their meetings. The present Government are anxious to encourage companies, and want to carry through a grand farm scheme, which will occupy many of the Shiogoon's followers.

The *Japan Gazette* gives currency to a rumour that the other day two steames left with Satsuma and Chosiu troops for the Island of Tsusima, lying between Shimonoseki and Corea. The same paper mentions a report that Echizen is to be made regent, and that Stotsbashi will accept office under the Mikado's government. A letter recently received from Hakodadi says: "The War is over. The army and navy are on their way home. In one month Yedo will be quiet, and we shall probably have peace in Japan for some time to come."

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## CHINA.

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### SHANGHAI.

(FROM OUR OWN CORRESPONDENT.)

SHANGHAI, July 29.

By the American mail which left this on the 19th inst. I forwarded you copies of the addresses presented to H.E. J. Ross Browne, late U.S. Minister to Peking, by the American and British communities respectively, with the replies thereto.*

On the 17th inst. the P. and O. steamer *Sunda*, with the English mail of the 4th June, arrived, three days before contract time. She brought Reuter's telegrams to the 27th June, being four days later than those published in the *Straits Times*. On the 22nd two telegrams, bearing date of June 29, were received, one *via* Galle, the other by Grant's Trans-Mongolian line. As usual, the differences between them were so material as to render both almost useless. On the 26th the French mail of June 10 (from London) arrived, with telegrams to the 2nd inst., which were supplemented yesterday by Trans-Mongolian and Kiachta telegrams to the 6th inst. These are now our latest advices.

The foreign Consuls have jointly addressed the following letter to the Taoutai with reference to the proposed telegraph from Shanghai to the Kiu-toan Beacon :—

The undersigned Foreign Consuls in Shanghai have received a letter from the Chairman of the Chamber of Commerce as follows :—

"This Chamber is informed by the Commissioner of Customs that there are materials now at the Custom House sufficient for the construction of a line of telegraph from Shanghai to the Kiu-toan Beacon, and that while there would be little difficulty in the working of such a line by the Customs and Harbour Master's departments those services would be materially aided by it, as affording a means of rapid communication with the light-house or light-ship in case of accident, or of their requiring stores or assistance; and for reporting the arrivals and departures of vessels. The general shipping of the port would be equally benefited by these advantages; but the most important use of the telegraph would be to make known wrecks or the grounding of vessels, which the dangers of the entrance to the Yangtsze renders sometimes unavoidable.

"The channel between the Block-house shoal and the south shore is very narrow, and the shoal is rapidly growing, and in thick or even hazy weather it is almost impossible to judge accurately of the distance from either shore; vessels are consequently frequently grounding, causing delay, straining of the ships, and liability to loss by damage of cargoes, and in some instances to total wreck, with a sacrifice of life. In these cases, timely assistance would be the means of saving much valuable property, and on some occasions the lives of the crews.

"During the present year tea vessels have grounded in the neighbourhood; in one case four lives were lost.

"It is doubtless needless for the Chamber to enlarge further upon the utility of the establishment of the communication, as its advantages will be fully recognised by the Consular body; the Chinese authorities may not be alive to them unless the matter is urged upon them in a manner calculated to engage their attention.

"The undersigned (Consuls) approve and commend the sense of this letter. Many vessels, both native and foreign, frequent this port. The expanse of water at the mouth of the Yangtsze is great. In some places there are shoals, and in other places the channel is narrow and the navigation intricate. It thus happens that some vessels are wrecked, and that others are saved only by great exertions, or the timely arrival of aid. The proposed telegraph would strike the river at a point distant more than forty miles from Shanghai, and where the navigation is peculiarly difficult. At the point proposed, moreover, there already exists a lofty light-house known as the Kiutoan Beacon, from which a wide view of the river can be had. By using the telegraph, Shanghai would be brought into instantaneous communication with the Beacon, and beyond doubt much property and many lives would be saved in consequence, for in this way succour would be instantly despatched; while, as matters now are, hours are likely to elapse before news of disaster reaches us. We therefore ask you to co-operate with us in procuring the permission of the Government for the erection of such a line of telegraph.

"Whether this should be done at the expense of the Government or of the foreign community, or conjointly, and the character of the regulations are minor matters, which may be determined after the Government has accorded assent in general terms.

"You will understand that this proposition should stand or fall on its merits, as all other propositions should. The grant of permission in one case does not bind the Government to give assent in another case.—We have, &c."

I may remark that the materials for this telegraph were purchased four years ago, and have since lain in the Customs godowns, the Chinese authorities having persistently refused to permit their use. The Taotai has replied to this last representation by a curt and decisive refusal – translation of which I append. May his shadow never be less!

Tu, the Tautai, acknowledges receipt of a joint despatch, on the 7th of 6th month (July 15, 1869), from the various foreign Consuls residing at Shanghai, setting forth the representation of the Chamber of Commerce on the necessity and advantages of a line of telegraph from Shanghai to the vicinity of the Kiu-toan Beacon, &c.

The Tautai finds, upon investigation of this subject, that in the 6th month of the 3rd year of Tung-che (July, 1864) the Commissioner of Customs, Mr. Dick, recommended the laying down of a telegraph line from Shanghai to Wusung; and at that time Ting Futai, being then Tautai, represented the matter to Lee Futai, who made reply that:—"The application for the erection of a telegraph line is a matter entirely without precedent, and as it does not find any place in the treaty stipulations the discussion of such a matter is not to be lightly entered upon—wherefore, he orders that any proceedings in the matter be at once arrested." Afterwards, in the intercalary 5th month of the 4th year of Tung-che (July, 1865), an English merchant of Lee-fu hong clandestinely erected telegraph poles at Pootung (East of the Whampu river), which were pulled up by some persons; and the district magistrate of Shanghai, and the Ting Magistrate of Chuen Sha, having been ordered to inquire into the matter, they replied :—

"That Foreigners to erect wooden posts in the interior is injurious to the Fung Shui and to the agricultural interests of the people, and already it has resulted in the death of some of the people—whose loss of life cannot be accounted for on any other grounds; and the whole body of the people—rushing on like a flood—appeal to us to arrest such proceedings," and having received the orders of the Imperial Commissioner Lee, stating :

"That the erection of foreign telegraph wires in China is a matter attended with great obstacles to the Fung Shui and to the agricultural interests of the people, and must lead to great dissatisfaction on their part. And besides, the various foreign Ministers at Peking have already made application to the Board of Foreign Affairs at Peking for permission to have telegraphs established, and repeatedly has the Board reasonably refused such applications, which is on record."

The Tautai Tu thus finds that there is no provision whatever in the Treaties for the erection of telegraphs, and that it would be a great offence to the feeling of the people; and besides, Chuen Sha belongs to the interior sea coast, and is not a place for foreign commerce, and it could not be peaceably erected there; and the preceding cases may be considered as showing how the present application would be received; so that the Tautai finds it not convenient to send up the application; wherefore the Tautai makes this reply to the Consuls, requesting them to inform the merchants that there is no occasion for a telegraph wire in China.

To the Consuls for U.S. of America, England, France, Prussia, Sweden, Portugal, Italy, Denmark, Spain, Russia, Holland—eleven countries.

Tung-che, 8th year, 6th month, 11th day—19th of July, 1869.

The committee of the Chamber of Commerce have issued a circular to their members proposing the establishment of an Association in England to agitate China questions, and represent generally the interests of merchants engaged in the China trade. Each member is requested to state the amount of the donation he would be disposed to give to forward the scheme. I have not yet heard the result.

The first of a series of quarterly reports by the Watch Committee has been published. It announces the attempts of the council to put down many minor nuisances, such as the exercising of horses in the public streets, and the like. Besides these matters the committee have taken in hand the repression of certain opium houses, "wherein women are kept for purposes of forced prostitution." You will hardly believe that the committee have it in contemplation to order the muzzling of dogs during the hot weather, which has now, after long delay, come upon us in a tremendous outburst. I hope, however, that the lessons taught in London last year, as well as the scientific opinions which have been placed at the disposal of the committee, will prevent this dangerous barbarity from being put in operation.

On the 13th and 19th inst. meetings of the Treaty Consuls were held to consider the alterations in the proposed revised code of land regulations, which alterations were approved at the land renters' meeting of the 27th and 28th of May. All the amendments were accepted by the Consuls, with the exception of that which provided that municipal questions of a legal character shall be tried in the British Supreme Court. It is almost needless to say that such an arrangement would soon be found not to work, and, therefore, it seems wise for the Consuls to have referred the matter to the Ministers.

The Indian named George, against whom a verdict of wilful murder was returned at a recent investigation into the death of a Chinese, deliberately shot by him, was on the 16th inst convicted, and sentenced to death. Execution is stayed until the pleasure of Her Majesty's Minister shall be known. Meanwhile, the prisoner's counsel, Mr. Hansen has raised objections to the conviction, on the grounds that the jury did not consist of twelve persons, and that native testimony was taken. His arguments are now under consideration.

Meetings of the creditors of Messrs. Rowley Miller and C. T. Jones were held on the 23rd inst. At the former, an additional dividend of 0.239 per cent. was declared, bringing the total of the dividends paid to a little over 12 per cent. At the latter some further claims were proved, and the official assignee announced that the available assets would produce a dividend of 4½ per cent. This was declared, and the bankrupt was ordered to file his accounts, which he has hitherto neglected to do. On the following day a second dividend meeting in the bankrupt estate of Mr. K. R. Mackenzie resulted in the declaration of a dividend of 0.365 on the debts proved, which amount to Tls. 36,000.

A serious fire, by which about twenty houses were destroyed, broke out on the morning of the 16th inst. in Smith's-market. The origin of the fire is variously attributed to incendiaries interested in a neighbouring pawn office, and to accident occurring in an opium den. Others, again, state that it began in a paper shop, where some religious ceremony was being conducted, with the usual amount of crackers, illumination, &c. However it arose, comparatively little damage was done, and this gratifying

* These documents appeared in our last issue, a fortnight since. This morning they appear in the daily papers as the latest China news!

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fact is solely due to the efficiency of the police and fire-brigade arrangements and the great power of the municipal steam fire engine.

The new British gaol buildings on the Soochow Creek are slowly approaching completion. It is thought that within three months they will be roofed; but nearly a year will elapse before the necessary fittings will have been put up. Sanitary precautions have been taken, securing ventilation, and so forth. The prisoners will, therefore, be kept in as perfect a state of health as is compatible with confinement.

The Bubbling Well-road, hitherto the resort of pedestrians, equestrians, and carriage folk, has lately been "metalled," and this, though very welcome to drivers, has dismayed riders solicitous about their ponies' feet. But representations on the part of the equestrians have had no effect, and, accordingly, an opposition riding course, uniting the Bubbling Well-road to that leading to the Stone-bridge, will shortly be opened. The land has already been bought for the sum of Tls. 300, and will be paid for by subscription.

Some inconvenience has been caused by the retention here of English mail matter intended for Nagasaki, Hiogo, and Osaka, although a Pacific steamer left for these ports since the arrival of last English mail. The reason is that the U.S. Consul-General has been informed from Washington that the international postal arrangements apply only to the lines from Hong Kong to Yokohama for British mail matter, and from Yokohama to Shanghai for American. Hence mails sent by either the English or American postal authorities over other lines between China and Japan must be paid for in the usual way. Mr. Seward offered to send the mails from Shanghai by last Pacific steamer, on the understanding that the customary postage should be collected on delivery, but Mr. Mitchell would not consent, and directed the British postmaster here to wait for another opportunity.

The weather has for the last ten days been hotter than at the corresponding periods during the past six years. Consequently, sunstroke has been very common, chiefly, however, among sailors and others exposed during the heat of the day. Several deaths have been reported; amongst the rest, Mr. Major, the venerable and highly esteemed manager of Messrs. Jardine, Matheson and Co.'s silk factory, has succumbed. Mr. Major was one of the Waterloo veterans, having commanded a troop of Prussian horse under Blucher on the memorable 18th June, 1815. Mr. Nash, Paymaster of the *Zebra*, was struck down on the 22nd inst., and the sick list on board that ship has been so heavy that the commander took her to sea last Sunday.

Mr. Jamieson, Consular Assistant at Chinkiang, has been appointed Acting Law Secretary in the Supreme Court, vice Mr. Mowat, who goes to England on leave in September, for the purpose of qualifying for the bar. Mr. Jamieson will be succeeded at Chinkiang by Mr. Stronach. Fever has been raging at Chinkiang. The people, both native and foreign, living on shore have suffered severely, and on the river the English gunboat *Firm* has had so heavy a sick list that it was deemed advisable to send from here the surgeon of the *Zebra*.

I told you some mails ago of a murderous assault committed by certain Chinese upon a German constable in the employ of the Taoutai of Chefoo. The man recovered from his injuries, and returned to duty. The other day he received a warrant to arrest a Chinaman who had threatened the life of his master. On approaching him he saw that he was armed with a knife, and the man, further, refused to give himself up. The constable then fired over his head; but this having no effect, he fired a second shot, which went through his heart. No blame is attached to the constable. A Roman Catholic church has just been opened at Chefoo.

The following items are clipped from the *Overland Express*:—

Our New Trinity Church is to be opened for divine service on Sunday next. It is entirely finished now, and has several very handsome memorial windows already set up. Tls. 3,000 or Tls 4,000 are still wanting to free the building from debt, and this amount the committee are making every possible endeavour to collect.

The *London and China Express* received by last English mail, in announcing that a peal of bells (four in number) has been presented by an ex trustee to the Hong Kong Cathedral, states that this will be the only peal possessed by any ecclesiastical building in China. We must correct this mistake and remind our London contemporary that the Seamans' Church at Pootung has already a peal of three bells, presented also by the liberality of an ex trustee, a German gentleman, who took a great interest in the little edifice across the water.

Velocipedes are apparently coming into use amongst our Celestial fellow residents, amongst the number; we notice especially, the manager of the Yang-tae Cargo-boat Company, who daily makes his rounds on a Licycle, and has already attained great proficiency in its use.

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Our Tientsin correspondent writes, under date July 10:—The Austrians have arrived, and gone up to Peking on passports furnished by the British Consul here; so they do not appear there in their official capacity. To have done so would have necessitated waiting for instructions from Peking, entailing considerable delay, and time being precious they went at once, and will be the guests of Sir R. Alcock while in the Capital. Lady Alcock has been unwell—it is rumoured a slight paralytic attack, but she i recovering.

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## HANKOW AND KIUKIANG.

A letter from Hankow, under date July 21st, says:—

With regard to business matters, they are almost the same, little or nothing doing, in consequence of the floods. I do not think that there has been a chop of tea settled for some days; large quantities of oil are being shipped off; this, of course, is fo native consumption, and also considerable quantities of nativ produce.

The water stands at the time of writing 4ft. 6in. above the level of the bund. The ground floors of many of the Foreign hongs are under water, and the inmates obliged to find refuge in the rooms above; at the club the water is over 5ft. in the lower rooms, and as we sat in church on Sunday last several of the congregation were compelled many times to change their places as the water rose, to prevent getting wet feet; in fact every place is in a sad state, crops destroyed, starvation and famine literally staring the unfortunate country-people in the face, and they have neither means nor courage to combat its effects.

The river also wears the same appearance all the way down its banks, which are many feet under water, until we come to the high country, or rather the range of hills through which the river passes. When going down the river a day or two ago I was struck with the green and fertile appearance of this locality compared to the vast inland sea which we had just passed through. The peasantry prosecuting their daily labour, tilling and ploughing the land, apparently unconscious of the misery, want, and famine prevailing with their own country people only a few miles further along the river, on either side of them; these people appear contented and happy.

Now we arrive at Kiukiang, a terrible scene presents itself here, the settlement and every place around being under water; but I did not remain more than a few minutes, and proceeded about eight or ten miles further down the river, where the embankment has given way, the country on the other side being some feet lower than the surface of the river; through this gap the water raged and foamed like a cataract. This is the embankment which has given way, and which is erroneously stated in one of your contemporaries as being opposite Kiukiang. The vast extent of low flat country beyond this embankment extends for at least thirty miles to the hills, and might be called the valley of the Yangtzse. All those who have the means are making tracks for the opposite bank of the river, where many hundreds have landed in safety.

The river still continues to rise about 2½ inches daily, with no visible appearance of its stopping. If it still continues at this rate, it will soon find the level of the great flood of 1848, the greatest the Chinese have on record; the water then reached as high as eleven feet above the level of the bund.

(FROM A CORRESPONDENT.)

HANKOW, July 24, 1869.

It may perhaps be of interest to you to know that this flood is the worst to which the place has been subjected since Foreigners have been here, being now one foot higher than in 1866. The water is three to four feet deep in any part of the Concession, and in many places much deeper.

We were obliged last Sunday and the Sunday before to go to church in sampans, and to-morrow service is to be held in a private house, as the church is flooded. For two days the rise has been very small, so there is some chance of its taking a turn in the right direction, but it must be a long time before so large a body of water can get away.

To-day we hear that one of the great water walls, of which there are many on the Yangtsze, has given way, and about forty square miles of country have been flooded, causing great loss of life and property, as all the houses were below the water level before the wall broke, and are now therefore quite covered. All the way from this to Chinkiang the water is unusually high, flooding the country for miles on either side of the natural course of the river. At Kiukiang it is four feet higher than Foreigners have ever seen it.

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## FOOCHOW.

From this port we have advices to the 30th July. The English mail of June 4 arrived out on the 22nd July. The principal topic of interest is an interchange of letters between the British Consul and the residents concerning the "Sharp Peak" difficulty, copies of which have been forwarded us by a correspondent.

FOOCHOW, 22nd July, 1869.

SIR,—We, the undersigned British subjects residing at this port, having read with surprise the published despatch of H.M.'s Minister for Foreign Affairs, dated 23rd April last, censuring your action with regard to the Sharp Peak difficulty, are desirous of expressing our great regret at the course H.M.'s Government has taken in this matter.

We are of opinion that the measures you adopted were judicious, and such as to promote the safety and permanent interests of foreign residents in China, as we are convinced that the only way to avert such an accumulation of outrages as must lead to a

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general war is to deal promptly and on the spot with each difficulty as it arises.

Having for so long a period received every possible assistance and consideration from you as our Consul, and knowing as we do the respect in which you are held by the authorities of the province, and the amicable relations between ourselves and the Chinese which have resulted therefrom, we feel it our duty to express our sympathy with you on the present occasion.—We remain, with much respect, your obedient servants,

(Signed by fifty-one British residents).

To Charles A. Sinclair, Esq., H.B.M.'s Consul, Foochow.

British Consulate, Foochow-Foo, 27th July, 1869.

GENTLEMEN,—I am deeply sensible to the expression of sympathy which you have conveyed to me in your letter of the 20th instant, in reference to the censure which it has pleased the Earl of Clarendon to pass upon me for my action in the missionary difficulty on Sharp Peak Island.

It is very gratifying to me to find that my humble efforts to do my duty, in advancing the interests of my fellow countrymen in this distant part of the world, have been appreciated by so large and respectable a portion of our worthy community.

Allow me to add with reference to the subject itself, that Her Britannic Majesty's Minister at Peking has not yet conveyed to me his Lordship's displeasure, but which, in common with yourselves, I read in the Home newspapers, and that I have the hope that when the noble Earl shall become acquainted with the difficulties I had to contend with, his Lordship may relent in his judgment on this matter.

I beg you will each of you accept my sincere thanks for the generous manner in which you have alluded to my public services at this port.—I have the honour to be, Gentlemen, your obedient servant, (Signed) CHAS. A. SINCLAIR.

R. F. Hamilton, Esq., W. Paterson, Esq., A. W. G. Rusden, Esq., and other gentlemen of the community of Foochow-Foo.

## AMOY.

### (FROM A CORRESPONDENT.)

Aug. 2, 1869.

On the 28th ultimo a great gloom was cast over this community by the melancholy death of Mr. Gibson, late Acting Consul at Taiwan. He arrived here from Formosa about six weeks ago, on his way to Canton, where he was going to act as Interpreter during the temporary absence of Mr. Mayers; but he was too much broken down in health to proceed. The late troubles in Formosa, and the unfavourable light in which his actions had been viewed by the Foreign-office, preyed upon his mind, and brought him to a low state of health, and on exerting himself more than usual about ten days ago he broke a blood-vessel, after which he never rallied. In Mr. Gibson the Consular service has lost an able officer, and one of great rectitude and straightforwardness of conduct, and, above all, one who had the honour of his country always at heart. I believe his greatest enemies among the Chinese officials inwardly admired him for his firmness and rectitude of purpose, for on his departure from Taiwan for Amoy a high Court official said with warmth to a European bystander, "There goes a good man." Chinese are not in the habit of casting eulogium upon Foreigners unless deserved.

Nothing of note is stirring here; the American steamer *Fung Shui* lies a complete wreck upon the rocks where she struck about a fortnight ago. All her cargo has been saved—very little of it damaged.

Purchases of Congous for the London market are being made in small quantities. The *Gleam*, a British barque of 291 tons, is on the berth for London.

### (FROM ANOTHER CORRESPONDENT.)

Aug. 2, 1869.

Amoy is such a quiet, out-of-the-way place, that our news generally is of a very unexciting and uninteresting character. During the last week a gloom has been thrown over our community by the death of Mr. Gibson, late Vice-Consul at Tai-wan-fu, Formosa. Although he died of a disease which would ultimately have proved fatal, there is no doubt that his death was hastened by the troubles in Formosa. There is a peculiarity about the condition of things in that island that renders residence by Foreigners there much more difficult than in perhaps any part of the mainland. A great number of the people that live there are immigrants, and these are such as have failed either in trade or in character, and have been compelled to flee their native places. The consequence is that the habits and morals of the people are of a much lower standard than are to be found along any part of the coast of China. The people moreover are less under the control of the mandarins, and whether the prevailing atmosphere has affected those in authority or no, it is a fact that the officials go to greater lengths in wrong than their brethren on the mainland. Now, it must be remembered that when Mr. Gibson arrived in Formosa the troubles that ultimately culminated as they did had been in existence for a considerable length of time. It was, even then, becoming difficult for Foreigners to reside in the place, and it was only the prompt action of the Consul that secured a tolerable amount of safety to either missionary or merchant. It must be remembered, too, that Mr. Gibson's battle was with the mandarins, the constituted authorities, who were bound, not simply by treaty right, but by the laws of China, to see that justice was administered; and it was because he compelled them to recede from a line of conduct which arose out of an intense hatred of Foreigners that his action has been disapproved of by the English Government. Of all the late proceedings of the Government, in reference to Consular matters generally, there is none that has excited so much indignation as its action in the Formosa case. Mr. Gibson was a man of very chivalrous and noble character. It was in no tyrannical spirit that the last appeal was made to force; it was because every other plan had failed to repress the violence of those in authority. He has passed away with the disapprobation of the Government resting upon him; but his memory is held in the deepest respect by those who know the facts of the case, and it may not be assuming too much to say that future events will prove that Mr. Gibson's action in Formosa was the right and the honourable one.

For the last few weeks the heat has been intense in Amoy. There has been no rain, too, for a long time, so the farmers are getting very anxious about their crops. The mandarins have issued orders that for three days no pigs must be killed. They hope by this act of mercy to propitiate the idols, and thus obtain rain.

## HONG KONG.

Advices from this port are to the 5th August. The English mail of June 18 arrived out on the 27th July, with London telegrams to the 10th July. The Colonial papers are chiefly occupied with the correspondence between the Shanghai residents and Mr. Ross BROWNE, and there is little local news of interest. The following is from the *China Mail*:—

The statistics supplied by a correspondent to our contemporary tell a melancholy tale of extravagance in the cost of administering local government, and supply a text on which the Hong Kong Association may dilate with more real hope of success than if they confine their efforts at reform to the Military Contribution. The expenses of the Local Government are absolutely frightful in comparison with the work that has to be done. So much is admitted in private; why is it not insisted on *in* public and *by* the public? Why leave it to the newspapers to growl alone? We will give one hint which may not be useless to the meeting on Thursday. A circular appears in the Colonial-office Regulations issued at the commencement of the present year, dated Dec. 5, 1865, relative to the system of furnishing Government houses in those of Her Majesty's colonies not possessing Representative Governments, of which Hong Kong is most certainly one. At present (the circular says) the usual rule is that the reception rooms are furnished by the public, and the rest of the rooms by the Governor. Certain modifications of this rule are permissible, but the Circular concludes with the following significant paragraph:—"The rule would, of course, only apply to a house used as the customary and official residence of a Governor (as Government-house and offices here), and would not be applicable to any country residence to which a Governor might occasionally retire for his health and amusement"—such, for instance, as the pretty, substantial, and very healthily situated gubernatorial hermitage at the most pleasant, breezy, and commanding spot on the summit of the Victoria Peak, Hong Kong. Has the expense of making the retreat been defrayed from the public revenue of the colony? If so, to what department is it charged? Most likely—if charged upon the revenue at all—to Public Works. We do not object to a Governor getting hold of a "residence to which he might occasionally retire for his health and amusement;" but when it is not paid for openly, but its cost is smuggled into other items where it escapes detection, we may regard it as the evidence of a bad system of book-keeping, by which expenditure may be swelled at discretion, and the evil example extend through all departments of the State. It is in this system that we believe the secret of our unduly large outlay may be found, and we hope the Association will look into it.

The census of June 30th shows a decrease of 393 souls since that last taken.

The *Daily Press* gives the following account of the opening of a new slip:—Messrs. McDonald and Co., of the West Point Patent Slip, made their first essay on the 29th July by hauling up their own hulk, a vessel of some 250 tons burthen. It was gratifying to see so many of our authorities in matters nautical, and merchants interested in shipping matters, present on the scene—amongst whom may be named the Harbour-master and the officers of his department, the surveyors to Lloyds and French Lloyds, and the manager of the P. & O. Company, with several of the commanders in the service of that influential company. Everything went off as well as could be expected or hoped for in the essay, by which it is not to be understood that there were not several of those hitches which in the use of entirely new machinery, for the first time, by a gang of men totally uneducated to machine labour, must necessarily occur. Rather was it marvellous to see how quickly the presiding genius, Mr. A. McDonald, met and overcame them as they occurred.

In consequence of the loss of the steamer *Fungshui*, there is no private steamer running to Manila; but it is said that one of Messrs. Landstein and Co.'s steamers is preparing for the line

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## HONG KONG SUPREME COURT.

(Before the Acting Chief Justice.)

IN CHANCERY.

COMPTOIRE D'ESCOMPTE DE PARIS V. RODGER AND OTHERS.—MOTION TO CONTINUE INJUNCTION.

Mr. Hayllar appeared for the bank, Mr. White for the Manchester firm, and Mr. Pollard (Acting Attorney-General) appeared on the official assignee's behalf.

The motion was for the continuation of injunction to stay execution in the matter of the *Min* case, adjudged by the Hon. the Chief Justice, who had likewise granted the injunction for a week. It may be remembered that the money decreed in the jugdment of the Chief Justice to go to the Manchester firm was afterwards claimed by the official assignee for the behoof of the general body of Messrs. Lyall, Still, and Co.'s creditors. A portion of the sum decreed was also appealed against by the bank, and the money (the principal) is still in the hands of the Court in consequence of the injunction. An interpleader bill has been filed by the bank; and now, on the motion for an extension of the injunction, the official assignee appeared by Mr. Pollard, his counsel.

Mr. Whyte objected, saying that the present case was not one for an interpleader, and that it was not fair to saddle his clients with unnecessary expense in the matter. He also objected to the appearance of the official assignee by counsel.

It was, after some further conversation, agreed that the injunction would be extended for a fortnight, and that the defendants would have an opportunity of applying for a dissolution of the injunction in the meantime, if they so chose.

## THE MACAO LIBEL CASE.

A. F. M. PEREIRA V. A. DE SOUZA.—SPECIAL JURY CASE.

The Acting Attorney-General appeared for the plaintiff, and Mr. Hallyar for defendant.

The facts of the case being already well-known, we do not give the evidence, more especially as the leading features were reviewed in his Lordship's charge to the jury, of which the following are the chief passages:—"The plaintiff in this case is a public officer, the defendant is a public writer, who accused the plaintiff of the crime of bribery, extortion and corruption in the discharge of his public functions. The defendant pleaded not guilty and justification; that is, that the libel is true. If there had been sufficient evidence of its truth, defendant would be entitled to a verdict; but if there had been no such evidence in support of the libel, the verdict must be for the plaintiff. A very gross libel it was, unless circumstances justified it. But there were none. The witnesses for the plaintiff had most unmistakably sworn that there was not a scintilla of truth in it, and there had not been a single witness produced in its support.

The jury then retired, and in a few minutes returned with a verdict for the full amount of damages claimed, 5,000 dollars, adding a rider as follows:—'From the evidence produced in this Court the jury consider that the plaintiff, Mr. Pereira, is entitled to general sympathy, as having been subjected to the most serious annoyance from a thoroughly unsupported and malicious charge."

The special jurymen then received their fees and the Court rose. As the jury were departing, Mr. Rowett, one of them, addressing Mr. Pollard, asked if the fees were to come out of the plaintiff's pocket.

Mr. Pollard replied that he supposed so.

Mr. Rowett (tossing a note, or notes, on the table) exclaimed: Then I'll have none of it.

Other jurors followed Mr. Rowett's example, and with this little dramatic incident the proceedings closed.

## STRAITS SETTLEMENTS.

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### SINGAPORE.

From this port we have dates to August 13. The home mails of July 2 and 8 were received on August 4 and 9 respectively, the latest London telegrams being to August 2. The *Straits Times* sums up the fortnight's news as follows:—

The shorthand report of the proceedings of the last meeting of the Legislative Council, held on the 22nd ult., and which were shortly alluded to in our last, has now been issued, and some important points seem to have come under notice to which our previous remarks did not refer. The Governor, in the first place, explained that the additional expenditure on Government House of 40,000 dols., which was voted by the Council in the early part of the year, had been sanctioned by the Secretary of State, but that an intimation had accompanied the sanction that no further expenditure under this head would be confirmed. This cannot fail to be satisfactory to all parties, in so far that we can now, with some degree of confidence, estimate the exact extent of the burden which this work is to impose on the resources of the colony. Accompanying this announcement is an assurance on the part of his Excellency that the revenue promises to be quite adequate to a liberal outlay on public works of general utility, and that the council will have very shortly to consider how this outlay can be best applied. It is to be hoped that if the Governor's views of the revenue prove correct a very careful consideration will mark all the money votes that are given in future.

The presence of the Governor at Penang and of several of the official members of Council seems to have been availed of by the community there to strengthen the hands of the Executive, in view of the possible disturbances indicated in our last, which they believe to be imminent, and a supplementary ordinance has been introduced at an extraordinary meeting of the Council held at Penang for that purpose. In the present tone of the public mind here in Singapore any extension of power to the Executive is looked upon with jealousy, and no doubt the new ordinance will meet some outspoken criticism.

News from the outports is of no particular interest. Locally the fortnight has been a more than ordinarily stirring one. On the 31st ult. two of our largest and best esteemed Chinese merchants gave a public luncheon at the opening of their new gunpowder magazine, on the east coast of the harbour. About two hundred guests were present, including the Lieutenant-Governor, the Chief Justice, and most of the residents; two steamers conveyed the guests to and from the magazine, and the entertainment was one of the most brilliant that has taken place here for a long time. On the 4th inst. the Pacific Mail Company's new steamer *America*, 5,000 tons, arrived from New York on her way to her station on the San Franciscan and China route; and on the 9th inst. the residents were entertained to a very handsome luncheon on board, to which over a hundred and fifty people sat down, the Lieutenant-Governor and Chief Justice among the number.

Messrs. Jardine, Matheson, and Co.'s new steamer *Glenartney*, Captain Bolton, arrived from Calcutta with opium, &c., for Hong Kong, on the 31st July.

The *Straits Observer* says:—A case arising out of the charge of arson against Messrs. Locke and Hong Ghee, has for some days occupied the attention of the Police Court. Locke and Hong Ghee charged Geok Teat, another storekeeper, with subornation of perjury. The counsel for the accused elected to reserve his defence, and after the witnesses for the prosecution had been heard, Geok Teat was committed for trial at the next criminal session; he was admitted to bail in 1,000 dols.

The steamer *Nile*, with a cargo of new season's tea from Foochow, arrived on the 30th July. [By advices from Anjer she passed through the Straits of Sunda on August 5. Several other vessels will be found in our Sunda list not mentioned in the Singapore papers.]

## CEYLON.

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### COLOMBO.

The dates from this port are to the 23rd August, the London mail of 30th July being due on the same day. The *Colombo Observer* has the following:—Sir Hercules Robinson, Lady and Miss Robinson, Mr. Irving, the Colonial Secretary; Captain Chapman, A.D.C.; Mr. Cameron, Private Secretary, and Dr. Charsley arrived in Colombo on the 14th August after their tour through Badulla, and Haldumulla, and then by Ratnapura homewards.

The *Examiner* says the Governor will remain at Colombo till the close of the Legislative Council Sessions, which are expected to be opened without further delay. Only one draft of a proposed ordinance has as yet appeared in the *Gazette*, and we can only speculate on the character of the measures to be brought forward. Chief among these will be a Bill sanctioning the Galle Harbour improvements, on the terms offered by the Home Government, and a Bill to assimilate the currency of the island to that of India.

Major-General Rennie, the recently arrived commander of our troops, does not seem to let the grass grow under his feet. Since he assumed the command he has been everywhere looking into everything. We now hear of him from Trincomalee as inspecting the garrison, awarding praise to some and taking others to task. General Rennie travelled overland by the Great Northern Road.

Our railway is again in complete and perfect working order, and the glut of goods at the several stations in consequence of the recent block on the line has kept the engines on the move some four or five times a day. The returns from the traffic, therefore, within the last two weeks, are so much in excess of what used to be the ordinary collections, that they are expected fairly to make up the loss incurred during the cessation of traffic. In connection with this subject we may mention another project, that of extending the railway to the Customs premises; the project in itself is a very feasible one, and we may even say a necessary one, but we happen to be so suspicious of the quarter from which it has emanated, that we refrain from pronouncing an opinion until it is fairly before the public, with all the details which its author can place before them.

The Colombo municipality seems to be on the verge of insolvency, and has been under the necessity of appying to Government either for additional sources of revenue to enable it to meets its wants, or for increased powers of taxation.

A telegram from India announcing the suspension of payment by the Albert Insurance Company, an event for which most of the policy-holders were prepared by the ugly rumours previously current, has yet fallen on the people affected by it like a calamity.

A branch of the Oriental Bank will be opened at Haldamulle.

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This arrangement will, no doubt, be appreciated by the Haputale planters, for whose special benefit it is made.

We are informed that the scheme for the improvement of the Galle harbour will take in a breakwater and an inner wharf, the latter connected by a tramway with the Fort. Facilities will also be afforded for the erection of coal-sheds, warehouses, &c.

We have received from Mr. Lawton, of Kandy, a photograph of the railway at "Sensation Rock," taken after the rock-slip that occurred on the 14th of July. It gives a very good idea of the magnitude of the slip, notwithstanding that it had to be taken from the side, a front view being impossible, owing to the steepness of the precipice.

# Commercial Report.

## CEYLON, STRAITS, JAVA, AND CHINA IMPORTS.*

(*For Dates see First page.*)

SHANGHAI.—Piece Goods: A good business had been done in the chief staples, but at prices which had simply depended on the idea of buyers. Gray Shirtings: A steady daily business was reported in these goods—at prices much on a par with those current last Mail. Sales reported from first hands amounted to 170,000 to 180,000 pieces—chiefly of 7 lbs. and 8.4 lbs. weight. In addition to these there had been several auction sales of damaged goods—which had enabled the local trade to supply its wants at comparatively cheap figures. Floods at Hankow and a dull market at Tientsin had also had some effect in keeping prices down, while the former losses incurred by speculators had to a great extent prevented them from operating on the chance of a rise. Quotations were, for 7 lbs., Tls. 1.93 to 1.97; for 8.4 lbs., Tls. 2.15 to 2.19; and for 9 lbs. to 9.12 lbs., Tls. 2.50 to 3.0 per piece. T-Cloths: Fair sales of this class of goods were quoted at unchanged prices; but at the close there was rather less inquiry, and rates were slightly weaker. Transactions in all weights were stated at 90,000 to 100,000 pieces, and the classes sold had again been chiefly those from good to fine. Quotations: 6 lbs., Tls. 1.40 to 1.72 (the latter figure being for chop-dollar goods) per piece; lbs., Tls. 1.65 to 1.92 per piece; and 8 lbs. to 8.4 lbs., 36 in., Tls. 1.95 to 2.45 per piece; this last price being, as usual, for a special chop. White Shirtings: Sales had been to a very moderate extent, and prices tended downwards. A better state of affairs was looked for when the Northern demand sets in. Quotations (more or less nominal), 56 reed, Tls. 2.10 to 2.12 per piece; 60 reed, Tls. 2.25 per piece; 64 reed, Tls. 2.35 to 2.43 per piece; 66 reed, Tls. 2.50 to 2.60 per piece. Drills, &c.: There had been very few sales of sound American goods, and quotations must be taken as nominal; the demand was very slack, even at reduced figures. English Cloth of 14lbs. to 14½lbs. was wanted at Tls. 3.70 to 3.75 per piece, with few sellers, unless from Chinese second hands. Dutch Drills had declined about 5 cands per piece, and were not readily saleable. Woollens, &c.: Some sales of Long Ells had transpired, but arrivals were sufficient for immediate wants. A few parcels of Spanish Stripes had also changed hands, and there was some chance of the low values inducing more business. All colours of Camlets showed a decline, and sales of assortments were not easy to effect. Figured Orleans had been placed to a moderate extent at a slight decline on former quotations. Metals.—Nail Rod Iron: Had been disposed of to the extent of 16,000 bundles at Tls. 2.05 to 2.10 per picul, leaving in stock some 80,000 bundles. There had also been an inquiry for Bars, and sales consisted of 3,000 piculs at Tls. 2.20 to 2.35 per picul. The market for both classes was fairly firm. Lead: 3,204 piculs had been exported to the Northern and river ports during the fortnight; rates may be quoted lower; L. B. offered at Tls. 5.10. Coal: There had been no particular change. Cardiff—a cargo had been resold at Tls. 7.75; English—lower rates offered but not accepted; American—a cargo to arrive placed at Tls. 10.25.

HANKOW.—Business in Piece Goods had been on an extremely limited scale, owing to the flooded condition of the whole of the foreign settlements, and a great part of the native city. Gray Shirtings: A few sales of 8¼ lbs. had been effected at slightly lower prices, but at the close there was a somewhat better feeling in the market. 7 lbs. goods and heavy makes had been neglected. Closing quotations:—Tls. 1.95 to 1.97 for 7 lbs., Tls. 2.14 to 2.18 for 8¼ lbs., and Tls. 2.90 to 3.08 per piece for 9¾ lbs. goods. White Shirtings 5 candareens per piece lower, and without inquiry. T-Cloths: Traders from the interior marts had taken a few parcels, but there was little business. Drills: Common qualities had been in some demand, but full supplies had come to hand, and prices had given way to the extent of 5 candareens to one mace per piece. Fancy Cottons had not met with much attention. Woollens and Worsteds: Camlets dull of sale at last quotations; Lastings not wanted; Long Ells: Demand very trifling; Spanish Stripes and Medium Cloth: Hardly any transactions had taken place. Figured Orleans: All inquiry had fallen off. Lead: Sales had been made for parcels taken for barter in Tea at Tls. 5.60 per picul for LB mark, but the demand was very trifling. Quicksilver: Tls. 52 per picul had been obtained for a small quantity, but there were few buyers at that price. Tin firm at Tls. 28 per picul.

HONG KONG.—Cotton Yarn: Good demand for Nos. 16 to 24, at improved prices; quotations, 16 to 24, $132.50 to 137.50. Gray Shirtings, hardly any demand for 7 lb., small inquiry for 8.4 lb. at $2.80 for best chops; in heavy goods business confined to auction sales at $3.50 to 3.70, for 9¾ to 10 lbs. goods. White Shirtings, nothing doing. T-Cloths, some business in ordinary makes of 6 and 7 lb. imported from Singapore and Bombay; fine qualities quite neglected and lower; nothing doing in 36 inch goods; quotations, 6 lbs., $1.85 to 2.10; 7 lbs., $2.15 to 2.45. Spotted Shirtings, no demand. Turkey Red: Auction sales at $2.60 to 2.66; unsaleable privately. Brocades: Auction sales at $2.95; quite out of demand. Damasks, unsaleable; quotations nominal. Chintzes, small demand for assorted. Velvets, little doing. Handkerchiefs, much depressed. Drills, no demand; a few Dutch, spotted, sold at auction at $4 60. Spanish Stripes, heavy stocks; no demand. Long Ells continue much depressed. Camlets: Best assorted in limited demand; quotations, SS, $16 to 17. Lastings, little business, demand subsided. Blankets, in oversupply and declining; quotations, 45 to 60 cents per lb. Metals: Nail Rod Iron in demand; heavy sizes most wanted. Bar in better inquiry. Hoop and Wire, nothing doing. Lead dull, rates weaker, $7 to 7.10. Tin in good demand; no stocks, supplies expected, $35 to 36 per picul. Coals: Only one arrival during the fortnight from England, and that for consumers; several cargoes from Australia, a portion of which had been placed at $6 per ton ex ship, a chance sale being reported at $7 per ton. No demand existed for English or Cardiff.

BATAVIA.—Gray goods in very little demand for local consumption, the market having been pressed with a bankrupt stock from which sales had been made from time to time at very low rates. These supplies were nearly exhausted, but second hands were still full, and no immediate improvement could be looked for either in demand or prices unless assisted by an inquiry from the outports. A little buying had been done for Singapore at about f.7 for 8¼ lbs. Shirtings, and f.2¾ for 3 lb. Madapollams in bond. Drills in fair request; English f.7 to 7.50, Dutch f.8.50 to 8.75. White Shirtings in better inquiry, and sales practicable to a moderate extent, the medium descriptions attracting most attention. Quotations:—64 to 66 reed f.8.50 to 9.25. White Madapollams dull of sale; White Cambrics also neglected; Dyed Cloth sold slowly; Yarns, both Gray and Coloured, were saleable in moderate quantities at the rates last quoted; Sewing Thread was occasionally saleable; Woollens generally in very little request. There had been some demand for White Woollen Blankets at f.6 to 6¼ each. Metals: Copper Sheathing dull; supplies in first hands ample. All other Metals, with the exception of Tin Plates, which were scarce, and in some request, were overstocked and difficult of sale.

SINGAPORE.—39 inch Gray Shirtings: 6 lb. are in limited demand at $2.10 to 2.15. 7 lb. had been placed at $2.50 to 2.52½, and 8¼ lbs. had been disposed of to a small extent at $2.90. 45 inch were in fair request at $2.80 to 3.30. 32 inch Gray T-Cloths: These goods had been in but small inquiry, a few sales were reported at $1.60 to 2.15. 32 inch Gray Madapollams: Small sales reported at $21¾. 36 inch Gray Long Cloths without alteration. 36 inch White Shirtings of most kinds were in very limited demand, with the exception of Low qualities, which were more enquired for. White Spots: Sales at last rates. White Brocades: The market had been cleared at $3. White Cambrics: 15s and 16s moving slowly at $32 to 33. 24s in demand and worth $19½ per corge. White Jacconets very little inquired for. White Madapollams saleable at last prices. Dyed Shirtings unaltered. A sale of Pink Spots of common description at $4.20. Brocades without change. Last sale of Black Velvets at 20 cents per yard. Turkey Red Cambrics: Low weights of these goods had been inquired for and a few sales of 2 lb. 4 oz. were reported at $2 25. Mulls in no demand, stocks large. Prints in better demand. Bandana Handkerchiefs hard to move at last rates, stocks being heavy. Most descriptions of Sarongs very difficult to place, stocks continuing to increase considerably, 1st quality rather more inquired for, but at rates which holders were not prepared to accept. Camlets worth last rates. Scarlet Long Ells, a small sale of 8 lbs. at $6.25 had been made. Scarlet Spanish Stripes sold at 65 to 70 cents. All Wool Lastings: Assorted wanted and worth about 40 to 42½ cents. Black are hard to move at 40 cents per yard. Gray Yarn: 18s to 24 in demand and worth $120 to 145 per bale. 30s out of stock. 40s worth $140 to 145. Turkey Red Yarn held for an advance. A sale of 10 lb. reported at $150. Green in demand and sales made at $85 to 90. Copper Sheathings dull of sale. Yellow Metal had been placed to some extent at $22¼ to 23. Zinc Sheathing wanted; none in stock. Iron extremely dull and depressed. The only sales reported were of Nail Rods at $2.55 to 2.60, of Round at $2.40, and of Square at $2.30. Sales of Pig Lead at $6.25 to 6.30 for large slabs.

PENANG.—There had been a little more demand for imported goods, with but little improvement in prices. Gray Shirtings of light weights continued scarce, and some quantity had been disposed of at a slight advance in price. Quotations: 6 lbs., $45; 7 lbs., $52 per corge. For 8¼ lbs. as high as $62 had been paid for very fine quality, but of inferior numbers some important sales had been made at from $58 to $59 per corge. In 45-inch goods no business had been done. In Gray Long Cloths and Gray Madapollams there had not been a single transaction, and quotations were nominal. For Gray T-Cloths the demand had been somewhat better, but holders did not feel inclined to let the goods go except at an advance on the prices offered. For all other plain cottons the business had been but small, and prices had not altered. Immediately after the arrival of the steamer from Burmah, the Rangoon traders came on the market, and were large purchasers of yarns; a considerable quantity of Gray Mule was disposed of at $130 per bale for No. 30, and at $140 per bale for No. 40. There was also a considerable demand for the same market for Turkey Red Cambrics, and a considerable quantity of 18/24 was sold at the advanced price of $122 per bale. Imperial Red, No. 40, had also advanced slightly, the last sale being reported at from $78 to 79 per bale.

COLOMBO.—The animation reported in our advices by the last mail has continued to characterise dealings in staple goods throughout the fortnight, and the market closed firm. Gray Shirtings, Long Cloths, and Mule Twist had been dealt in freely. White Shirtings and Cambrics continued well placed. White Victoria Lawns in moderate stocks, with good inquiry. T. R. Twist is steady, and for Orange and Green there was a good market. Coloured Goods remained generally rather slow, but for Madras Prints there was a fair inquiry. T. R. Wove Handkerchiefs were getting down in stock, but the market did not show any effect therefrom.

## CEYLON, STRAITS, JAVA AND CHINA EXPORTS.

(*For Dates see First page.*)

TEA.

SHANGHAI.—Black: A good business had been transacted during the fortnight, at irregular but hardening prices. Taking the quality of the Teas settled into consideration, prices on the whole had advanced from Tls. 1½ to 2 on last mail's rates. The market closed quiet. Settlements

* The report of the Japan Markets, in advance of the present Mail, appeared in our issue of the 7th inst.

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for the fortnight, 40,241 chests. Re-shipments on owners' account New Tea, 15,397 chests. Stock, 77 chops, or 20,750 chests. Quotations (duty paid) :—Hohow, common to good, Tls. 17.1.0 to 23.7.5 ; Oanfas, Tls. 23 to 28.2.5 ; Oonam, common to fair, Tls. 18.5.0 to 23 ; Ningchow, common to medium, Tls. 20½ to 26 ; Oopack, Tls. 22 to 26½ ; Redried Shanghai-packed, Tls. 9½ to 9¾. Green : A moderate steady business had been done in Pingsueys, at about previous rates. The first of the Fychows had arrived, but no business had been transacted in them. The market was quiet, and stocks were accumulating rapidly. Settlements for the fortnight, 6,474 half-chests; Re-shipments on owners' account, 431 half-chests; Stock, 15,942 packages. Quotations :—Pingsuey Gunpowder, 1s. 5½d. to 3s. 5d. ; Imperial, 1s. 1¾d. to 2s. 10d. ; Young Hyson, 1s. 0½d. to 2s. 11d. ; Twankay, 9½d. to 1s. 1¾d.

HANKOW.—The following is from Messrs. Drysdale, Ringer, and Co.'s Report :—Business has throughout the fortnight been much curtailed by the flooded state of the country, which has prevented supplies coming forward, and made buyers more or less disinclined to operate owing to the difficulty of storing and preparing Teas for shipment, as many godowns have water in them. Settlements since date of our last are 7,765 chests, 1,750 half-chests, and 1,150 boxes, at Tls. 14 to 21, nearly all of which are second crop Teas. Prices have been well maintained, closing rates showing a slight advance on our former quotations. We are now able to judge fairly of the second crop ; we consider it much inferior to that of last year, and under the average. But few chops have any attractive character. It will, we think, without doubt, be short of the former growth ; at the moment it shows a great falling off compared with the quantity to hand at corresponding date last year, but a good quantity has of course been kept back by the high state of the water. The chops are much smaller this year than last, but few exceeding 800 chests. Present rates give teamen from 1 to 2 taels profit ; this has encouraged some teamen, who had previously closed their hongs, to begin again, which is to be regretted, as it will doubtless increase the quantity of third crop which will be prepared for foreign markets. Our present export is a million in excess of what it was at same date last year, but in our next circular will in all probability show a decline, as during the corresponding fortnight five millions were then shipped, and we do not see much chance of more than half that quantity going forward this season. Shipments to Shanghai for sale on native account have now reached about 130,000 packages more than the 10,000 in excess of the quantity they sent during the whole of season 1868-69. We quote fair to medium Oopacks, 16½ to 20 ; common Oanfas, 14½ to 16 taels ; Oonams, 15 to 16¾ ; Shuntam packed, 13¼ to 14 nominal. Settlements from 9th inst. to date :—350 chests 750 half-chests at Tls. 14 to 15¾ ; 4,000 chests 690 half-chests at Tls. 16 to 18 ; 3,400 chests 310 half-chests at Tls. 18¼ to 21.

FOOCHOW.—For a few days after the last mail's departure settlements were made on a less extensive scale, but on the receipt of the 4th June mail from England, with somewhat improved accounts of the home market, the demand for Congous again became active, and prices had since further advanced. Congous : All grades, excepting "dust and siftings," which were only a shade higher, showed an advance of one to two taels, and although settlements had been more moderate, there appeared every indication that prices will be maintained, the teamen being firm holders, in view of the reduced stock, and the moderate extent of supplies of second crop teas, which continued very inferior in quality. We quote—Medium, Tls. 23 to 25, equal to 1s. 6¼d. to 1s. 7½d. per lb. ; Flavory, Tls. 17 to 22, equal to 1s. 2½d. to 1s. 5½d. ; ordinary to good common, Tls. 14 to 16, equal to 1s. 0½d. to 1s. 2d. ; broken-leaf, Tls. 10 to 13, equal to 10d. to 11¾d. ; dust and siftings, Tls. 6 to 9, equal to 7¼d. to 9¼d. Souchong : Settlements were made early in the fortnight, on more favourable terms, and the demand had since been more general, resulting in a rather extensive business at the following prices :—Fine, Tls. 28 to 30, or 1s. 9½d. to 1s. 11d. per lb. ; good medium, Tls. 24 to 27, or 1s. 7d. to 1s. 9d. per lb. ; fair, Tls. 20 to 23, or 1s. 4½d. to 1s. 6¼d. per lb. ; common, Tls. 15 to 19, or 1s. 1¼d. to 1s. 3¾d. per lb. Oolongs : Business in this description had been very small, and the few settlements reported were doubtless for the English market. We quote : Fine, Tls. 21 to 23, or 1s. 5¼d. to 1s. 6½d. per lb. ; fair to medum, Tls. 17 to 20, 1s. 2½d. to 1s. 4½d. per lb. Supplies to date were still considerably under those of last season. Flowery Pekoes had again been purchased to some extent at about previous rates, say :—Finest, Tls. 50 to 60, or 3s. 0¼d. to 3s. 6¾d. per lb. ; fine, Tls. 40 to 45, or 2s. 6d. to 2s. 9d. per lb. ; medium, Tls. 26 to 35, or 1s. 8½d. to 2s. 2¼d. per lb. Scented Teas have been taken to a moderate amount without change in value.

## SILK.

SHANGHAI.—The following is from Messrs. Skeggs and Co.'s Report :—After the departure of last mail a slow dragging business forced prices of medium and common silks rather lower, and a considerable business has ensued at a reduction ranging from 5 to 10 taels on these descriptions, although Red Peacocks have maintained their position at Tls. 460. Fine Silks are firmly held for previous rates, and chops in one or two instances are a shade higher. The following are a few of the leading quotations :—Choopings, No. 3, Tls. 560 ; Dragons, No. 3, Tls. 557½ ; Donkey, Tls. 550 (Yakee's being held for the same) ; Blue Flag, Tls. 515 ; Blue Peacock, Qui-sute-fei, Tls. 492½ ; and Red Peacocks, Tls. 460. Hainins and Kahing Taysaams are unchanged, and the same applies to Chincums, although a few very common lots have been settled at a nominal decline. Skeins have been taken at Tls. 360 ; best Long Reels at Tls. 390 to 400 ; and a considerable quantity of English fashion Throwns at Tls. 470 to 520. The market closes weak, and with continued depressing advices from Europe, we still anticipate a further decline being established here. Settlements for the fortnight are estimated at 2,700 bales.

## JAVA PRODUCE.

BATAVIA.—Arrack, 4 per cent. overproof : In inquiry at f.118 to f.122 per leaguer of 133 imperial gallons. Coffee : For Ordinary Green Java, f.33 to f.34 per picul was offered, but planters were disinclined to realise except at higher rates. Blue Bean worth f.37 to f.38 per picul. Padang : None in the market. Cassia Vera : Only small quantities procurable. Cubebs : No transactions. Last sale at Samarang at f.18 to f.20 per picul. Gum Damar maintained its value. Indigo : Sales had taken place at Samarang at f.5.25 to f.5.35 per Dutch pound for first quality. India-rubber scarce, and worth f.90 to f.100 per picul. Gutta-percha : Small quantities procurable ; worth f.60 to f.120 per picul, according to quality Tin : 5,000 piculs Billiton at auction realised f.71.42 per picul. Nutmegs in good demand, at f.110 to f.115 per picul. Mace very scarce, and wanted at f.95 to f.100 per picul. Pepper : None to be had. Nominal value f.18.50 to f.19 per picul for Black, f.30 for White. Rattans : Sales reported of Padang at f.8 to f.8.50, and of Borneo at f.11 to f.12 per picul. Sugar in keen demand, and sales made at f.15.50 to f.16 per picul for No. 14. Sugar making was being actively carried on.

## STRAITS AND CEYLON PRODUCE.

SINGAPORE.—A moderate business had been done in produce during the fortnight. Gambier continued at $3.07½ until near the close, when the price advanced to $3.12½ ; about 950 tons had been contracted for—one-half at the lower, and one-half at the higher quotation, at which the market closed firm. Black Pepper in good demand, but there was none coming forward, and dealers refused to contract. White Pepper more active, and a good many purchases, chiefly, it is believed, for the Continent, had been made. In Sago Flour the business had been small, and supplies were not large. Pearl Sago and Tapioca had been bought at slightly easier rates. Hides in larger request, and considerable purchases had been made. Gutta-percha neglected, and no supplies of first quality India rubber were in the market.

PENANG.—The produce market had not been well supplied during the fortnight, and prices of the principal articles of export had hardened, on account of an incressed demand for the Indian and Chinese markets. Close on the departure of the last mail Tin was secured at $29.15 per picul, and at a slight advance on that price ; but since the arrival of advices from China and Bengal the native traders had raised the price as high as $29.40 per picul. Advices had been received that some 4,000 slabs of Tin had left Tongkah for Penang, but European houses would not give the high price asked by the agents of the shippers—say $29.40. It appears that this demand for China had sprung up in consequence of the Chinese Tin Mines having failed—so that now all the tin required in China must be imported, necessitating a supply from the Straits settlements or from Banca, and, of course, causing an advance in the price. A small lot of West Coast Pepper that arrived just after the departure of the mail was secured at $5.90 per picul, but since then none had come forward, and what was expected could not be obtained at less than $6.30 per picul. Of East Coast and Acheen Pepper the supply had been much restricted, and prices had hardened. Some 2,000 piculs were offering at $6.30. The price, $6.20, had been offered and refused.

COLOMBO.—With regard to Coffee, there is little to report ; tails of crops were arriving, but for them there was no demand—crops for later delivery continued on offer at 11s. 6d. to 12s. 6d. Native only arriving in parcels of a few hundred weights ; the price was 42s. picked and dried, but very small quantities to be had. Cocoanut Oil depressed. Cinnamon rather easier. Coir not in much inquiry, but good qualities of Yarn and Fibre sold without difficulty. Plumbago continued to be taken freely ; fine bright lump at £15, chips £7, dust £4. 10s.

☞ *The picul is equal to 133⅓ lbs. avoirdupoise.*

## EXCHANGES, &c.

[*For dates, see first page.*]

### ON LONDON.

| At | Bank Bills. | Credits. | Documentary. |
|---|---|---|---|
| Yokohama, 6 m. s. ... | 4s. 6¼d. | 4s. 7d. | 4s. 7d. |
| Hiogo & Osaka ,, ... | — | — | — |
| Shanghai ,, ,, ... | 5s. 11d. | 5s. 11¼d. | 5s. 11¾d. |
| Canton ,, ,, | 4s. 6¼d. | 4s. 7d. | 4s. 7¼d. |
| Hong Kong ,, ,, | | | |
| Macao ,, ,, | | | |
| Singapore ,, ,, ... | 4s. 5¾d. | 4s. 6d. | 4s. 6¼d. |
| Manila ,, ,, ... | 4s. 4d. | 4s. 4½d. | 4s. 4¾d. |
| Colombo ,, ,, ... | 1 prem. | — | 1 dis. |

### MISCELLANEOUS.

| — | At Shanghai. | At Hong Kong. |
|---|---|---|
| Bills on India ... ... ... | 30⅛ | 230 to 230½ |
| ,, Hong Kong ... ... | 23½ to 24 dis. | — |
| Bar silver ... ... ... ... | 111.5.0 | 5 prem. |
| Mexican dollars ... ... ... | 76.0.0 | par. |

Bous, at Yokohama, 340 to 342 per 100 dols.

### SHARES.

Hong Kong and Shanghai Bank, New, 15½ to 16 ; Old, 35 per cent. prem.
Hong Kong Gas Company, 44 dols. per share.
Hong Kong and Whampoa Dock, New, 6 to 8 ; Old, 6 to 8 per cent. discount.
Union Dock Company, 25 to 35 per cent. discount.
China Traders' Insurance, 800 to 825 dols. premium.
Hotel shares, 50 to 60 per cent. discount.
Hong Kong and Macao Steamboat Company, 11 to 12 per cent. premium.

# Shipping Intelligence.

## ARRIVALS.

At YOKOHAMA.—From London, July 20, Phæton ; from Cardiff, 13, Senator Webber ; 16, Renoun (reported by telegram) ; from New York, 19, Carobel ; from Liverpool, July 6, Edward Nerber.

At SHANGHAI.—From London, July 15, William Melhuish ; 18, Famerlane ; 25, Mary Moore ; from Cardiff, 19, Windermere ; 20, Dovercourt ; from Sunderland, 25, England's Glory ; from New York, 18, Yokohama ; 25, Lanercost.

At HONG KONG and CANTON.—From London, July 22, River Clyde ; from Cardiff, 27, Dr. Peterman ; from Amsterdam, 24, Iduna ; from Baltimore, 29, Competitor.

At MANILA.—From Liverpool, July 15, Dos Hermanos ; from Cardiff, 24, Hope.

At BATAVIA.—From Liverpool, July 11, Fanny Kirchner ; 21, Mary Spencer ; from Amsterdam, 19, Koning Willem II., Baron v. P. v.

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Rosendaal; from Rotterdam, 19, Kosmopoliet II., Tonia; 22, Grootmeester Nationaal; from Glasgow, 19, County of Stirling; from Bordeaux, 23, Hindostan; from Boston, 19, Rainbow.

DEPARTURES.

From YOKOHAMA.—For Callao, July 22, Belvedere.

From SHANGHAI.—For London. July 16, Guinevere, Melbrek, Decapolis; 18, Maiden Queen; 19, Weymouth, Miranda (str.); 24, Juanpore; 27, Wild Deer; 29 (cleared), Star of China.

From FOOCHOW.—For London, July 17, Black Prince, Kaisow; 21, Windhover; 24, Serica; 26, Falcon.

From HONG KONG and CANTON.—For London, July 29, Maitland.

From MANILA.—For London, July 20, Ringleader, Verena; via Cebu, 18, Elizabeth Cushing; 29, Dilbhur; via Iloilo and Cebu, 17, Merwanjee Framjee.

From SINGAPORE.—For London, July 29, Niger (str.); 31, Nile (str.); Aug. 9, Miranda; for Liverpool. 3, Bothwell Castle; for Marseilles, 8, Rachel; for Boston, 7, Jungfrau.

From BATAVIA.—For Holland, July 8, Utrecht; 20, Medea, Honigby; 28, Henrietter Geertruida; Aug. 3, Constantia; for United States, July 30, Anna.

From COLOMBO.—For London, Aug. 16, Aboyne; 18, St. Magnes; 19, Susan Pardew, from Amsterdam; 14, Caroline.

VESSELS LOADING.

At SHANGHAI.—For London, Hopewell, Geraint, Conqueror, J. R. Worcester, Joseph Sprott, Charmian, Challenge, Dilkoosh.

At FOOCHOW.—For London, Clara, Corona, Chusan, Min, Silver Eagle.

At HONG KONG and CANTON.—For London, Dunmail, Scawfell, Grasmere; for New York, Chattanooga.

At MANILA.—For London. Vincenza, Carin; for Liverpool, via Ilo Ilo, Magallanes; for Cadiz, Conchita, Maria Fidela, Pepita; for New York, George Peabody, Formosa, Cleopatra, Sonora; for Boston, Wild Rover.

At SINGAPORE.—For London, Canning, Flora, Sree Singapura; for Liverpool, Ottawa, Doune Castle; for Marseilles, Emma, Favourite; for Bordeaux, Mondelli.

At COLOMBO.—For London, Shooting Star, Star of the South, War Cloud, Comus, Skimmer of the Waves, Hollinside, Carnilot; for United States, Maid of Glanwern.

FREIGHTS AND CHARTERS.

At YOKOHAMA.—There is no vessel loading either for London or United States.

At SHANGHAI.—Vessels on the berth for London are loading at £2 to £2 10s. A few coast charters have been effected, but at low rates.

At FOOCHOW.—The rate for London has declined to £2 15s. per ton.

At HONG KONG and CANTON.—To London, £3 per ton.

At COLOMBO.—To London, nominally the same as last mail.

At MANILA.—To London, the settlements since last mail have been as follows:—Elizabeth Cushing, 888 tons, has been chartered to take on the Egeria's cargo, from Cebu to London, at £3 per ton for sugar, and £3 10s. for hemp; Magallanes, 356 tons, from Ilo Ilo to Liverpool, gets a full cargo of sugar at £2 15s. per ton; Vincenza, 525 tons, a chartered vessel, has engaged some outside cargo at £3 10s. per ton for hemp, and £4 for light freight. The tonnage in harbour is larger.

At SINGAPORE.—To London, £1 15s. to £2 per ton all round.

At BATAVIA.—To Holland, f.67.40 to f.69.75 per last. Tonnage in harbour abundant.

VESSELS PASSED STRAITS OF SUNDA.

| Date. | Ship. | From | To. |
|---|---|---|---|
| July 19 | Mount Stuart El'stone ... | London ... | Yokohama |
| „ 20 | Forward Ho ... | Shanghai ... | London |
| „ 21 | Naval Brigade ... | Cardiff ... | Yokohama |
| „ — | Concurrent ... | Rotterdam ... | Samarang |
| „ 24 | Abkera .. | Singapore ... | Boston |
| „ — | Nyassa ... | Do. ... | Liverpool |
| „ — | Vesta ... | Bangkok ... | Falmouth |
| „ 25 | Chillingham ... | Hong Kong ... | London |
| „ 26 | Rifleman ... | London ... | China |
| „ — | Asterias ... | Cardiff ... | Manila |
| „ — | G. F. Vorwerk ... | Hamburg ... | Singapore |
| „ 27 | Van der Palm ... | Sourabaya ... | Rotterdam |
| „ — | Kingdom of Belgium ... | Singapore ... | New York |
| „ — | Leander ... | Foochow ... | London |
| „ — | Thermopyle ... | Do. ... | Do. |
| „ 30 | Belted Will ... | Canton ... | Do. |
| „ — | Espâna ... | Cadiz ... | Manila |
| „ — | Invincible ... | London ... | Hong Kong |
| „ 31 | L. J. Enthoven ... | Schiedam ... | Batavia |
| „ — | Georges ... | London ... | Yokohama |
| „ — | Hoek van Holland ... | Rotterdam ... | Batavia |
| „ — | Ocean Chief ... | London ... | Shanghai |
| „ 2 | Ida Elizabeth ... | Rotterdam ... | Batavia |
| „ — | Jan Pieterzoon Koen ... | Amsterdam ... | Do. |
| „ — | Bali ... | Liverpool ... | Order |
| „ — | Tyburnia ... | London ... | Shanghai |
| „ — | João ... | Lisbon ... | Macao |
| „ — | John Lidgett ... | London ... | Shanghai |
| „ — | Parmenio ... | Do. ... | Japan |
| „ — | Albuera ... | Do. ... | Shanghai |
| „ — | Gladiateur ... | Liverpool ... | Do. |
| „ — | Her Majesty ... | Manila ... | New York |
| „ — | Zephyr ... | Do. ... | Do. |
| „ — | Samuel Lanabec ... | New York ... | Shanghai |
| „ — | Glamorganshire ... | Cardiff ... | Yokohama |
| „ — | Sumatra ... | Rotterdam ... | Batavia |
| „ — | Drusus ... | London ... | Batavia |

AUGUST 2ND TO 6TH.

| | For |
|---|---|
| Susanna (Hamburg) ... | ... Hong Kong. |
| Villa de Camille (Spanish) | ... Havana, 290 coolies. |
| Havelock (British) ... | ... Yokohama. |
| Douglas Castle (British) ... | ... London. |
| Mozambique (Hamburg) ... | ... Bangkok. |
| Nile, s.s. (British) ... | ... London. |
| Niger, s.s. (British) ... | ... Do. |
| Shunlee (British) ... | ... Shanghai. |

## COMMERCIAL POSTSCRIPT.

TEA.—Sales have continued during the past week of New Bronings by the various steamers arrived from Hankow at 1s. 10d. to 2s. 11½d. Sales of new Kaisow, ex Achiles, at 2s. 2d. to 2s. 10d. Some of the parcels are very much mixed, and only 1s. 2d. offered. Scented Pekoe, 2s.

SILK.—Market very flat, No. 3 Tsatlee. 29s.; Japan Maibash No. 1, at 27s.; one parcel of 100 bales sole at 25s. 3d. all round.

SHIPPING.

ARRIVALS NOT IN THE TABLES.—Off Dungeness, from Batavia, for Rotterdam, Eva Johanna; at Falmouth, from Java, Maid of Orleans.

DEPARTURES.—Sept. 15, from Dublin, for Manila, Manila (str.).

LAID ON.—At Liverpool, for Mauritius, Penang, Singapore, Hong Kong, and Shanghai, Nestor (str.); for Batavia and Sourabaya, Hans.

## BIRTHS, MARRIAGES, AND DEATHS.

### BIRTHS.

ADAMSON—On the 31st Aug., at Ruston Park, Sussex, Mrs. W. R. Adamson, of a son.

BLACK—On the 25th July, at Yokohama, Mrs. J. R Black, of a daughter.

BRAGA—On the 15th July, at Shanghai, the wife of Mr. J. Braga, of a son.

CAYLEY—On the 6th Aug., at Colombo, Ceylon, the wife of Richard Cayley, Esq., of a son.

DAVIDSON—On the 14th Sept., at 42, Portsdown-road, Maida-vale, London, the wife of Wm. M. Davidson, Esq., of a daughter.

DUNLOP—On the 19th August, at Colombo, the wife of R. V. Dunlop, Esq., Oriental Bank Corporation, of a son.

HANCOCK—On the 1st July, at Hong Kong, Mrs. Alfred Hancock, of a daughter.

LEVESON—On the 3rd Sept., at Newlands, Sydenham, Kent, the wife of Edward J. Leveson, of a son.

MAGNIAC—On the 28th Aug., at 36, Hertford-street, Mayfair, the wife of Arthur Magniac, Esq., of a daughter.

MCCARTHY—On the 20th July, at Shanghai, the wife of J. H. McCarthy, of a daughter.

MCDOUALL—On the 21st July, at Shanghai, the wife of John McDouall, Esq., of a son.

MEDEN—On the 28th Aug., at Ashwood-villas, Headingley, near Leeds, the wife of Mr. A. von der Meden, of a daughter.

PEREIRA—On the 30th Aug., at Villa Pereira, Porta Legni, Messina, the wife of F. E Pereira, Esq., barrister-at-law, F R G.S., recently a Municipal Commissioner for the town of Singapore, of a daughter.

ROBINSON—On the 13th July, at Shanghai, the wife of Alfred Robinson, Esq., of a daughter.

### MARRIAGES.

BRUNE—WHITING.—On the 2nd Sept., at St. James's, Piccadilly, by the Rev. J. W. Marshall, vicar of Trinity Church, Birchfield, near Birmingham, Charles Julius, youngest son of the late Henry Brune, Esq., to Louisa Maria, youngest daughter of W. H. Whiting, Esq., late of the Ceylon Civil Service.

BULLER—SORTAIN.—On the 31st Aug., at St. George's, Hanover-square, by the Rev. R. Buller, rector of Lanreath, assisted by the Rev. Henry J. Buller, rector of West Parley Charles Reginald Buller, late of H.M.'s Civil Service, Ceylon, and now of Erle Hall, Plympton, to Bridget Margaret Sortain, widow of the late Rev. Joseph Sortain, of Brighton, and daughter of the late Sir Patrick Macgregor, Bart.

GREIG—RODGER.—On the 15th Sept., at 17, Newton-place, Glasgow, by the Rev. John Macduff, D.D., James Greig, of the Hong Kong and Shanghai Banking Corporation, to Mary Ann, youngest daughter of Alexander Rodger, Esq.

RODYK—HOGAN.—On the 20th July, at St. George's Church, Penang, by the Rev. Julian Moreton M.A., Charles Williamson Rodyk, Esq., advocate and proctor of the Supreme Court, to Constance Elvira, second daughter of John Hogan, Esq., jun. No cards.

THOMPSON-POTTER.—On the 3rd Aug., at Penang, by the Rev. Julian Moreton, M.A., J. C. Thompson, Esq., Malakoff Estate Province, Wellesley, to Florence Julia Alice, only daughter of the late Henry Maurice Potter, Esq., of Calcutta.

WOODHOUSE—MANSELL.—On the 14th Sept., at St. Barnabas, Kensington, by the Rev. Dr. Francis Hessey, Thomas Walter Woodhouse, Esq., of 9, Elsham-road, Kensington (son of the late George Woodhouse, Esq., C.E.), to Fanny Lydia, third daughter of Joseph Mansell, Esq., of Addison-road, Kensington,

YOUNG—WOODHOUSE.—On the 8th Sept., at St. Barnabas, Kensington, by the Rev. Dr. Francis Hessey, vicar, Vans Christie, eldest son of the late W. O. Young, Esq., to Annie Webb, third daughter of the late George Woodhouse, Esq., C.E., of Addison-crescent, Kensington.

### DEATHS.

CAMA—On the 30th Aug., at 16, Holland-villas-road, Kensington, Dossabhoy, infant son of D. D. Cama, Esq., aged six weeks.

CAW—On the 11th July at Manila, Oriana Pond, aged 14 months and 10 days, only child of Thomas Caw, Esq.

CORBETT—On the 22nd July, at Shanghai, William Smith Corbett, master of the steam tug *Banker Hill*.

COWIE—On the 13th July, at Shanghai, of bronchitis, Hugh Fitz Roy, son of G. J. W. Cowie, Esq., aged seven months.

EAMES—On the 6th July, at Bangkok, Capt. W. Eames, one of the oldest foreign residents in that city.

GIBSON—On the 28th July, at Amoy, John Gibson, Esq., of H.M. Consular Service, aged 35.

HAMANN—On the 4th July, accidentally drowned, while boating in the Shanghai river, Mr. C. H. Hamann, of the firm of Messrs. Trautmann and Co., aged 24.

HOUGHTON—On the 31st Aug., at his residence, Highfield, Streatham, George Clarence Houghton, Esq., of Batavia, Java, and 2, Jeffreys-square, E.C., aged 53.

JOSS—On the 26th July, at Shanghai, Noel M. Joss, of the Imperial Maritime Customs Service.

MAJOR—On the 25th July, at Shanghai, Mr. John Major, aged 73.

MCDONALD—On the 15th August, at Mount Lavinia, James McDonald, Esq., of Dickoya, aged 42 years.

MILLS—On the 24th July, at Shanghai, Mr. E. C. Mills, aged 35.

MOORE—On the 23rd July, at Bangkok, of hydrophobia, James A. Moore, a citizen of the United States of America.

NASH—On the 22nd July, at Shanghai, of apoplexy, Charles Grindrod Nash, aged 33, paymaster of H.M.S. *Zebra*.

NEVILLE—On the 14th July, at his residence, on the Bluff, Yokohama, Robert Edward Neville, youngest son of Frederick Neville, Esq., of London, aged 27 years.

PRATT—On the 8th July, at Shanghai, Mr. G. S. Pratt, of the Imperial Customs, Hankow, aged 37 years.

SAUNDERS—On the 23rd July, at Shanghai, after one hour's illness, Capt. W. G. Saunders, of the barque *Charmian*.

WINCHURST—On the 15th July, at the General Hospital, Yokohama, Edwd. Charles Winchurst, Esq., late of Shanghai.

WRIGHT—On the 20th July, at Newchwang, Florence, the youngest daughter of W. Algernon Wright, Esq.

YONGHAUS—On the 12th Sept., at Royton, Lancashire, Emily, the beloved wife of Hermann Yonghaus, Esq., aged 27.

YOUNG—On the 11th August, at Galle, the beloved wife of R. B. Young, Esq., of the Survey Department.

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# The London & China Telegraph.

*LONDON, MONDAY, SEPT. 20.*

## MR. ROSS BROWNE ON BRITISH POLICY IN CHINA.

That Mr. Ross BROWNE has emphatically denounced the BURLINGAME policy can no longer be denied. In our last issue we were enabled to publish the full text of his reply to the addresses of the residents at Shanghai; and its tenor affords the most complete confirmation of at least one item of news in the telegram that has formed the basis of such an animated controversy. Mr. BROWNE states that the allegation that the "new policy" means justice to China, and therefore progress, is "utterly unwarranted by facts." This is indeed emphatic. By this new policy, says Mr. BROWNE, we admit the right of any nation, however degraded, to enjoy the privileges and immunities of a civilised Power, while it persistently rejects the obligations imposed by the community of nations for the general welfare. In other words, we lend our influence to the maintenance of false and superstitious systems, and the degradation of our fellow-creatures. Nothing could be more forcible or more true. The despatch is a voluminous one, and we must be content with a few more short quotations "Believing our civilisation to be superior to theirs, we should "endeavour to elevate the Chinese to our standard; but surely "that can never be done by an unqualified acceptance of "their claim to the independence enjoyed by Christian "States."—"I believe an unreserved recognition of the "right of an ignorant Pagan nation to do as it pleases, how-"ever retrogressive its action may be, or injurious to the "cause of human progress, to be not only impolitic, but "absolutely pernicious in its tendency. During the past "year, since it has become known that the Governments "of the United States and Great Britain have pledged "themselves unconditionally to this course, a greater "number of outrages have been perpetrated upon Foreigners "than during the previous eight years."—"It is simply "pandering to the bigotry and self-conceit of the Chinese "rulers to treat them under all circumstances, and with-"out any reservation, as independent and intelligent beings."—"The Imperial authorities are free enough in promising re-"dress, because they know the provincial officers are adroit "enough to evade it, and have but little regard for truth."—"Reference of all important questions back to the Home "Governments before a single gunboat can be used, and "where telegraphic communication is rigidly prohibited, is "simply to nullify, and bring into contempt, all diplomatic "power in China."—And here is something still more to the point:—"The policy of seeking refuge on board "of war vessels is both impracticable and humiliat-"ing. No community of Englishmen or Americans at "any of the treaty ports will desert their hard-earned "vantage-ground in the presence of danger. It is not a na-"tional characteristic of either to seek safety in flight. No "wonder the bare suggestion of an alternative so degrading "should be received here with incredulous amazement. There "is something in Anglo-Saxon blood that burns at such a "thought. The naval officer in command of a vessel, who "would see a defenceless community of merchants or mis-"sionaries beleagured by a host of semi-barbarians, and not "expend the last grain of powder in their defence, would "merit the contempt of all honourable men, and dismissal "from the service which he had disgraced. What American, "what Englishman, holding a commission, would not sacri-"fice it, should the folly or imbecility of his superiors assure "him of such a fate for doing his duty, rather than bear "thenceforth the brand of infamy upon his brow?" These last sentences are worthy to be written in letters of gold. A more withering, yet just, denunciation of the "folly and imbecility" (terms only too well deserved) of English policy in China, could not have been framed. Speaking of the BURLINGAME Mission, Mr. BROWNE says:—"It is quite clear "to my mind that it was not intended by the Chinese rulers "as a progressive movement. . . What the Imperial "authorities wanted, in reality, was to *arrest* progress . . "the astute mandarins had no idea of advancing; they "were chiefly concerned to know how they could prevent in-"novations."

Comment upon these remarkable utterances is almost needless. They express the honest convictions of a man of undoubted probity, of generous sympathies, and of long experience; whose estimable qualities have won him the sincere respect and admiration, not only of his fellow-citizens, but of Foreigners of all nationalities in China. Read, once more, the testimony of our own countrymen in Shanghai:—"We "believe you owe your recall to the persistent manner in "which you have continued to express views contrary to "those which your own Government have adopted at the in-"stigation of Mr. BURLINGAME. You have refused to remain "silent when you were convinced that your Government were "being misled; and you have taken up this disinterested "attitude from a sense of duty." It is useless to contend against such evidence as this. Mr. BROWNE'S words carry conviction with them, despite the puny efforts of Mr. BURLINGAME'S organs to throw discredit on them. When the combined folly and imbecility of Mr. GLADSTONE'S Cabinet shall have landed us in another China war, the value of these truths will then, too late, be recognised.

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WE have to note a curious circumstance connected with the publication of Mr. Ross BROWNE'S despatch. The telegram wherein its purport was foreshadowed raised quite a controversy in the columns of the daily papers, and many "leaders" were devoted to it. It was therefore to be expected that when the full text of the document was published it would have attracted a good deal of attention. But this was by no means the case. The day after it appeared in the *London and China Telegraph* it was noticed by the *Star* and the *Manchester Guardian*, but, as far as our knowledge goes, these are the only two journals that have thought it worth even a paragraph!

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THE Philadelphia correspondent of *The Times* writes that Mr. Ross BROWNE, by a telegram from San Francisco, contradicts the report that the Chinese Government contemplated rejecting the treaty concluded between the United States and China by the BURLINGAME Embassy. It is quite impossible that Mr. Ross BROWNE, or any other Foreigner, can know what the Chinese Government "contemplate" doing, and most unlikely that Mr. BROWNE would pretend to such knowledge. Probably what he really telegraphed was, that the Chinese Government had not avowed to him any intention of repudiating the convention.

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THE question whether the MIKADO is to be held liable for the balance of the Simonoseki indemnities due from the late SHIOGOON'S Government to England, France, America, and Holland, has been referred home by the Ministers of those countries to their respective Governments. Here is a dilemma for Mr. GLADSTONE. On the one hand, the pocket of the British tax-payer to be protected—on the other, a grand opportunity of extending to Japan the policy of conciliation and self-sacrifice applied to China. Probably some plan of joint action will be determined on. We cannot afford to be less generous than our allies.

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THE movement in favour of importing Chinese labour into the Southern States still goes on, though the apprehensions with which the threatened influx is viewed in California are rather on the increase. It is argued that the immigration might easily reach half a million in one year, which would be equal to the entire population of the State; so that in a very few years the white inhabitants would be "buried under an Asiatic avalanche."

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## LICENSED GAMBLING.

IT is rumoured that a proposition is likely to be brought forward for the introduction of the system of gambling licenses into Singapore, of course for the same reasons as those which induced its adoption in Hong Kong. Both for purposes of revenue, and for the promotion of good order and morality, we should be disposed to advocate a measure which would place gambling under the surveillance of the police. Our reasons for taking this view were put forth with sufficient explicitness when the system first came into operation in Hong Kong, and need not be repeated here; but it is to be feared that the ideas of the majority of our legislators are not sufficiently far advanced to admit of such a proposal being favourably regarded by the House of Commons. Public opinion however, shows a growing tendency to discard these old-world notions, based on a false delicacy that would rather ignore vice than recognise its existence with a view to impose such restrictions as are expedient for moral and sanitary purposes. What cannot be cured must be endured; but many incurable evils admit of being rendered more endurable by some modification, which cannot be applied without legal recognition. There was at first a great outcry against the "Contagious Diseases Act," although it involved but a partial recognition of the evil it was directed against, and its operation was restricted to certain seaports and garrison towns; but its action has proved so unmistakably beneficial that already there is a movement on foot for its extension to all large towns. We tax, for purposes of revenue, some necessaries of life, most luxuries, and (in the shape of fines) even some crimes—or at least, those minor breaches of the law known as misdemeanours. Why not tax men's vices too? Practically, the thing is done here, in England, already. Drunkenness is as much a vice as gambling—twin vices we might call them in fact, for the one so constantly leads to the other that they too often go hand in hand. The gin-palace and the beer-shop are the centres of drunkenness, and consequently of crime; yet here, in civilised England, where any allusion to a licensed gaming-table is received with a shudder of outraged morality, we have an organised system of licensing these "drunkeries," as Mr. Alderman LUSK, with more force than elegance, lately termed them. But then there is such a wide difference between the two cases. The big brewers and distillers are a powerful force in the House of Commons, and their interests must be taken care of; whereas, who would benefit by extending the system applied to public houses here to gaming-tables in an Eastern colony? Nobody of any importance; only the colonists! We presume the question will claim attention from the Straits Settlements Association at no distant date.

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"ABOVE all, gentlemen," said a great general, "let us have no zeal." In other words,—Perform your functions with the regularity and precision of a well-oiled machine, but never deviate, by a hair's breadth even, from the prescribed path of duty. Yours is not the brain to originate, but only the hand to execute. This is the condition to which the Consular service in China is now reduced. Consul GIBSON took a higher view of the meaning of duty, and has fallen a victim to his well meant but unappreciated zeal. There is a sort of melancholy satisfaction in learning that he lived long enough to find his conduct fully approved by Sir RUTHERFORD ALCOCK, and the latter deserves all praise for his manly course in awarding his personal approbation in the teeth of the persistent scoldings of the Foreign-office. But it is a sad story altogether, and "*point de zèle*" is the lesson it too plainly inculcates.

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It is stated that the principal object of the despatches lately received by Mr. BURLINGAME from Prince KUNG was to request him to intercede with the United States in favour of the thousands of Chinese in Peru, who are most brutally treated both in the mines and at the guano "diggings." That Mr. BURLINGAME will at once comply with this request we cannot doubt, and it is to be hoped that his intercession will be successful; but the Chinese Government can hardly look for any very vigorous action on the part of the United States unless they are prepared to give full effect to the engagements made by Mr. BURLINGAME on their behalf with that Power. The treatment of Chinese coolies in Peru is certainly a disgrace to humanity.

## THE SUEZ CANAL.

WHATEVER uncertainty may exist as to the time when the Suez Canal will be completed to its full depth throughout, there is an evident determination that the inaugural ceremony shall come off, with all possible *éclat*, on the appointed day. The VICEROY has issued his official invitations to that effect, and they include a large number of celebrities, political, literary, and artistic. The circular note conveying the invitation informs those to whom it is addressed that railway passes will be presented to them, and cabins secured for them on board the steamers of the Messageries Imperiales or the P. and O. Company, according to their wishes. The hospitalities offered include a trip to Upper Egypt for those who choose to avail themselves of it, and the arrangements are altogether on a scale of generous profusion.

The Canal Company has just issued the regulations for the navigation of the Isthmus. All vessels will be allowed to pass through which have not more than 7½ metres draught (24¾ feet). Steamers can navigate the Canal without assistance, but sailing vessels over fifty tons must employ one of the company's tow-boats. The maximum rate of speed is fixed at about six knots, per hour. At this rate the Isthmus will be crossed in fifteen to eighteen hours, time occupied in entering and leaving the Canal not included. Every ship of more than one hundred tons is required to take one of the company's pilots, whose duty it will be to give all the necessary instructions relative to the navigation of the Canal, but the pilot takes no responsibility as regards the conduct or management of the vessel; this remains with the captain. An extraordinary regulation is made respecting anchors or anything else that may fall overboard in the Canal; the crew is not to be allowed to fish anything up, but the captain must leave instructions with the pilot, who will transmit them to the proper officers of the company, who will make the salvage—when the ship is on its way to India or China, perhaps. What can be the object of such a bit of red tape as this? Of course great care will have to be taken of the bottom and sides of the Canal; but surely the pilot's presence would protect the company's interest in this particular. The following are the dues fixed by the company:—Transit fee from one sea to the other, 10 francs per ton, and the same for each passenger on board; towage, 2f. per ton. Port fees at Port Saïd, Ismaïla, or Suez, after the first twelve hours, 5 centimes per ton per diem; maximum time allowed in either port, twenty days. The charge for the pilot is fixed according to the draught of the ship, an 800 ton ship, drawing eighteen feet water, would have to pay £18 for pilotage; but vessels which are towed are allowed a discount of 25 per cent. on the amount of the pilotage. All these charges, excepting that on the passengers, would amount in the case of a vessel of 800 tons to about £400.

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WE regret to have to record the loss of the *Carnatic*, a fine P. and O. steamer of about 1,800 tons and 400-horse power, on the Island of Shadwan, in the Gulf of Suez. It occurred on Monday, the 13th inst. She had a general cargo, about £40,000 in specie, and the Bombay Mails, all of which went down in the ship; of thirty-seven passengers, five were lost, and of the crew, nine Europeans and fifteen natives are missing. The steamer, we are sorry to say, will be in a double sense a loss to the company, as they are their own insurers; it is however well known that their "underwriting account" is a paying affair. The cargo and specie are insured in London and Liverpool, and it is thought the latter may be recovered. The Mails, it is to be feared, are entirely lost, and we believe this is the first time such a thing has happened to the P. and O. Company. While all will sympathise with the sufferers by this calamity, it will none the less be a relief to our readers to find that it has befallen a Bombay, not a China Mail.

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MAJOR CHAMPAIN, R.E., left Marseilles by the last P. and O. steamer, accompanied by Mr. LATIMER CLARK and a staff of electricians, for the purpose of laying the second Persian Gulf Cable, which is expected to be completed in November. There will then be two complete and independent lines of telegraph the whole distance from London to Calcutta.

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WE are able to confirm the announcement recently made as to the approaching marriage of the Rajah of SARAWAK. The event will take place next month, and the RAJAH will proceed to Sarawak in the spring.

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WE have already expressed our profound disgust with the conduct of the French mercenaries who promoted the seditious designs of ENNOMOTO, the Japanese rebel, and basely deserted him in the hour of need. It seems the MIKADO'S Government consider themselves entitled to demand reparation from France—whose accredited representative in Japan connived at the filibustering exploit—for the loss of life and property resulting from it, and that they intend to prefer a claim for five millions of dollars. Clearly the Japanese have as good a right to demand compensation from France for the injury inflicted on them by M. BRUNET and his companions-in-arms, as the French have to require the MIKADO to make good the loss they sustained by Prince CHOSIU'S indiscretion at Simonoseki; and we hope they may get it.

THE question whether a transition period is not simultaneously commencing both in the tea and opium trades affords food for speculation. The cultivation of tea in British India is now an assured success, and, the labour difficulty once solved, there need be no appreciable limit to its expansion. This is the first step towards making us independent of China for our supplies of tea; while, curiously enough, the Chinese are at the same time endeavouring, by a widely-extended cultivation of the poppy in their own country, to become independent of India for their consumption of opium. At present there is no appearance of any falling off in the shipments of China tea, while, on the other hand, a marked decrease is already visible in the sales of opium at the open ports; so far, therefore, the Chinese seem to have the best of it.

SOME remarks that fell from Governor ORD at a late meeting of the Council in Singapore, relative to the steam yacht ordered to be built in this country for his Excellency's use, are calculated to excite renewed apprehensions in the minds of those interested in promoting economy in the Straits administration. We are fortunately in a position to allay any such feeling of uneasiness by stating, on good authority, that the building of the steamer has not even been commenced; and further, that the accounts sent home by Sir HARRY ORD are being subjected to a most searching examination, with the view of restraining expenditure on objects not calculated to promote the general welfare of the colony.

OUR readers are already aware that an Act was passed last Session authorising the severance of the Straits Settlements from the Episcopal See of Calcutta. We understand it has been decided to attach them to the Diocese of Labuan, so that in future Bishop CHAMBERS will have ecclesiastical jurisdiction over the Straits. The change is likely to meet with general approval.

CHIEF JUSTICE SMALE arrived by the last mail from Hong Kong on leave of absence. His name was not announced amongst the list of passengers. We understand that Mr. Pauncefote, the Attorney-General, takes the bench, and Mr. Pollard acts as attorney-general *ad interim*.

## LATEST TELEGRAMS.

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(RECEIVED VIA GALLE, SEPT. 7.)

### CHINA.

SHANGHAI, AUG. 15.—Gray Shirtings, 6½ catties, 8¼ lb., $2.18. Cotton: Shanghai, 16½ taels. Tea firmer. Silk, active, but unchanged; settlements since departure of the last mail, 3,300 bales. Export to date (China and Japan), from commencement of season, 17,000 bales. Exchange on London: Bank bills, six months' sight, 5s. 10½d. Freights: Tea, £2.

HONG KONG, AUG. 19.—Gray Shirtings, 6½ catties, 8¼ lb., $2.80. Watertwist, 16-24, $1.36. Cotton: Bengal, fair medium, $17½. Tea: Canton, active and advancing; total export (China and Japan), 63,000,000lb. Exchange on London: Bank bills, six months' sight, 4s. 5½d.

### SINGAPORE.

SINGAPORE, AUGUST 26.—Gray Shirtings, 8¼ lbs., $2.95; No. 40 Mule Twist, $147.50. Cambrics, $33. Gambier, $3.20. Black Pepper, $6.90; White, $10.20. Sago Flour, $2.70. Tin, $32.50. Coffee, unchanged. Arrivals from London, Luzon and York. Exchange, 4s. 5d.

BREAKFAST.—EPPS'S COCOA—GRATEFUL AND COMFORTING.—The very agreeable character of this preparation has rendered it a general favourite. The *Civil Service Gazette* remarks:—"The singular success which Mr. Epps attained by his homœopathic preparation of Cocoa has never been surpassed by any experimentalist. By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected Cocoa, Mr. Epps has provided our breakfast tables with a delicately-flavoured beverage which may save us many heavy doctors' bills." Made simply with boiling water or milk. Sold by the trade only in ¼ lb., ½ lb., and 1 lb. tin-lined packets, labelled—JAMES EPPS & Co., Homœopathic Chemists, London.—ADVT.

## Monetary and Commercial.

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According to our last advices from Japan, the threatened increase in the duties on tea and silk was not expected to be carried into effect. On the other hand, we understand that a telegram has been received by the United States Government, stating positively that the increased duties will be levied from and after the 1st of January next. It is said that the rise in the duty on silk will vary from two and a half to fifteen per cent., according to the quality; on tea it will be only about one-half per cent.

The directors of the Agra Bank (Limited) have declared an *ad interim* dividend for the six months ending 30th June last, on the paid-up capital of the undertaking at the rate of 7 per cent per annum, payable on and after the 1st October next, before which date the usual warrants will be issued to the shareholders.

The creditors of Overend, Gurney, and Co. (Limited) have received the last instalment on their debts, completing 20s. in the pound. There now remains nothing to be settled with them excepting the interest (for the delayed instalments), the receipt of which the creditors, on the recommendation of Mr. Charles Oppenheim, have agreed to postpone until the 30th of June next.

The tenders for £325,000 in bills on India were received on the 15th inst. at the Bank of England, when the amounts allotted were—to Calcutta, £315,900, and to Madras, £9,100. The *minimum* price was fixed, as before, at 1s. 11d. on both presidencies, and tenders on the above presidencies at 1s. 11⅛d. will receive about 15 per cent.; those above in full. These results show a diminution in the demand for means of remittance to the East.

The amount of bullion by the P. and O. Company's steamer *Ceylon*, from Southampton on the 18th inst., was in gold, to Galle, £120; to Bombay, £27,600; to Madras, £1,271; in silver, to Bombay, £19,300; to Calcutta, £30,000; to Hong Kong, £24,729; to Shanghai, £640; total in gold, £28,991; in silver, £74,669.

The following letter, which has been addressed to the Editor of *The Times*, contains a singular and important announcement with reference to the mode of levying Customs' duties upon tea and other articles at New York:—

"3, Lombard-street, London, E.C., Sept. 6.

"SIR,—In July last we shipped, per steamer *Bellona*, to New York, on behalf of a constituent, 216 half-chests of tea, consigned to one of the first mercantile houses. The duty payable on tea from this country is 10 per cent. *ad valorem*, in addition to 25 cents per lb. the ordinary duty on direct importations from China. But the Custom-house authorities at New York have been instructed to demand that the invoice be made up with the English duty of 6d. per pound added to the cost. This is an entirely new provision, and, as has been officially explained to our correspondents, 'grows out of a recent importation of malt from Canada into Chicago, the authorities in Washington having decided that such malt should have been invoiced at the market price out of bond.' Not only, however, is the 10 per cent. on the English duty now claimed, but a penalty of 20 per cent. upon the whole importation has been imposed. Our friends were about to represent to the department the injustice of their proceedings, but they appear to doubt whether their representation will have any effect. We think it well to make the facts known, as we suppose that the levying of Customs' duty upon the duty leviable in another country is without precedent. The tea in question did not, of course, pay English duty here, having been exported in bond.—We are, Sir, your most obedient servants,

"MATHESON AND CO."

Messrs. J. C. Sillar and Co.'s Circular, dated the 8th inst., contains the following allusion to an error committed in returning the stocks of Tea:—

In writing our Tea report we cannot pass over without remark the extraordinary statement made by our fellow brokers as represented by the Tea Brokers' Association, viz., that five thousand tons of Congou Tea have been discovered in the East and West India Dock Warehouse, of which no entries have ever been made, and no notice previously ever been taken. Disgraceful as this transaction may be, had it been the first time such a thing had occurred we should have been inclined to have treated the matter leniently; but as the same thing has so frequently happened before, we cannot allow it to pass unchallenged and without protest. About three years ago the stock of Tea was found to be 15,000,000 lbs. heavier than that stated by the principal brokers, a large proportion of this being Congou. The year following an error of 6,000,000 to 7,000,000 lbs. was discovered; of this 4,000,000 lbs. was Congou, and 1,000,000 lbs. Green Tea. In 1867 there was an error of 1,500,000 lbs., of which 500,000 lbs. was Green Tea, and now we find another error of 5,000,000 lbs. in the stock of Congou, the equivalent of the total cargoes of five vessels of a thousand tons each. We sincerely hope that ere long the suggestions may be carried out of obtaining the actual weights of each description of Tea remaining in the bonded warehouses, with the actual weight of each kind imported and delivered every month. The power of procuring this rests, as we have before stated, with the Tea Brokers' Association, and until such time as this information is procured, and incorrect statistics in Tea have become a thing of the past (as we soon hope to see the other evils of the trade, viz., the false weights rendered to the importer, and the unjustifiable deductions from the purchase money), we have little hope of witnessing a better state of things in this trade.

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# Shipping Intelligence.

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## ARRIVALS.

| Date. | Ship. | Captain. | From. | At. |
|---|---|---|---|---|
| Aug31 | Deutschland | Ziemann | Rangoon | Falmouth |
| — 31 | Alpha | Neilsen | Singapore | Liverpool |
| Sep 1 | Lesbia | — | Rangoon | Do. |
| Aug28 | Eunomia | Gronow | Colombo | Off Scilly |
| Sep. 2 | Catherina | Fokkes | Maulmain | Deal |
| — 1 | Haamstede | Geerling | Batavia, for Rotrdm. | Plymouth |
| Aug31 | Nieuwe Waterweg II. | Zwart | Java, for Amsterdam. | Off Folkestone* |
| — 30 | Carmelita and Ida | Jensen | Saigon, for Bremen | Off Beachy Head |
| — 31 | Frederik Petersen | — | Rangoon, for Hambrg | Do. |
| Sep. 2 | Carl August | Afterdinger | Bangkok | Off Falmouth |
| Aug3 | Centaur | — | Rangoon, for Liverpl. | Off Dunmore East |
| Sep. 3 | Ilmari | Riska | Penang | London |
| Aug31 | Oceaan | — | Batavia for Amstdm. | Off the Eddystone |
| — 30 | Ulva | Reed | Penang | Off the Lizard |
| Sep 6 | Nonpareil | Noe | Saigon | Havre |
| — 2 | Amoor | Duncan | Do., for Bremen. | Off Dover |
| Aug31 | Milton | Smith | Philippines | Crookhaven |
| — 19 | Bengal | West | Manila | New York |
| — 20 | John Norman | Gardiner | Yokohama | Do.† |
| Sep. 4 | Sir Henry Havelock | Pickthall | Manila | Deal |
| — 3 | Blair Athol | Pearson | Rangn., for Schiedam | Falmouth |
| — 3 | Stormy Petrel | Thirkell | Do. | Do. |
| — 4 | Johanna Mathilda | Lohse | Saigon, for Bremen | Do. |
| — 4 | Contest | Gadd | Bangkok | Do. |
| — 4 | Trowbridge | Thurtell | Rangoon | Do. |
| — 3 | Nicholas Witsen | Groot | Batavia, for Amstdm. | Do. |
| Aug24 | Mary | Townsend | Hong Kong | San Francisco |
| Sep. 6 | Nestor (s.s.) | Drenning | China, Singapore, &c. | London |
| — 6 | Royal Minstrel | Collier | Colombo | Do. |
| — 6 | St. Vincent | Roe | Rangoon | Do. |
| — 4 | Sarepta | Greig | Colombo, for Havre | Plymouth |
| — 3 | Henriette | Olsen | Rangoon | Falmouth |
| — 4 | Orion | Soost | Maulmain | Do |
| — 4 | St. John | Gursley | Do. | Do. |
| — 3 | Albert Edward | Smith | Rangoon | Crookhaven |
| Aug24 | Akbar | Crocker | Hong Kong | San Francisco |
| Sep. 6 | Teviot | — | Colombo | London |
| — 6 | Sarah Scott | Rupes | Manila | Deal |
| — 6 | Sterling | Kelly | Bassein | Do. |
| — 6 | Ellenborough | Robb | Ceylon | Do. |
| — 6 | Oribe | Caetzer | Do. | Do. |
| — 6 | Ilone | Rapson | Penang | Do. |
| — 6 | Helen Denny | Lynch | Rangoon | Do. |
| — 6 | Beatrice | Ray | Do. | Do. |
| — 7 | Sattara | Thomas | Colombo | London |
| — 3 | Ocean Empress | — | Saigon, for Rotterdm. | Off Scilly |
| — 4 | Patrician | — | Rangoon | Kinsale |
| — 5 | Elshout | Akkerman | Batavia for Amstdm | Off Dungeness |
| — 3 | Gelle | — | Sourabaya | Off Falmouth |
| — 4 | Grondwet | Kamminaga | Batavia | Zierikzee |
| Aug31 | Salvadora | Urrutia | Zebu | Santander |
| Sep. 7 | Gesina Maria | — | Tjilatjap, for Amstdm. | Deal |
| — 6 | Laurence Brown | Janvrin | Bassein | Falmouth |
| — 7 | Lochnagar | Neill | Rangoon | Do. |
| — 7 | Wemyss Castle | — | Singapore | Liverpool |
| — 5 | Leonardo da Vinci | Zanelli | Akyab | Queenstown |
| — | Cashmere | — | Moulmain | Do |
| — | Canada Belle | — | Akyab | Do. |
| — | Alice Tainter | — | Bassein | Off do. |
| — 7 | Queen of the West | King | Colombo | London |
| — 6 | Garibaldi | Lebœuf | Rangoon, for Bremen | Deal |
| — 6 | Hudikswall | Dyberg | Do. | Plymouth |
| — 7 | Lily of Devon | Luxton | Ilo Ilo | Do. |
| — | Neuhoff | — | Rangoon | Falmouth |
| — 7 | Yedo | Ehbaut | Saigon | Do. |
| — 7 | Cissy | Spencer | Manila | Do. |
| Aug19 | Flora | Laca | Do. | Havana |
| Sep. 8 | New Brunswick | — | Rangoon | Deal |
| — 8 | Alexandra | — | Colombo | Do. |
| — 7 | Analyst | — | Akyab | Falmouth |
| — 8 | Velocity | Emmerson | Bassein | Do. |
| — 8 | Walsgriff | Mathias | Do. | Do. |
| — 7 | Robbleton | — | Singapore | Liverpool |
| — 7 | Hippolyta | — | Rangoon | Do |
| — | Georgiana | — | Do | Queenstown |
| — 7 | Corneille David | Harms | Akyab | Flushing |
| — 2 | Ercilla | Vicente | Manila | Cadiz |
| — 8 | Appelina | — | Saigon | Falmouth |
| — 8 | Atlas | Harrison | Rangoon | Falmouth |
| — 6 | Nicholas Witzen | De Groot | Batavia | Texel |
| — 9 | Dunkeld | Follett | Rangoon | Liverpool |
| — 14 | Sarawak | Brown | Moulmain | Do. |
| — 10 | Derwent | Gadd | Colombo | Deal |
| — 7 | Vyf Vrienden | Ferney | Batavia | Brouwershaven |
| — 7 | Com. Mathilda | Houtkoper | Banjoewangie | Do. |
| — 9 | Egmont and Hoorn | Desmet | Akyab | Flushing |
| — 11 | Marengo | Nicoll | Colombo | London† |
| — 8 | Campidoglio | Asse | Rangoon | Bordeaux |
| — 8 | Undine | Nickelsen | Do | Cuxhaven |
| — 9 | Drie Gezusters | Fischer | Batavia | Texel |
| — 9 | Auguste | Tubergen | Samarang | Do. |
| — 9 | Mentana | Leberiec | Akyab | St. Nazaire |
| Aug30 | Peter | Leinan | Singapore | Philadelphia |
| Sep 11 | Albert Edward | Mackiney | Rangoon | London |
| — 11 | Therese | Wiebes | Maulmain | Off Motherbank |
| — 9 | Admiral | Muller | Rangoon | Copenhagen |
| — 8 | Mani Barabino | Rinesi | Bassein | Bremerhaven |
| — 11 | Wenona | Davis | Akyab | Do |
| — 11 | Betty | Chevalier | Tjilatjap | Texel |
| — 11 | Gertrude | Dewar | Saigon | Brouwershaven |
| — 15 | Parsee | Ferguson | Colombo | London |
| — 14 | St. James | Hatfield | Akyab | Falmouth |
| — 13 | Gulpuzcoano | Giraud | Do | Bordeaux |
| — 14 | Barend | Nagel | Rangoon | Falmouth |
| — 14 | Peter Dickson | Galda | Akyab, for Rotrdm. | Do. |
| — 16 | Achilles str.) | Russell | oochow & Hg. Kong | London |
| — 15 | Georgiana | Fowler | Rangoon | Deal |
| — 16 | Boyne | Morice | Colombo, &c | Do. |
| — | Dreamer (?) | Bernard | Batavia | Gironde |
| — 11 | Nina Barabino | Torre | Bassein | Bremerhaven |
| — 16 | Corea | Thom | Penang | Deal |
| — 17 | Amber Witch | De la Perelle | Swatow | London |
| — 17 | Siberia | Peirce | Singapore | Do |
| — | Norandside | — | Rangoon | Waterford |
| — | Dorothea | Kohlhoff | Bangkok | Gironde |
| — 16 | Milton | Smith | Ilo Ilo | London |

* Not as before reported. † With damage.

## DEPARTURES.

| Date. | Ship. | Captain. | For. | From |
|---|---|---|---|---|
| Aug28 | Jacob Rothenburg | Wilde | Shanghai | Cardiff |
| — 28 | Ferdinand | Meyer | Hong Kong | Do. |
| — 31 | Picard | Girault | Singapore | Do. |
| — 23 | Mary Tatham | Tallack | Do. | Penarth |
| Sept. 2 | Corsair | Miller | Hiogo & Yokohama | London |
| — | Batavia | — | Batavia | Rotterdam |
| Aug28 | Gravenhage | Alberts | Java | Off Dungeness |
| Sept. 3 | Cleta | Middleton | Hong Kong | London |
| — 3 | Carrick Castle | Peters | Shanghai | Do. |
| — 3 | Antipodes | Dobson | Singapore | Do. |
| Aug25 | Freya | — | Galle | Shields |
| — 18 | Haze | Forsyth | Hong Kong | San Francisco |
| — 23 | Portlaw | Curtis | Singapore | Do. |
| — 23 | Olivia Davis | Shourds | Manila | Do. |
| Sept. 4 | Loch Ken | Currie | Singapore | Glasgow |
| — | Rotterdam | Jansen | Java | Rotterdam |
| Aug26 | Sacramento | Gardner | Batavia | San Francisco |
| Sep. 8 | Insula Caprie | Andersen | Galle | Cardiff |
| Aug28 | Geo. Green | Kirby | Singapore | Penarth |
| Sep. 9 | Bosworth | Waters | Batavia | Sunderland |
| — 15 | Britomart | Rees | Colombo | London |
| — 15 | Undine | Scott | Shanghai | Do. |
| — 15 | Belle of Southesk | Stronach | Singapore | Do. |
| — 15 | Velocity | Wollan | Yokohama | Do. |
| — 16 | Carnarvonshire | Davies | Shanghai | Do. |
| — 13 | St. Dunstan | Wilcox | Yokohama | Glasgow |

*(See Commercial Postscript and Correspondents' Letters.)*

## LOADING.

At LONDON.—For Hiogo and Osaka: Royal Minstrel. For Nagasaki and Hiogo: Chanticleer. For Yokohama: Mountain Ash, Osaka. For Shanghai: The Sir Jamestjee Family. For Hong Kong: Isles of the South, Queen of the Age, Everest, Norman Court, Ellenborough, Tonbridge. For Singapore: Henry Grenfell, Sir Henry Havelock. For Penang: Alvington, Buston Vale. For Singapore and Penang: King Harold. For Batavia and Sourabaya: Gladiator. For Colombo: Thomas Blythe, Spirit of the North, Teviot, Derwent, Warrior, Boyne. For Colombo, &c.: Queen of the West.

At LIVERPOOL.—For Yokohama: Caractacus, Haddington. For Shanghai: Bolivia. For Singapore: Banda, Clifton. For Manila: Maria, Loyola. For Batavia and Sourabaya: Maranon.

At GLASGOW.—For Manila and Ilo Ilo: Feliz. For Batavia and Sourabaya: County of Bute. For Singapore and Penang: Bangkok (str.).

## SPOKEN.

BREEZE (ship), Colombo to London, Aug. 19, 50 N., 12 W.

ELLERAY, Liverpool to Japan, July 23, 14 N., 25 W.

DASHER (Amer. barq.), Japan to New York, July 5, 86 miles N.N.W. of St. Helena.

BELLATRIX, Bangkok to London, Aug. 15, 47 N., 14 W.

JOAN CUNLLO (barq.), Cardiff to Shanghai, July 2, 8 N., 25 W.

AKA BAKA (?), Siam to Falmouth, 172 days out, Aug. 24, 49 N., 8 W.

VANCOUVER, Cardiff to Galle, July 15, 15 N., 25 W.

ANN LUCY, Colombo to London, June 11, 30 S., 34 E.

YOKOHAMA, Yokohama to New York, June 30, 16 S., 49 W.

HEBE, Rotterdam to Sourabaya, July 22, 13 N., 25 W.

MARIA ROSA, (Port. bq.), Macao to Marseilles, 45 days out, 31 S., 35 E.

CORNELIA MATHILDA, Bali to Rotterdam, July 22, 12 N., 26 W.

INDIA, Rotterdam to Batavia, July 15, 14 N., 26 W.

HAMPTON COURT, London to Bangkok, July 17, 14 N., 26 W.

COLOMBO, Sumatra to Havre, June 9, 29 S., 37 W.

1st d.p. 0247 (Dut. bq.), Cochin China to Bremen, Aug. 13, 47 N., 16 W.

CHARIOT OF FAME, Cardiff to Hong Kong, July 17, 28 S., 21 W.

ANITA, Cardiff to Shanghai, June 30, 6 N., 26 W.

PATRIARCH SAMIHRI, Newcastle to Batavia, July 1, 3 N., 25 W.

EASTERN CHIEF, London to Nagasaki, July 6, 6 N., 25 W.

EASTWARD HO! Singapore to London, June 17, 22 S., 2 E.

LUCTOR AND HECTOR, Amsterdam to Batavia, July 17, 11 N., 25 W.

GRAAFSTROOM, Rotterdam to Batavia, July 17, 11 N., 25 W.

INSULINDE, Amsterdam to Batavia, July 3, 9 S., 31 W.

NOACH II., Rotterdam to Batavia, July 15, 13 N., 26 W.

ERASMUS, Rotterdam to Batavia, July 15, 34 N., 17 W.

AUGUSTE, Batavia to Rotterdam, July 28, 18 N., 30 W.

DORSBORGH, Amsterdam to Samarang, July 20, 9 N., 25 W.

OLEANO, Japan to New York, June 13, 35 S., 19 E.

NAUPHANTE, Bangkok to Falmouth, June 23, 15 S., 7 W.

TITANIA (ship), Shgai. to London, July 15, Anjer Lighthouse N. E. 6 miles.

ORIOLE, Sourabaya to Amsterdam, July 22, 30 N., 40 W.

ÆOLUS (Dutch), Rotterdam to Java, July 11, 15 N., 26 W.

AGOSTINO, Colombo to London, Aug. 5, 43 N., 29 W.

PETER (Hamb. schooner), Singapore to New York, June 11, 32 S., 37 E.

PETCHELEE (barque), Liverpool to Hong Kong, July 12, 1 N., 25 W.

ESTRELLA, (Spanish barque), Manila to Liverpool, June 23, 11 S., 11 W

MARIA Y DOLORES, Cadiz to Manila, June 11, 31 S., 15 W.

GIDEON (American), Japan to New York, June 9, 30 S., 36 E.

JOHN WATT, Cardiff to Japan, July 3, 5 N., 24 W.

SHANTUNG, Cardiff to Japan, July 4, 7 N., 24 W.

L. B. (French barque), Havre to Japan, July 28, 16 N., 28 W.

PACTOLUS, London to Singapore, July 21, 30 N., 4 W.

SUSANNA, for Batavia, July 15, 12 N., 25 W.

CATRINA MARIA, Falmouth to Batavia, July 2, 10 S., 32 W.

LEW CHEW, Sunderland to Hong Kong, July 14.

BETSY AMES (?), Hong Kong to Charleston, 160 days out.

FLORA BLANCA, Cadiz to Manila, July 17, 13 N., 26 W.

COUNTY OF ARGYLE, Clyde to Batavia, July 22, 14 N., 25 W.

SULEY (?), Clyde to Batavia, July 24, 14 N., 29 W.

JOANNE MARIE, London to Japan, July 30, 11 N., 25 W.

PLINTEN (?), Galle to Deal, July 24

An English vessel, No. 1,737, red flag with white border, Sourabaya to Rotterdam, Aug. 6, 45 N., 30 W.

1st d.p., No. 0613 (Eng. vessel), Srbya. to Rttrdm., Aug. 8, 46 N., 29 W.

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ELDORADO, Bordeaux to Batavia, June 18, 26 S., 38 W.
RHODA, Rotterdam to Java, 48 N., 14 W.
WAALSTROOM, Amsterdam to Padang, July 15, 9 N., 24 W.
JAN V. BRAKEL, Padang to Nieuwe Deep, July 7, 31 S., 33 E.
JAS. SPROTT, Zebu to Liverpool, July 29, 32 S, 15 E.
HANNA JOHANNA, Rotterdam to Singapore, Aug. 2, 13 N., 26 W.
VISTULA (Russ. ship), for Hong Kong, Aug. 28, 48 N., 12 W.
VYFVRIENDEN (Dutch bq.), Batavia to Rotdm., Aug. 19, 45 N., 22 W.
BETTY, Java to Amsterdam, Aug. 16, 41 N., 28 W.
NORHAM CASTLE (ship), Clyde to Singapore, July 23. 14 N., 27 W.
MONTEAGLE, Amsterdam to Batavia, 27 days out, July 18. 10 S., lon. 23.
HEBE (ship), Rotterdam to Samarang. July 23, 12 N., 24 W.
SAXONIAN (?), Ceylon to London, July 26, 26 S., 5 E.
MAID OF ORLEANS, Batavia to Falmouth, June 3, 28 S., 36 E.
NEREUS, Saigon to Falmouth, July 4, 35 S., 24 E.
SANDERSON, Bangkok to Liverpool, July 7, 35 S., 25 E.
ALLEGONDA JACOBA, Batavia to Rotterdam, July 21, 35 S., 19 E.
VISCOUNT HARDINGE, Padang to Amsterdam, July 30.
BLUNDELL (str.) (?), Liverpool to China, July 13. 34 S., 29 E.
W. H. HASELDEN, Colombo to London, July 9, 28 S., 40 E.
HERBERT HUNTINGTON (bq.), Singapore to London, July 9, 31 S., 33 E.
SUSANNA, Rotterdam to Batavia, July 15, 12 N., 25 W.
HENRI IV., Callao to Amoy, June 6, 10 N., 130 E.
MARY TATHAM, Cardiff to Singapore, 48 N., 9 W.
MIAKO, London to Japan, July 14, 27 S., 25 W.
No. 3,267 (barq.), Amsterdam to Batavia, July 13, 29 S., 29 W.
HAMPTON COURT (barq.), London to Bangkok, July 27, 1 S., 27 W.
VOORLICHTER, Rotterdam to Batavia, July 22, 15 N., 35 W.
DARTMOUTH (ship), London to Shanghai, Aug. 29, 49 N., 9 W.
ILEX (Norw. barq.), Newcastle to Ceylon, Sept. 3. 47 N., 9 W.
ISABELLA, Philippine Isles to Queenstown, June 26, 23 S., 6 E.
YMUIDEN (Dut. bq.), Amsterdam to Batavia, Aug. 29, 46 N., 9 W.
SAMPAN, London to Japan, July 31, 13 N., 25 W.
PANAMA, Liverpool to Hong Kong, July 27, 9 N., 27 W.
H. V. R. P. (Eng.), Bangkok to Falmouth, July 7, 18 S., 8 W.
NANTES, Nantes to Yokohama, July 29, 14 N., 28 W.
SOPHIE, London to Hong Kong, Sept. 2, 45 N., 11 W.
ELIZA SHAW, Shanghai to London.
FONGET (?) (Fr. ship), Batavia to Marseilles, July 19, 38 N., 32 W.
An Austrian barque, Cardiff to Manila, 56 days out.
HENRIETTA GERARDINA, Rotterdam to Batavia, Aug. 11, 15 N., 26 W.
ANNA JOHANNA, Rotterdam to Singapore, Aug. 6, 11 N., 26 W.
NEPTUNUS (Dutch bq.), Rotterdam to Batavia, July 13, 8 N., 36 W.
FLATWORTH, Penang to London, Aug. 15, 1 S., 22 W.
DOMINICK DALY, Colombo to London, Aug. 22, 14 N., 24 W.
SYPHEX (Dut. bq.), Bat. to Amsterdam, 54 days out, July 19, 34 S., 28 E.
ANDREAS, Bangkok to Falmouth, July 29, 25 S., 5 E.
DUKE OF NORTHUMBERLAND, Swansea to Galle, Aug. 22, 15 N., 26 W.
THERMOPYLÆ (ship), Foochow to London, July 27, in Gaspar Straits.
LEANDER (ship), Aug. 1, 120 miles W. of Java Head.
G. F. VORWERK, Hamburg to Singapore, May 10, 10 N., 26 W.
MOUNT STUART ELPHINSTONE, London to Japan, July 6, 31 S., 100 E.
CITY OF AGRA, Liverpool to Shanghai, 9 N., 27 W.
BRAVE, Cardiff to Japan, Aug. 29, 49 N., 11 W.
LOUDON CASTLE, London to Shanghai, Aug. 10, 38 N., 15 W.
DRACHE, Cardiff to Singapore, July 28, 14 N., 25 W.
ARACAN (ship), Liverpool to Shanghai, July 14, 2 N., 23 W.
ALBLASSERDAM, (Dutch barq.), Rotterdam to Batavia, July 26, 17 N., 26 W.
SINDBAD, Amsterdam to Batavia, July 23, 13 N., 27 W.
MARIA AND SARAH, Rotterdam to Batavia, July 23, 13 N., 27 W.

## FREIGHTS AND CHARTERS.

We can report no improvement in outward freights; the arrivals from the East have been very numerous, and all the berths are well supplied. In coal freights no change has taken place, and rates rule as last quoted.

Current rates of freight for vessels on the berth:—To Yokohama: 30s. weight or meast. To Nagasaki: 40s. weight or meast. To Hiogo: 35s. weight or meast. To Shanghai: 30s. weight or meast. To Hong Kong: 30s. weight, 27s. 6d. meast. To Batavia: 25s. weight, 30s. meast. To Singapore: 30s. weight, 25s. to 30s. meast. To Ceylon: 20s. to 25s. weight, 20s. meast. At New York to China; $12 to $15 per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—For Shanghai: £43. For Hong Kong: £34. For Singapore: £25. For Batavia: £17. For Galle: £23. From Newport, Cardiff, or Swansea per ton.—For Yokohama: £2. To Chefoo: £2 2s. For Shanghai: £2 2s. 6d. For Hong Kong: £1 13s. For Singapore: £1 4s. For Galle: £1 4s.

The Admiralty have invited tenders for the conveyance of 336 tons stores to Hong Kong, and 126 tons stores to Ceylon; also from London to Colombo of about 4 officers (including 2 medical officers), 1 staff sergeant, 1 staff sergeant's wife, 157 men, 1 woman, and 3 children (one under a year old); to Singapore of about 4 officers, 2 ladies, 2 children, 2 sergeants, 87 men, 8 women, and 5 children; to Hong Kong about 2 officers (including a medical officer), 1 staff sergeant's wife, 1 staff sergeant's child, 44 men, 10 women, and 9 children (one under a year old); also of sundry small stores to Colombo.

## CASUALTIES.

Advices from Capetown, dated August 4, state that the Nereus, den Broeder, from Saigon to Falmouth, put into Simon's Bay, July 25, with loss of foretopmast, jibboom, bulwarks, sails, &c., having experienced severe weather on the coast, June 18; she had thrown 700 bags of rice overboard.

The Gustav, Schulte, from Hamburg to Shanghai, put into Table Bay, July 29, to repair rudder.

The General Wyndham (Off. No. 33,155) (ship), Croot, from Java to Amsterdam, was abandoned, July 4, in lat. 33 S., lon. 29 E.; crew landed at St. Helena by the St. James.

The Chaturanga, Hardy, from Singapore to New York, put in to St. Helena August 6 with loss of bulwarks, and maintopsailyard and mainyard sprung, having experienced heavy weather off Cape of Good Hope, and sailed 11 for her destination, after repairing.

The Selim (barque), of Leith (Off. No. 54,510), Dick, from Singapore to New York, was destroyed by fire June 5, in lat. 7 S., lon. 104 E.; master and crew landed at St. Helena by the Nederland, van Breen, from Saigon to Falmouth.

The Columba, Ritchie, from Sourabaya to Amsterdam, which arrived at St. Helena Aug. 3, had experienced very heavy gales from the 1st to the 20th July, and had boats stove, and part of bulwarks carried away.

The A Lloret, Gonzalez, from Manila to London, which put into St. Thomas' Aug. 15, leaky, and in a damaged condition, was discharging there on Aug. 23.

The Ribbleton, from Singapore, which arrived at Liverpool Sept. 7, had been in collision in the river the previous evening, and sustained damage.

Advices from Amsterdam, dated September 7, state that the Nicholas Witzen, de Groot, which arrived at Texel, September 5, had experienced heavy gales, May 12 and 17, when east of the Cape of Good Hope, during which she was thrown on her beam-ends, sprung deck seams, and damaged bulwarks, &c.; the master apprehended damage to the cargo.

Advices from Cape Town, dated August 3, state that the Nereus, den Broeder, from Saigon to Falmouth, which put into Simon's Bay, July 25, with damage, was surveyed on the 27th, when it was found that she had seven inches water in her, and was much strained in her upperworks, but tight in her bottom; the cargo in the between decks was badly damaged and much heated; everything was carried away forward, except the foremast, bowsprit, and foreyard; the long boat and bulwarks were stove, and the rudder-head and maintopmast badly sprung.

The Dolores Ugarte (San Salvadorian ship), Saul, from Havana to Macao, put into Rio de Janeiro, August 9, leaky.

Advices from Rotterdam, dated Sept. 13, state that the Gertrude (ship), Dewar, from Saigon, was aground near Helvoet; and would have to discharge part of cargo into lighters.

The Jacoba Cornelia, Jansen, from Rotterdam to Batavia, put into Ramsgate Sept. 13, with loss of sails.

Advices from Amsterdam, dated Sept. 14, state that the Appelina (English brig), from Saigon to Schiedam, was stranded at Velsen, near Wykaan Zee; crew saved.

The Cissy, Spencer, from Manila and Falmouth, to Liverpool, put into Dartmouth, Sept. 14, with loss of sails.

The Marengo, Nicoll, from Colombo, which arrived in London, Sept. 11, had sustained a great deal of damage during gales off the Cape of Good Hope, from June 19 to July 4.

Advices from St. Vincent, C.V., dated Sept. 8, report that the Old England (of Plymouth) (Off. No. 45,694), Bulman, from Cardiff to Galle, was abandoned in a sinking state a few degrees S. of the line; crew landed at Sal Island.

Advices from Port Elizabeth, dated Aug. 11, state that the Turkish Empire, Barclay, from Colombo to London, put in there Aug. 5, with seven feet of water in her hold and rudder-head gone, having experienced very severe weather on the 1st, about sixty miles off Fish River, during which she was hove on her beam ends, lost all boats, and threw overboard about sixty casks coffee; she was discharging.

The Sea Snake, Christophersen, from Bangkok to Falmouth, with rice, put into Port Elizabeth, Aug. 5, leaky, and with part of cargo thrown overboard; she was discharging.

The Hesperia, bound from London to Singapore, which foundered in the Thames, near Gravesend, Aug. 20, after collision, has been raised and towed back to dock to discharge and repair.

## MISCELLANEOUS.

At ASCENSION.—July 30, Parsee, from Colombo, and sailed for London; Aug. 9, Schiedam, from Batavia, with master dead, and proceeded 10 for Rotterdam.

Off ASCENSION.—Aug. 9, Batavia, from Batavia, for Rotterdam.

At ST. HELENA.—July 29, Boyne, Morice, from Colombo, for London; 31, Salamander, Detlefsen, from Saigon; Aug. 1, Eva Johanna, Wertberg, from Batavia, and sailed 2 for Rotterdam; Amber Witch, De la Perelle, from Swatow, and sailed 2 for London; 2, Queen of Devon, Guswell, from Singapore, and sailed for London; 3, Columba, Ritchie, from Sourabaya, and sailed 4 for Amsterdam; Ferdinand Brumm, Voss, from Hong Kong; Pepita, Olivares, from Manila, and sailed 6 for Bilbao; 4, Emily, Caspersen, from Saigon, and sailed 5 for Falmouth; 5, Flatworth, Oxley, from Penang, and sailed for London; Marie Biesthorst, from Batavia, and sailed 6 for Rotterdam; Chaturanga, Hardy, from Singapore, and sailed 11 for New York; Amarinth; Fabricius, from Singapore, and sailed 7 for Havre; Aeroliet, v. d. Eb, from Batavia, and sailed 7 for Rotterdam; 7, Canamore, Gachet, from Saigon, and sailed for Belle Isle; 8, Foxglove, Knott, from Singapore, and sailed 9 for Liverpool; 9, Couranto, Pierce, from Ceylon, and sailed 10 for London; Mongol, Courbe, from Macao; 11, Bernhard Carl, Luders, from Ilo Ilo, and sailed for Falmouth; 12, Nederland, Van Breen, from Saigon, and sailed for Falmouth; 13, Mindora, Allan, from Manila; 12, Jane Sprott, Sprott, from Zebu.

Off ST. HELENA.—August 3, Schiedam, from Batavia, for Rotterdam; 5, Frances, from Singapore, for London.

Off TABLE BAY.—July 16, Sea Serpent, from Hong Kong, for New York.

Off CAPE OF GOOD HOPE.—July 25, Channel Queen, from Philippines, for Falmouth.

At ALGOA BAY.—August 1, Couronnement, from Saigon.

Off CAPE AGULHAS.—July 6, Glencaple, from Manila, for Falmouth.

At TABLE BAY.—Aug. 14, Tycho Brahe (s.s.), Peel, from Liverpool, and left for Mauritius, Singapore, China, &c.

At MAURITIUS.—Aug. 9, Ajax (s.s.), from China, Singapore, &c., and left for London.

A heavy loss on the underwriters and marine insurance companies was reported on the 17th inst., by the receipt of a telegram from Shanghai, via Kiachta, announcing the total wreck of the British ship Hamilla Mitchell, belonging to Glasgow, outward bound, from London to Shanghai, on the Leuconna Rock, within 130 miles of her destination, with a cargo

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valued at £150,000, and specie to the amount of £50,000. The information came from Lloyd's agent at Shanghai. The Hamilla Mitchell was a first-class iron ship of nearly 1,000 tons, owned by Mr. Thomas Mitchell, of Glasgow, and was commanded by Captain Brandscombe. Lloyd's register describes her as having been built at Dundee in 1864, under special survey. She sailed from Gravesend on the 5th of April last, and passed Anjer on the 15th July. The date of her loss is not mentioned in the telegram, only the spot where it occurred, known as Leuconna Hammocks, a cluster of rocks in lat. 30.25 N., lon. 122.33 E., in the fair way to the entrance of the Yangtsze-Kiang, about 130 miles from Shanghai. The crew appeared to have saved themselves by the ship's boats, and reached the port in safety. There is no doubt that on the intelligence reaching Shanghai the English Consul, with Lloyd's agent, took immediate steps to save as much of the valuable cargo as possible, especially the £50,000 in specie, which was stowed in a strong chest under the captain's cabin; but should the treasure become known to the hordes of Chinese fishermen who frequent these islands, the opinion of nautical men who are well acquainted with the desperate character of those men is, that it will be all plundered unless a war vessel is brought into service to drive them off. There is from nineteen to twenty-five fathoms of water round the rocks where she struck. The London Salvage Association have despatched one of their officers to Shanghai to look after the interest of the underwriters. All the specie is insured, the £50,000 being divided among four of the leading marine insurance companies in the City; part of the ship and cargo is insured at Lloyd's, and the remainder among the offices.

## LAUNCHES.

On the 6th inst. more than ordinary interest was excited among seamen and shipowners at Aberdeen by the launch from the yard of Messrs. Hall of a splendid clipper ship, built expressly to take part in next year's home tea race from China. The vessel is of composite construction, planked with teak, and embraces all the most modern improvements in mercantile naval architecture—the aim of the famous builders being to send out an "Aberdeen clipper" that for sailing speed, strength, and beauty of finish, may match with the most celebrated of this class of ships. The dimensions of the vessel are:—Length, 220 feet; beam, 36 feet; depth of hold, 20 feet; and 1,000 tons register. She was christened the Caliph by Miss Rennie, daughter of Mr. J. T. Rennie, shipbroker, and is the property of Mr. Alexander Hector, London.

There has been launched from the west shipbuilding-yard of Messrs. Chas. Connell and Co., Overnewton, Glasgow, a finely modelled iron sailing ship, named the City of Madrid, of 1,200 tons register, and classed AA at Lloyds. This vessel is a sister ship to the City of Perth, launched last year, and is the eighth vessel built by this firm for Messrs. George Smith and Son's splendid fleet of East India traders.


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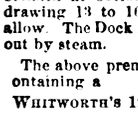

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VOL. XI.—No. 327.] LONDON, MONDAY, SEPT. 27, 1869. [Price 9d., with Sup., 1s. 3d.—Sub. 30s. per ann. postage, included. Sup. 12s. extra.

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|---|---|---|---|
| JAPAN — Yokohama | June 18 | Aug. 1 | Aug. 3 |
| Yedo | | | |
| Osaka and Hiogo | — | — | July 30 |
| Hakodadi | | | |
| Nagasaki | | | |
| CHINA — Peking | — | — | July 28 |
| Tien-tsin | — | — | July 30 |
| Chefoo | — | — | July 27 |
| New-chwang | — | — | July 29 |
| Hankow | — | — | Aug. 2 |
| Kiu-kiang | — | — | Aug. 3 |
| Chin-kiang | — | — | Aug. 4 |
| Shanghai | June 18 | Aug. 2 | Aug. 6 |
| Ningpo | — | — | Aug. 4 |
| Foochow | — | — | Aug. 4 |
| Formosa | | | |
| Amoy | — | — | Aug. 6 |
| Swatow | | | |
| Hong Kong | July 2 | Aug. 11 | Aug. 12 |
| Canton | — | — | Aug. 11 |
| Macao | — | — | Aug. 11 |
| PHILIPPINES— Manilla | | | |
| COCHIN-CHINA— Saigon | — | — | Aug. 16 |
| SIAM — Bangkok | | | |
| BORNEO—Labuan | | | |
| Sarawak | | | |
| JAVA — Batavia | — | — | Aug. 16 |
| Samarang | — | — | Aug. 15 |
| Sourabaya | — | — | Aug. 14 |
| MALACCA STRAITS— Singapore | — | — | Aug. 20 |
| Penang | | | |
| CEYLON —Colombo | — | — | Aug. 30 |
| Galle | Aug. 5 | Aug. 30 | Aug. 31 |

### THE MAILS, &c.

THE present Mail is delivered on its due date. The next inward mail will be the P. and O., due here on Monday next; the dates will be, Yokohama, August 10; Shanghai, 13; Hong Kong, 19; Singapore, 28; Ceylon, Sept 7.

THE latest telegrams from Hong Kong, *via* Galle, are dated Sept. 2, and were received this day. The line is now in order. The Kiachta line is now working again, Shanghai telegrams to the 2nd Sept. having been received.

## List of Passengers.

### PASSENGERS INWARD.

By this mail to Marseilles, per French mail steamer *Peluse*, arrived Sept. 25.—From Yokohama: Mr Murdock. From Shanghai: M. Laricorm, Madame Stenmer. From Hong Kong: Messrs. Pereira, Bonard, Littlejohn, Lazaro, Charles, De la Villetanet, De Rods. From Saigon: Messrs. Du Petit, Thomaso, Piquet, Limousim, Madame Gorget. From Batavia: Messrs. De Haas, Genep, Gorchen, Krak, Hirman, Porter, Verboom, Parre, Harmaker, Mrs. Lewis, Mdlle. Widman. From Singapore: M. Poisson. From Galle: M. Noir.

### PASSENGERS OUTWARD.

Per P and O. steamer *Ceylon*, from Southampton, Sept. 18.—To Yokohama: Mrs. Campbell, child, and servant. To Shanghai: Mr. F. Drohm, and five 2nd class passengers. To Hong Kong: Mr. J. Y. V. Shaw, Mr. Head, Mr. Perkis. To Ceylon: Mrs. Sinclair, three children, and servant, Mr. W. H. Woods, Mrs. McDonald, Mr. J. B. Pilkington, and eight 2nd class passengers

Per P. and O. steamer *Syria*, from Marseilles, Sept. 26.—To Yokohama: Mr. R. Johnstone. To Hong Kong: Mr. J. Smith, Captain T. A. Tonks. To Penang: Mr. and Mrs. H. Frohlich, and servant. To Ceylon: Mr. and Mrs. R. B. Laurance, Mr. and Mrs. W. B. Miller.

Per P. and O. steamer *Tanjore*, from Marseilles, Oct. 3.—To Penang (*via* Bombay): Mr. F. C. Presgrave.

Per P. and O. steamer *Bangalore*, from Southampton, Oct. 2.—To Hong Kong: Miss M. M. Crichton, Mrs. E. Arthur, Mrs. Wilberforce Wilson. To Singapore. Mr. J. W. Witham. To Ceylon: Mr. C. Buchanan, Miss Macartney. Mr. J. Duncan's two children, Mr. and Mrs. W. Carver, Capt. Skottowe, Mr. H. S. Master, Mr. and Mrs. Ross.

Per P. and O. steamer *Poonah*, from Marseilles, Oct. 10.—To Hong Kong: Mrs. Mellish and child. To Ceylon: Mr. and Mrs. M. H. Thomas, Miss Creswell, Mr. J. W. Gossett, Miss Sconce, Sir J. Elphinstone, Mr. H. W. Ridley, Mr. J. Garbutt.

Per P. and O. steamer, from Suez, Oct. 17.—To Ceylon: Mr. Duncan Davidson.

Per P. and O. steamer *Pera*, from Southampton, Oct. 16.—To Penang: Miss Napier. To Ceylon: Mrs. Wilson, Mr. J. Hamilton.

Per P. and O. steamer *Ceylon*, from Marseilles, Oct. 24.—To Shanghai: Mr. John Fraser, Mr. and Mrs. J. F. Wallace, Mr. J. Holliday. To Hong Kong: Mr. C. Holliday. To Singapore: Mr. R. C. Smith. To Ceylon: Miss Payne, Mrs. Longley.

Per P. and O. steamer *Nyanza*, from Southampton, Oct. 30.—To Singapore: Mr. P. McMaster. To Ceylon: Mr. and Mrs. Carson, Mr. R. A. B. Dobree.

Per P. and O. steamer *Bangalore*, from Marseilles, Nov. 7.—To Hong Kong: Pauncefote. To Ceylon: Mr. and Mrs. St. Albin.

Per P. and O. steamer from Suez, Nov. 14. To Batavia: Mr. Wilmer

## Summary of News from the Far East.

### JAPAN.

#### HIOGO AND OSAKA.

The following items of intelligence are from the *Hiogo News*:—

A memorial has been addressed to the British Minister by the English residents at Osaka and Kobe, with reference to the proposed removal of Mr. Gower to Yokohama. We cordially endorse the sentiments expressed by the memorialists, and trust that Sir H. Parkes may be induced to reconsider his decision. Should the proposed arrangement be carried into effect, it will make the fourth change in the British Consulate at Osaka since these ports were opened. Apart from other objections to the removal of Mr. Gower, this alone is highly unsatisfactory, as the incumbent of the post must feel his position to be of so transitory a nature that he is discouraged from doing more than simply attending to the mere routine of his office. In this instance, however, Mr. Gower has so thoroughly identified himself with his fellow countrymen, and shown himself so perfectly alive to their interests, that he bids fair to be the most popular British Consul that has been resident here. We understand that Mr. Lowder is to be made Consul for this district, and that Mr. Aston, at present at Osaka, proceeds to Nee-e-gata. By last advices from Nee-e-gata trade at that port was not very lively. The residents, when our informant left, numbered three, all told, viz., H.B.M.'s Consul, Constable, and one merchant.

The communication made by Sir H. Parkes to the meeting of British merchants at Yokohama is a most important one. If the Japanese Government carries out only a portion of what it has undertaken, as regards the much-vexed Kinsatsu question, we may already begin to congratulate ourselves upon returning confidence and the prospects of a flourishing trade. It remains, of course, to be seen how far spontaneous promises (for we have no power to ask for more) will be fulfilled by people who have hitherto shown themselves somewhat lax in meeting their guaranteed obligations, but the British Minister is of opinion that they are really anxious to repair the mischief already done by the issue, and earnest in their wish to foster the foreign trade which this ill-advised measure has brought almost to death's door. We will take it for granted, therefore, that "upon this occasion only" our faithful allies mean what they say, and will indulge for a moment in a respite from our usual scepticism whilst we revel in the brilliant prospect that opens before us.

We are pleased to hear it is the intention of the Japanese Government to establish a Navy Yard at Hiogo. We believe the spot selected is the same place that was chosen a year ago, when Mr. Grinnell, of the U. S. Navy, was engaged to superintend the arrangements. The present works will, we believe, be commenced at once, and are to be conducted by Japanese, entirely unaided by foreign advice or assistance.

Steam communication between Hiogo and Osaka has suddenly ceased, both the *Ohenmaru* and *Grete* having been laid up, to receive a thorough overhauling and repair to their engines and boilers. The newly-arrived steamer *Pahloong* is now being fitted up for this route, and will be ready in about a month. We understand she is admirably adapted for the line.

Trade at Hiogo was very dull, the following prices being almost nominal: Gray Shirtings (8¼ lbs.), boos 10⅛; Red Shirtings (2½ lbs.), boos 10¼. Mousselaine (30 yards 30 inches), boos 24½; Mousselaine (flowered), boos 46 to 48. White Shirtings (64 to 72 reed), boos 9¾ to 9⅞. Small enquiry for Fancies, but at low prices.

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## YOKOHAMA.

### MEETING OF THE CHAMBER OF COMMERCE.

(*Japan Herald.*)

The half-yearly general meeting of the Yokohama Chamber of Commerce took place at the rooms of the Chamber.

Present :—Messrs. R. V. Grahame (chairman), Robertson, T. Walsh, Winstanley, Geisenheimer, Hooper, Hughes, Wilkin, Jackson, Barnard, Shand, Marshall, Lemann, Kahn, More, Bovenschen, Milsom, Baker, Dallas, and J. J. Dare (secretary).

The proceedings were opened by the secretary reading the minutes of former meetings, all of which were confirmed, after which the half-yearly report was read as follows :—

During the past half-year the course of trade in Japan, more especially as regards imports, has been of a very uncertain nature, and latterly most unsatisfactory, owing to the disturbed state of the finance of the Government.

Many questions of interest have come before the Chamber, and its members have endeavoured to promote the welfare of the mercantile community, by expressing on all occasions to the Ministers of the Treaty Powers their views on the various subjects which have engaged their attention, and by urging upon them the necessity of the native Government adopting measures to place trade on a better footing.

One of the most important subjects has been the depreciation of the native coin, which was fully discussed at a special general meeting, called to consider that question, and the reports of the majority and minority of a Special Committee appointed to study the matter, as also the memorial of the Standing Finance Committee to the various ministers on the subject, are now published.

Although there has been a difference of opinion among the members of the Chamber as to the remedy to be suggested, there has been a general concurrence as to the disastrous effect of the course the Government has pursued ; and it cannot be doubted that if the issue of such debased coinage has really been stopped, as officially notified, this has been chiefly owing to the agitation on the subject.

A new subject of anxiety has lately arisen in the matter of paper money, called *kinsats*, which are notified by the Government to be received at par value, leading to an almost total cessation in the import trade for the present, and this matter imperatively demands the attention of the Chamber.

The subject of "drawbacks" on re-exports has been followed up by ascertaining the wishes of the members of the Chamber, resulting in the complete approval of the introduction of the system by all interested in the import and export trade ; and the appended report of a special committee was duly forwarded to H.B.M.'s Minister, in accordance with his desire for full information on this point, as yet, however, without any definite result.

At the request of the Consul for the United States of America, a special committee reported upon the most advisable regulations for the landing and shipping of goods at the Custom-house, but as yet the authorities have not communicated their adoption of any special rules.

The system of telegrams from London, *via* San Francisco, not having afforded such ample information as was anticipated, the committee have deemed it desirable to discontinue their receipt during the summer months, and to confine them to the winter, when the Kiachta line is closed.

The Chamber's "Market Report" continues to meet with fair support, the sale averaging 1,780 copies per mail.

With regard to finance, a statement of receipts and disbursements for the half-year, duly audited, is now submitted, exhibiting an income of $7,338.56, including balance of last account, an expenditure of $3,967.36, and a balance of $1,370.70, exclusive of $2,000 deposited at interest with the Oriental Bank.

The usual half-yearly statistics of trade have been prepared in a form calculated to afford the fullest information, and will be appended to this report.

(Signed) R. V. GRAHAME, Chairman.

Moved by Mr. Barnard, and seconded by Mr. Shand :

"That the report and accounts be adopted, and printed and circulated in the usual way."

Carried with one dissentient.

The agent of the P.M.S.S. Company, proposed by Messrs. Findlay, Richardson, and Co., and seconded by Messrs. Walsh, Hall, and Co., was duly elected a member of the Chamber.

The Chairman said the next subject that he would introduce for the consideration of the members was the important one of currency, and that although the memorial of the Standing Finance Committee to the foreign ministers had already appeared in the columns of the local press, and was thus doubtless known to all present, yet perhaps it would be as well to read it again before the present meeting ; before doing so, however, he thought that perhaps some of the members of the Standing Committee who were present would elucidate the question by its further discussion.

Mr. Hooper observed that it would perhaps save the time of the meeting if he stated that the Standing Finance Committee had not, as yet, been able to confer with all the foreign representatives, and were consequently not in a position at present to go fully into the subject ; he would suggest that the consideration of the question should be postponed until the 5th of August, by which time he had no doubt that the Committee would be in a position to furnish the Chamber with an elaborate and detailed report.

In answer to the Chairman as to whether he would bring this suggestion forward as a motion, Mr. Hooper proposed, and Mr. Geisenheimer seconded :

"That the consideration of the memorial of the Finance Committee to the Ministers on the Currency be postponed until an adjourned meeting, to take place on the 5th of August."

Carried, one member only dissenting.

The Chairman said, until he came to the meeting that afternoon he was not aware that any idea existed of a postponement of the discussion of the currency ; but, as the question was one of vital importance to their trade, it would be better for the Finance Committee to be thoroughly prepared with the report before they brought it before the Chamber. Another very important question, as affecting their import trade, was that of the *kinsats*, or paper money, and if any member were in a position to offer any information or suggestion as to how that difficulty might be met the Chamber would be glad to hear them.

Mr. Geisenheimer thought that the *kinsats* question came under the category of the "Currency," and proposed that this subject should be discussed also at the adjourned meeting on the 5th August.

The Chairman expressed his satisfaction that such a course should be adopted, if it were the desire of the meeting. He would now, therefore, proceed to suggest the necessity of the Chamber considering certain questions which affected the import trade generally, amongst which he might name as an item the charges of fire insurance. The present rates were acknowledged by every one to be extravagantly high, and he thought that the gentlemen interested as agents of the companies could but admit the truth of such an assertion. He had recently received a carefully prepared proposal from Kobé, for the establishment of a Fire Insurance Company for Japan, in which all the open ports might be interested. He had read the proposed scheme attentively, and thought it well drawn up, and worthy of attention ; this would be at the disposal of those members of the Chamber who thought the matter worthy of their consideration.

Mr. Wilkin was of opinion that the *kinsats*' question should not altogether be passed over, and that the present moment was a favourable one for its discussion by the members present ; he had been informed, on very good authority, that the paper was gradually slipping into circulation at a discount of 25 per cent.

A short discussion here ensued as to whether the question of the *kinsats* had not already been referred to the adjourned meeting, when

Mr. Wilkin continued : he thought that several gentlemen having come together, a discussion of the question might be beneficial, and understood that the duties devolving on the Standing Finance Committee had reference to *boos* and *niboos*, the *kinsats*' question having been a subsequent one. He had been informed that considerable sales had been effected in *kinsats* at a discount of 25 per cent., and if this were the case, our difficulties would, to a certain extent be removed, as the Japanese merchant would now obtain dollars, as he had hitherto obtained *boos*, for transactions in imports. *Kinsats* were often treated as the cause of the depression of trade ; to his idea this was an erroneous impression, as they were to be regarded rather as the sympton than the cause of evil. The immense sums that Japan had expended in steamers, arms, &c., had imbued us with an idea that the country was an Eldorado, which idea we were now forced to relinquish, and to regard her resources as nearly exhausted. To this exhaustion is due the present issue of a paper currency, followed by the suicidal attempt of the Government to force it to a par value. The extravagant purchases of munitions of war had diverted much money from the legitimate trade in the staple imports, yarn, shirtings, &c., and now the only remedy for the disastrous posture of affairs was — time, which would enable Japan, by her producing power, to replenish her exhausted treasury. He thought, in the meanwhile, the Chamber might afford much useful advice to the Government, which might lessen the evils produced by their injudicious financial measures and, at the same time, the losses that accrued to both the Government and foreign trader by the present system of purchase by means of intermediate and corrupted officials.

Mr. Walsh thought we could not interfere with the Government as to the mode they chose to adopt in their purchases. It was the affair of the Government, and any interference in this respect might be resented. It were better, he thought, to keep to what more closely concerned our interests, as by interfering unduly in matters that did not really concern us we should lessen our influence in matters where we had the right to interfere and remonstrate.

Mr. Wilkin, repeating some of his former remarks, said he did not wish for the Chamber to interfere unwarrantably with the Government, but to point out to them some of the sources of their difficulties, amongst which he considered was the corruption of the native officials.

Mr. Walsh argued that the *kinsats*' question certainly came within the province of the Chamber for discussion, but not so the right of interference regarding the squeezes of the native officials.

A spirited discussion here took place between Messrs. Wilkin,

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Walsh, and Hughes, regarding the right of the Chamber to interfere in the matter above stated.

Mr. Hughes viewed the matter rather in the light of one of expedience than right, and, quoting the existence of corruption in the Custom-house, was of the opinion that the sooner it was exposed the better it would be for trade.

The Chairman remarked that we had no other rights in Japan but treaty rights, for which we could and should claim the protection of our Ministers. Referring to clause X. of the treaty, he was of opinion that that clause applied to the fraud committed by the officials; he thought the proper course for the Chamber to pursue was to place their grievances before the Ministers, and to look to them to treat with the Government for their amendment.

Mr. Hooper read the clause as referring to the payment of the duties by the Foreigner, and not to the transactions of the officials with the Government.

Mr. Walsh was not opposed to the prevention of fraud under any form, whether perpetrated by the Foreigner or native, but he deprecated the interference of the Chamber in matters that did not concern them.

Mr. Wilkin had mentioned the squeezes of the native officials as an aggravation of an evil. The Government had issued the *kinsats* to pay off some of its large debts, asserting that the paper should be redeemed in a few years; but he did not see how this end was to be attained, unless the extravagant expenditure of the Government with its own officials was reduced. As regards the question of *kinsats*, they had, as he had already remarked, been sold at a discount of 25 per cent., which fact would assist us in the settlement of this difficulty.

Mr. Geisenheimer had seen the *kinsats* sold in Yedo at 75, and knew that in Hiogo and Osaka they had been bought at the same rate and imported to Yokohama at a large profit; *boos* and *niboos* are now scarcely seen at Yedo, *kinsats* being the circulating medium, the circulation of which had so far been enforced by punishment and imprisonment; but he would like to know if we were to exchange our shirtings for such pieces of paper.

Mr. Walsh remarked that in America merchandise was given for paper.

Mr. Geisenheimer was aware of that fact, but the paper there was guaranteed by the Government; but in Japan we have no guarantee.

Some further discussion arose, when Mr. Winstanley remarked that he could not see any benefit to be derived from the present discussion; the whole question was now so involved that no reliable information could be afforded on the subject; he was of opinion that further discussion should be deferred until the adjourned meeting.

Mr. Hughes again referred to the question of corruption amongst the officials, but having no motion to put before the meeting, the matter was dropped.

Mr. Walsh suggested that the cause of the issue of *kinsats* was doubtless the impression of the Japanese Government that the export trade was greater than the import trade, and that the balance being in favour of the former it was immaterial to Foreigners what the internal financial arrangements of the country might be.

The Chairman, referring to the statistics of the Chamber, as to the balance of the trade with Japan, stated that it was decidedly in favour of exports; a short discussion closed the subject, when,

Mr. Hooper gave notice of a motion, to be brought forward at the next meeting, to reduce the price of the circular issued by the Chamber on the ground of the flourishing condition of the Chamber, and the state of business rendering economy an object to the members.

In reply to a question from Mr. Wilkin, the Chairman said that the report of the Italian expedition kindly forwarded to the Chamber by His Excellency the Italian Minister would be embodied in the half yearly report and circulated amongst the members.

The meeting then dispersed.

## CHINA.

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### SHANGHAI.

(FROM OUR OWN CORRESPONDENT.)

SHANGHAI, August 5.

The P. and O. steamer *Ganges* arrived on the evening of the 2nd inst. with the English mail of 18th June, and telegrams to the 10th July, the Chamber receiving a purely commercial telegram as late as the 13th July on the same day, *via* Kiachta. Grant's Transmongolian telegram of the same date informed us that the Irish Church Bill had passed the Lords. Yesterday the P.M. steamer *New York* arrived with the American mail, and London dates to the 1st July; her only important intelligence was a rumour current in San Francisco when she left (3rd July) that Mr. Howard had accepted a railway commissionership, and would not supersede Mr. Browne as Minister to Peking. Meanwhile, as you know, Mr. Browne left China three weeks ago.

On the 26th ult. the river at Hankow stood 49 feet above the lowest winter level. The flood mark this year is nearly 12 inches higher than that of 1866. At last advices the river was steadily falling, and had already fallen to the extent of a foot.

Intelligence has just arrived of the murder of twenty Catholic missionaries in Szechuen. The *Daily News* asserts that its information is such that there is no possibility of error. But I have no doubt that the report is exaggerated, and that probably *twenty in all*, *missionaries* and *converts* have been murdered. Indeed it is improbable that so many as twenty European missionaries would be together in one place. Here, however, it is believed, and it has caused a curious and ill-defined feeling of satisfaction, that as the assassination was fated to occur it should occur just now, as if to give the French an excuse for solving the great China problem. I do not exaggerate when I say that nine out of ten who heard the news yesterday said at once—"War with France, please God!" The extinction of the rebellion in Japan has sent a number of refugees to Shanghai. These fellows swagger about in a very independent and frequently intoxicated manner, and as they are each armed with two swords, some apprehension of a breach of the peace has been expressed. However, so far they seem good humoured enough, and bear rather the appearance of "Jacks-on-shore" than of political exiles.

The Chief Judge has refused the application for leave to appeal to Her Majesty in Council against the conviction of the man George for the murder of a Chinese carpenter at Farnham's dock. The points raised were that the jury consisted of five persons only, and that the Chinese witnesses, as possessing no definite religious beliefs, were unworthy of credit. Both objections were overruled; the first on the ground that the Legislature has the power to delegate to the Queen in Council the right to alter the Constitution in particular cases, the second on the ground that the assertion by a native witness that he believes in *a* god (whether of thunder or anything else) who will punish him if he lies, is sufficient to render his evidence admissible.

At a meeting of Consuls held on the 24th ult., the proceedings at which did not transpire until three days ago, the following reply to the Taoutai's refusal to permit the erection of a telegraph from the Kintoan Beacon to Shanghai was drafted. I think it is to be regretted that the tone is so conciliatory. Our trading interests here are too large to be imperilled by the idiotic superstitions of the Chinese authorities, and to me it seems that there is but one possible answer to the question whether we should respect their folly or the lives of our seamen, imperilled in every case where a ship goes on shore at the mouth of this river:—

Shanghai, 24th July, 1869.

His Excellency Tu, Taoutai of Shanghai.

SIR,—The undersigned Consuls have the honour to acknowledge the receipt of your rejoinder, under date the 19th inst., on the subject of a proposed telegraph line between this place and the Kintoan Beacon.

They regret that they cannot express their satisfaction at the nature of the conclusion at which you have arrived.

That the grounds upon which this conclusion are based are of a purely speculative character has been abundantly proved by actual experience in this very settlement, where, as you are aware, lines of telegraphic wires have for months past run over the heads of Foreigners and Chinese alike, and in many instances are actually attached to their dwelling houses, without having caused any deleterious effect or influence whatever. An objection such as that of "fung-shuy" should not at any rate be allowed to have any weight as against a scheme for the protection of life and property, and of important commercial interest, which formed the subject of the representation made to you.

The precedent of Mr. Reynold's case, which you quote in support of your theory as to the objectionable character of telegraphs, is, moreover, so erroneously adduced as to be inapplicable as an argument. It is not the fact that the posts were clandestinely planted. Mr. Reynold's operations were at the time notorious to the general public. He began with the Pootung bank of the river it is true, but he succeeded in laying the whole line, 227 posts, as far as the Beacon, a distance of sixteen miles, and he occupied three weeks in the work, during all which period he encountered no interference or molestation of any kind either from the people or the authorities. The posts were eventually removed in one night, but for what reason or at whose instigation has not yet been proved.

The Consuls would prefer accepting the latter part of your letter as affording the truest exposition of the state of the case, and inferring therefrom that your honourable Government objects to the indiscriminate introduction of telegraphs just at present, on the grounds of inexpediency.

In this view of the case, whilst regretting their failure to receive your support, they propose to bring the matter to the notice of their several Ministers resident at Peking, and to request them to recommend the adoption of the scheme which they have at heart as a purely exceptional measure in the interest of the foreign and native shipping resorting to this port.

With renewed expressions of their consideration, the undersigned have the honour to be, Your obedient servants.

The new steamer *Walrus*, recently brought out for the S.S.N. Company, and destined, as was thought, for the Yangtsze trade, has been re-named the *Chusan*, and is placed on the Ningpo line, running alternate days with the *Hangchow*, the *Kiangse* being transferred to the Tientsin list.

It may interest some of your readers who have spent summers in Shanghai and also in Hong Kong, to know that during the past fortnight the temperature here has ranged ten degrees Fahrenheit higher than at Hong Kong. In some parts of the settlement the mercury reached a hundred degrees in the shade on the 29th ult.

The new church was opened on the 1st inst. with appropriate

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services, the other churches in the Settlement being closed for the occasion, in order to allow their congregations to swell that of the English Established Church.

Some rowdy Foreigners having made an attack some weeks ago upon a Chinese tax-collector's boat near Quiman, killing six natives and wounding several others, the Chehzien of Shanghai has issued a notification in English offering Tls. 200 for information that will lead to the capture of all or any of the culprits, Tls. 300 for the apprehension of the leader of the party, Tls. 100 for the apprehension of any accomplice, and Tls. 200 for the production of "such evidence as shall unfailingly convict any or all of the culprits."

The tea clippers *Dilkhoosh* and *John R. Worcester* cleared yesterday, having filled at £2 10s. The ruling rate is now £2 both here and at Foochow.

Sir Edmund Hornby leaves Shanghai in a few days on his annual tour. He will first visit Japan.

The Prussian Vice-Consul at Tientsin has given judgment in a collision case—Norwegian brig *Kvik versus* North German steamer *Tapangnyo*. The details of the evidence (as contradictory as can be imagined) are without interest; the steamer, however, was cast in damages and costs.

From Ningpo I hear that the recent floods have carried away a considerable portion of the bunding for the new English Consulate.

Baron von Gumpach, Professor of Astronomy in the (so-called) University of Peking, has addressed a letter to the *Daily News*, setting forth the wrongs he has sustained at Mr. Hart's hands, and threatening legal proceedings against him. It is worth mentioning that Baron von Gumpach professes to have discovered a System of the Universe essentially different from that announced by Newton, whom he declares to have been a mere visionary. He ascribes the rejection of his theories to the ignorance and jealousy of those who are interested in maintaining the Newtonian delusions, and of course he is very bitter against his opponents. He has now discovered another enemy in Mr. Hart, who (no doubt grossly deceived himself) deceived Von Gumpach with enthusiastic descriptions of a sort of learning in Peking which turned out to have no location save in Hart's imagination. Indeed, all the professors have valid reason for bitter complaint, and it remains to be seen whether, now that the college scheme has finally collapsed, Hart will leave them in the lurch.

Mr. J. B. Robertson has published a series of letters on the "Political Situation in China," which we shall notice in our next.

The intense heat, combined with the submergence of the up-river districts has caused much misery, disease and death amongst the natives. To Kiukiang refugees have crowded in such numbers that the population is now estimated at 70,000. Some houses are crammed, and thus the evils of over-crowding are added to those of poverty and miasmatic exhalations.

In the Supreme Court an application was made by Messrs. Wilkin and Robson, the consignees of the principal part of the cargo of the *Bolivar*, that the freight paid by them as such consignees should be declared a charge upon the proceeds of the said cargo, and be paid to the applicants out of such proceeds. Mr. Eames, who appeared for Messrs. Wilkin and Robson, said that the proceeding was practically an application to correct account sales of cargo sold under a decree in suit on Bottomry. The freight which his clients held as agents of the ship, amounting to $1,296 and £500 prepaid in New York, they had paid under an order of the Court, and it ought, he contended, to be a charge upon the proceeds of the cargo. The freight enters in and makes part of the value of the cargo at the port of delivery; and if the deduction was not allowed freight would be paid twice—once as freight, and again in cargo. Although the shipowner is bound to repair, his liability is limited to the ship, while the owners of the cargo, if the deduction he contended for were not allowed, would pay freight in addition to the whole value of the goods delivered. Freight is called in in exoneration of cargo, and should not be permitted to become an additional burthen instead of a relief. Judgment was reserved.

Another application has been made in the Supreme Court for leave to appeal to Her Majesty in Council against the verdict and sentence in the case of *Regina v. George*. The Court postponed its decision.

The following statistics, calculated for the present Silk season, commencing 1st June, 1869, to date are from the *Courier*:—

| | 1869-70. Bales. | 1868-69. Bales. |
|---|---|---|
| Transactions since last mail are estimated at ... | 3,000 | 6,000 |
| Making total settlements—China Silk ... ... | 10,600 | 19,000 |
| Total receipts—China Silk ... ... ... | 16,100 | 22,500 |
| Present unsold stock is estimated at about ... | 5,500 | 4,500 |
| Total export ... ... ... ... ... | 7,701 | 15,764 |
| Remaining unshipped in godowns and afloat in vessels in the harbour ... ... ... ... | 2,899 | 4,976 |
| Total export of waste silk, to date ... ... | 32 | 180 |

### THE GREAT FLOOD ON THE YANGTSZE.

By the present mail we hear that the waters had begun to subside. A letter from Hankow says:—

Nearly all the boundary walls have fallen already; the rest must follow as the water retires. Many of the palatial residences which adorn the Settlement are materially and permanently injured, and some of them will have to be taken down without delay. The amount of damage done will not appear fully till the water has fallen some feet below the present mark. Everywhere the foundations are sinking, and the walls show portentous signs. Though most of the stone foundations are high and well laid, yet the ground is so treacherous, and the piles not so fast on account of the annual rise and fall of the river, that the strongest artificial basis avails but little. We shall be compelled to devise and adopt a new plan of building better suited to the conditions which Hankow presents.

But if our condition as Foreigner is bad that of the natives is far worse. Thousands of native houses have been rendered uninhabitable, and tens of thousands of the poorest of the people have been driven from their homes. Some have taken refuge on the walls of the cities, and others on the neighbouring hills. From these heights many can see the roofs of their miserable huts just peeping through their watery grave. Others look in vain for their former abodes, the flood having swallowed them up, and, for for the present, obliterated every trace of their existence. Most cling to their cots to the last moment. By means of raised boards and piled-up tables and benches they contrive to live with several feet of water in their houses. Confined to a very contracted space between the water and the roof, you see them sometimes moving along in their double, and sometimes crawling on all fours as if they were so many quadrupeds. Here and there a faithful dog may be seen perched on the top of the roof, evidently greatly perplexed to account for this new thing which has happened to the dwellers upon the earth, and wondering where he is to be driven to next. The gods, too, are in a sad state. The worshippers being, apparently, disgusted with the carelessness or impotency of their divine protectors, have abandoned them to their fate.

The present flood is owing principally to the heavy rains which have fallen in Hunan and Kiangsi. The rise in the Tung-ting lake is caused by the former, that in the Poyang by the latter. We were informed some time before it had reached us that Hunan was flooded. The rains in this province (Hupeh) have also been very heavy. For about three weeks the heavens kept sending down torrents almost incessantly, and this did much towards enlarging the swollen stream which the Tung-ting lake was sending forth. The Si-chuan does not seem to have contributed anything to the extra volume which now floods the land. We can always distinguish between the Si-chuan and the Hunan waters, the latter being much clearer, owing to the deposit which takes place on their course through the Tung-ting lake. In the Han there is hardly any current, and the ascent near the mouth is nearly as easy as the descent. At the junction of the two streams there is quite a rush from the Yangtsze into the Han. Thus there can be no doubt as to the source of the extra rise. It is to be traced to the extraordinary heavy rains which have recently fallen in these hydrographical regions that are drained by the streams which empty themselves into the Tung-ting and Poyang lakes.

## COCHIN CHINA.

The following is from the Circular of Messrs. W. G. Hale and Co., dated Saigon, August 16, 1869:—

RICE.—Transactions have been upon a very limited scale, barely reaching 30,000 piculs, which were taken for China and Bourbon; for Europe there has been no business. Prices have been well maintained, owing to the very small supplies, and in some instances a slight advance has been paid. We now quote round grain at $1.27 per picul (5s. 2½d. per f.o.b.), and long at $1.11 per picul (4s. 6¾d per cwt. f.o.b), the market closing firmly at these figures. Our small supplies may be attributed in a great measure to the fact that the natives are now busily employed in preparing the coming crop, and we may in a month look for more liberal receipts, as the stock in the interior is known to be yet considerable. The shipments to China and Japan for the past month are about 90,000 piculs, while to your quarter nothing has been done.

TONNAGE.—With the arrival of several seeking vessels rates have again declined, and for Hong Kong 15 to 18 cents has been accepted, according to the capacity of the vessels. For Europe we have no settlement to note.

EXCHANGE.—Rates are almost nominal, as there have been so few bills offering; we quote sterling 4s. 7½d. 6 months with document. Hong Kong 30 days' sight 2¼ to 2¾ discount. Singapore 3 days' sight—par.

## CEYLON.

### COLOMBO.

Dates from this place are to the 31st August, or a week later. We observe that the report of the meeting of the European Life Office had been published by the agents, Clark, Spence and Co., and very shortly

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after it they would be dismayed by a telegram of its collapse. The following are the current items of news:—

The *Observer* says there is a rumour prevalent in Colombo that on account of the annexation, as far as military matters are concerned, of the Colony of Labuan to India, the two companies of the Ceylon Rifle Regiment at present in that colony will return at no distant date to Ceylon, and that the Major-General Commanding the Forces has advised the Home Government to further reduce the regiment by two companies. We suppose the truth of the matter to be that Labuan is to be garrisoned by troops from Madras, which is a very different thing to being taken over by India. It is not at all probable that just as the Straits Settlements were constituted into a separate Grvernment, Labuan, a separate colony from the first, should be absorbed into India.

As bearing on the question of the currency of Ceylon it is noticeable that the O.B.C. notes promise to pay in "rupees or their equivalent in the currency of the colony." This certainly looks like an admission that the rupee is not the currency; if not, what is? And from this also two questions arise—first, with whom does the option of the alternative "rupees or currency" lie; with the holder or the issuer of the note? secondly, what is the equivalent of a rupee in currency? Who is to determine whether it should be the intrinsic value of the coin or the price at which it has hitherto passed by common consent and usage? It is clear that legislation is wanted to settle such questions as these, but it is more than questionable if legislation could make ten Indian rupees the equivalent of a pound.

It is stated that Sir Edward Creasy has been advised by his medical attendants to leave the island as quickly as arrangements can be made, though it is hoped that his absence will be only temporary. Sir Edward has applied for a year's leave of absence, and already in legal circles gossip is rife as to the temporary successor to the Chief Justiceship. It seems that the Government will deem it necessary, as the leave of absence will certainly extend over a year, and possibly longer, to appoint an acting Chief Justice. We understand that Mr. Justice Temple will act as Chief Justice during the absence of Sir Edward Creasy, and Mr. Lawson as additional Puisne Judge. Mr. Berwick and Mr. Cayley are spoken of in connection with the seat on the Colombo District Court Bench.

The public meeting called at Kandy to take steps for a recognition of the services of the retiring Government Agent of the Central Provinces was not so well attended as had been anticipated, owing probably to the unfavourable state of the weather. Resolutions were passed expressive of the regret of the community at the approaching departure of Mr. Braybrooke, determining that subscription lists in English and Singhalese be opened throughout the province, and, further, that a committee be appointed to collect subscriptions and generally to carry out the objects of the meeting. It is understood that another meeting shall take place on the 31st inst., and that the question of the form of the testimonial to be given shall be discussed by a general meeting of the subscribers.

# Market Report.

## IMPORTS.

SHANGHAI.—Piece Goods: The course of prices for all kinds of plain cottons continued against importers, and rates current in England had no effect on the Chinese market. Sales of Grey Shirtings since the mail left are reported at easier prices, and the market closed very dull. T-Cloths were also lower in value, and less sought for. Drills of all kinds had been much wanted at low figures, and several transactions were reported, though some holders asked higher prices. White Shirtings: The demand was very slack, even at reduced rates. Fancy Goods, Dyed Brocades and Dyed Spots were asked for at former figures, with but few sellers. In other kinds of manufactures there is not much change to report. Metals: Lead: a few speculative purchases had been made at Tls. 5. Iron Nail Rods had been dealt in to a limited extent, sales comprising only some 9,000 bales at Tls. 2.0.5 to 2.0.6 per picul for small sizes, to Tls. 2.1.8 for fair assortments. Bars had been held for prices above the ideas of the trade, consequently no transactions had taken place. Coals: The arrivals comprise two cargoes from New York, four from Cardiff, and one from Shields. Sales had been made of Cardiff at Tls. 8, and of English at Tls. 6.40. Quotations:—Grey Shirtings, 7 lbs., per piece, Tls. 1.9.4 to 1.9.7: 8.4 to 8.6 lbs., Tls. 2.1.4 to 2.1.9; White Shirtings, Tls. 2.1 to 3.2.5; T-Cloths, 6 lbs., Tls. 1.4 to 1.7.2; 7 lbs. Tls. 1.6.5 to 1.9.2; 8 to 8.4 lbs., Tls. 1.9.5 to 2.4.5; American Drills, 40 yards, Tls. 4 to 4.2; American Jeans, 30 yards, Tls. 3.6; American Sheetings, 40 yards, Tls. 3.6 to 3.8.5; English Drills, 40 yards, Tls. 3.7 to 3.8.5; Dutch Drills, 40 yards, Tls. 3.6 to 3.7; Camlets, English, SS, Tls. 12 to 12.5.5; Spanish Stripes, per yard, Tls. 0.5 to 0.8; Medium Broad and Habit Cloth, Tls. 0.9 to 1.7.5.

HONG KONG.—In piece goods fair settlements of 6 and 7 lbs. T.Cloths and 8.4 lbs. Grey Shirtings had resulted, but there is no change to report in prices. Nothing whatever had been done in American Cotton manufactures, and dealers were not offering. No sales of English Cotton Yarns had been reported, and as stocks had run quite low holders were firm. Quotations for Coal were unaltered.

## EXPORTS.

### TEA.

SHANGHAI.—Black: During the week there had been much less business doing, and quotations for medium Teas show no change. Common Black leafs, however, had been eagerly bought, and as high as Tls. 20 had been paid. At the close the market was quiet, and it was not likely that prices for common teas would be maintained. There had been considerable arrivals of Second Crop Teas, for which Tls. 22 to 25 are the prices at which business will probably be done. Settlements and shipments, 11,000 chests; stock, 28,000 chests. Green: There had been nothing done in New Teenkais; the natives asked enormous prices, say Tls. 45 to 47, alleging that heavy rains had seriously damaged the Crop. So far, however, Foreigners' views appeared to be much lower.—A small business had been done in Pingsueys at Tls. 35 to 43¼, and in Shanghai-packed at Tls. 30 to 35 per picul. Pingsuey—settlements, 1,400 half-chests; Shanghai-packed — settlements, 2,000 half-chests; Stock—Pingsueys, 4,500 half-chests; Teenkais, 6,000 half-chests; Shanghai-packed, 4,200 half-shests.

FOOCHOW.—There had been rather less business doing, but prices were without alteration, excepting, perhaps, for Teas with quality, which were becoming rather scarce, and of which teamen consequently were firmer holders. In Oolongs there had been no business. The only departure had been the Clara, which vessel left on the 1st August for London, with a cargo of 1,284,340 lbs. Tea. The Yangtsze had arrived and been placed on the berth, and there were other vessels expected from Shanghai to load for London. The rate of freight had been lowered to £2 10s. per ton, and some ships would probably accept a still lower rate.

AMOY.—Settlements of about 4,700 packages Congou had been made, at rates showing a slight advance. Total settlements to 6th August were 32,485 packages. In Oolong no further puchases had taken place. For the lower grades the teamen were asking much higher prices than buyers cared to give, the pick of the crop being gone. Arrivals 27,880 packages. Settlements 9,585 packages. Stocks 18,295 packages.

CANTON.—Business at this port had been rather quiet since the departure of the English mail. There had, however, been a fair demand for Teas at about last quotations. The stock of Country Congou had been increased by the arrival of three additional chops, but no settlements had been made.

### SILK.

SHANGHAI.—Settlements since the departure of the last mail were estimated at about 1,000 bales, giving a total of 11,500 bales since June 1st. Prices paid show little change, all best classes remained at last mail's quotations, while common Tsatlees and Taysaams were quoted Tls. 10 per picul lower. Re-reeled Silks had been taken to a fair extent, but these special grades compare unfavourably with last season's corresponding classes. Throwns of medium and lower quality were also offering at rather weak rates, but as they were of undesirable nature they did not find many buyers. The arrivals having come forward freely, the unsold stock had been increased to 6,000 bales.

CANTON.—Good qualities were very scarce, and high prices were asked for them; purchasers prefer waiting till after the fourth crop has been placed on the market, in the hopes of being able to secure a better quality of Silk on easier terms. In Re-reeled Silk a contract for 100 boxes of very finest kinds has been reported at $605 to 615. Prices for ordinary No. 1 Cumchook were without change.]

## EXPORT OF TEA AND SILK, SEASON 1869-70.

### TO GREAT BRITAIN.

| Date. | From Kanagawa & Nagasaki. | From Shanghai and Hankow | From Foochow. | From Amoy. | From Canton, Macao, &c. | Total lbs. | SILK. Total Bales & Cses |
|---|---|---|---|---|---|---|---|
| From June 1 to July 31, 1869 | ... | 30858533 | 12877127 | ... | 3752387 | 47488047 | 8795 |
| Corresponding period last season | 480839 | 30253369 | 35867513 | ... | 6708707 | 73310428 | 16625 |

*Shipments Since;*

| | | | |
|---|---|---|---|
| July 16 per Guinevere | From Shanghai, &c. | ... 1,207,178* | |
| — — ... Sir Larcelot | ... Foochow | ... 1,187,679* | |
| — 17 ... Nile (str.) | ... Do. | ... 1,188,050* | |
| — 17 ... Decapolis | ... Shanghai | ... 923,867* | |
| — 17 ... Melbrek | ... Do. | ... 1,069,626* | |
| — 18 ... Maiden Queen | ... Do. | ... 1,116,479* | |
| — 19 ... Miranda (str.) | ... Do. | ... 1,195,301* | |
| — 19 ... Weymouth | ... Do. | ... 1,131,020* | |
| — 22 ... Travancore (ml. str.) | ... Do. | ... 35,680* | |
| — 24 ... Juanpore | ... Do. | ... 559,413* | |
| — 24 ... Maitland | ... Canton | ... 944,420* | |
| — 28 ... Wild Deer | ... Shanghai | ... 1,334,780* | |
| Aug. 5 ... Emeu (ml. str.) | ... Do., &c. | ... — | 3,618 |

* Included in above total.

### TO UNITED STATES.

| | | Pcls. |
|---|---|---|
| From June 1 to July 31, 1869 | ... | 215 |
| Corresponding period last season | 387743 | 122 |
| | 553160 | |

*Shipments Since;*

| | | |
|---|---|---|
| July 19 per New York | From Shanghai | ... 169,038 52* |
| — 20 ... Peter Rickmers | ... Do. | ... — 49* |

* Included in above total.

### TO THE CONTINENT.

| | | Bales. |
|---|---|---|
| From June 1 to July 31, 1869 | 42720 | — |
| Corresponding period last season | 95560 | — |

*Shipments Since;* None.

### TO AUSTRALIA.

| | |
|---|---|
| From June 1 to July 31, 1869 | ... 20,601,818 lbs. |
| Corresponding period last year | ... 6,218,389 |

*Shipments Since;*

| | | |
|---|---|---|
| July 7 per Japan | From Foochow | ... 396,000* |
| — 17 ... Rachael | ... Do. | ... 358,400* |
| — — ... Katherine Maria | ... Amoy | ... 86,708* |

* Included in above total.

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## LIST OF SILK SHIPPERS FOR SOUTHAMPTON AND MARSEILLES.

*From 1st June to 30th July, 1869.*

| | Bales. | | Bales. |
|---|---|---|---|
| Adamson, Bell, and Co. ... | 70 | Jardine, Matheson, and Co. | 420 |
| Ashton and Co. ... ... | — | Jarvie, John, and Co. ... | 182 |
| Barnet and Co. ... ... | 929 | Krayer, A. ... ... | — |
| Birley, Worthington, & Co. | 356 | Meynard and Co. ... ... | — |
| Birt, W. ... ... ... | 56 | Milsom and Tod ... ... | 618 |
| Bland, J. ... ... ... | 57 | Nachtrieb, A., and Co. ... | 487 |
| Blum Bros ... ... ... | — | Overweg and Co. ... ... | — |
| Borneo Company ... ... | 100 | Olyphant and Co. ... ... | — |
| Borntraegar and Co. ... | 222 | Petrocochino and Co. ... | — |
| Bourjau, Hubener, and Co. | 50 | Pustau, Wm., and Co. ... | 7 |
| Bovet Brothers and Co. ... | 146 | Primrose and Co. ... ... | — |
| Bower, Hanbury, and Co. .. | 437 | Reid and Co. ... ... | — |
| Bradwell, Bloor, and Co. ... | — | Reiss and Co. ... ... | 51 |
| Brand, Monro, and Co. ... | 1,006 | Russell and Co. ... ... | 316 |
| Buissonet, E. ... ... | — | Remé, Wm., and Co. ... | 303 |
| Bull, Purdon, and Co. ... | 5 | Sassoon, D., Sons, & Co. ... | 81 |
| Carter and Co. ... ... | 880 | Sassoon and Co., E.D. ... | 18 |
| Chapman, King, and Co. ... | 90 | Scheibler, Matthai, and Co. | 117 |
| Chinese ... ... ... | 4 | Seare, B. P. ... ... | 30 |
| Coutts and Co. ... ... | 25 | Shaw Brothers and Co. ... | 305 |
| Cumine and Co. ... ... | 106 | Siemssen and Co. ... ... | — |
| Dickenson and Co. ... | 45 | Skeggs and Co. ... ... | 501 |
| Fogg and Co. ... ... | — | Smith, Archer, and Co. ... | 40 |
| Gamwell, F. R. ... ... | 417 | Smith, Jo. M. ... ... | — |
| Gibb, Livingston, and Co... | 323 | Textor and Co. ... ... | 203 |
| Gilman and Co. ... ... | 224 | Thorne Brothers and Co. ... | — |
| Glover, Dow, and Co. ... | 20 | Trautmann and Co. ... | 58 |
| Gutschow and Co.... ... | 25 | Turner and Co. ... ... | — |
| Heard, Augustine, and Co. | 164 | Westall, Brand, and Co. ... | 40 |
| Helbling and Co. ... ... | 277 | Miscellaneous ... ... | 484 |
| Hogg Brothers ... ... | 294 | | |
| Holliday, Wise, and Co. ... | 10 | Total bales... ... | 10,644 |
| Hughes and Co. ... ... | — | | |

## EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

| At | Bank Bills. | Credits. | Documentary. |
|---|---|---|---|
| Yokohama, 6 m. s. ... | — | — | — |
| Hiogo & Osaka ,, ... | — | — | — |
| Shanghai ,, ,, ... | 5s. 11d. | 5s. 11¼d. | 5s. 11¼d. |
| Canton ,, ,, | —* | 4s. 6¾d. | 4s. 7d. |
| Hong Kong ,, ,, | | | |
| Macao ,, ,, | | | |
| Singapore ,, ,, ... | 4s. 5d. | 4s. 5½d. | 4s. 5¾d. |
| Manila ,, ,, ... | — | — | — |
| Colombo ,, ,, ... | 1 prem. | — | 1 dis. |

MISCELLANEOUS.

| — | At Shanghai. | At Hong Kong. |
|---|---|---|
| Bills on India ... ... ... | 302 | — |
| ,, Hong Kong ... ... | 23¾ to 24¼ dis. | — |
| Bar silver ... ... ... ... | 111.5.0 | — |
| Mexican dollars ... ... ... | 76.4.0 | — |

* The Banks declined to name a drawing rate.

# Shipping Intelligence.

## ARRIVALS.

At HIOGO.—From Liverpool, July 6, Edward Herbert; from Cardiff, 16, Renown; from Hamburg, June 30, Heinrich.

At SHANGHAI.—From London, Aug. 3, Stanley Castle; 5, Corea; from Cardiff, July 30, Everhard; Aug. 2, Baltimore; 3, Raleigh; 4, Europa; from Shields, 3, Marseilles; from Hamburg, July 29, Rebecca; from New York, Horatio; 3, Resolute; from London, &c. (reported by telegram), Aug. 26, Pegasus, Diomed (str.), John Lidgett, Tyburnia, Ocean Chief, Shunlee, Lizzie Tweedale, Albuera; from Liverpool, Sept. 2, Gladiateur.

At MANILA.—From Cardiff, July 24, Hope (reported by telegram).

At SINGAPORE.—From Liverpool, Aug. 10, Diomed (str.); from Glasgow, Kinfauns Castle; from Bourbon, 10, Lucies; 12, Maria; from Hamburg, 5, G. F. Vorwerk; from New York, 4, America (P. M. str.) (omitted in our last); from London, at Singapore, Christian Rankin and Rathmines.

At PENANG.—From Liverpool, Aug. 7, Diomed (str.) (omitted in our last).

At BANGKOK.—From London, July 24, Indiana (omitted in our last).

At SAIGON.—From Nantes, July 20, Misti; from Bordeaux, 21, Rosendaël; Aug. 3, Canal.

At COLOMBO.—From London, Aug. 28, Asphodel.

## DEPARTURES.

From SHANGHAI.—For London, July 29, Star of China; Aug. 1, Hopewell; 5, Dilkhoosh, Charmian, J. R. Worcester, Challenge (cleared).

From FOOCHOW.—For London, Aug. 1, Clara.

From HONG KONG and CANTON.—For London, Aug. 5, Dunmail; for New York, 9, Enrique.

From PENANG.—For London, Aug. 3, George Treat; 8, Dharwar; for England, H.M.'s Str. Argus (omitted in our last).

From SAIGON.—For Bordeaux, July 22, Auguste and Gustave; 24, Francois Felix.

From COLOMBO.—For London, Aug. 26, War Cloud, 24, Camelot.

## VESSELS PASSED STRAITS OF SUNDA.

| Date. | Ship. | From | To. |
|---|---|---|---|
| Aug. 3 | Susanne ... | Hamburg ... | Shanghai |
| ,, — | Jacques di Molay ... | London ... | China |
| ,, — | Baltic ... | Lisbon ... | Singapore |
| ,, — | Ville de Camilla ... | Amoy ... | Havana |
| ,, — | Havelock ... | London ... | Yokohama |
| ,, — | Argonaut ... | Shanghai ... | London |
| ,, 4 | Professor Suringa ... | Amsterdam ... | Yokohama |
| ,, — | Mary Whitridge ... | Cardiff ... | Shanghai |
| ,, — | Douglas Castle ... | Macao ... | London |
| ,, — | Mozambique ... | Hamburg ... | Bangkok |
| ,, — | Niger (str.) ... | Singapore ... | London |
| ,, 6 | Maria Louisa Antoinetta | Hamburg ... | Hong Kong |
| ,, — | Shunlee ... | London ... | Shanghai |
| ,, — | Good Hope ... | New York ... | Order |
| ,, — | Alexander II. ... | Hamburg ... | — |
| ,, — | Onanyang ... | Bombay ... | Batavia |
| ,, — | Regina Maria ... | Newcastle ... | Do. |
| ,, 7 | Empress of India ... | Cardiff ... | Singapore |
| ,, — | Alfred ... | Liverpool ... | Do. |
| ,, — | Eugenie ... | Do. ... | Hong Kong |
| ,, — | Punh Burn Predey ... | Sunderland ... | Do. |
| ,, — | Louis Meyer ... | Cardiff ... | Singapore |
| ,, — | Enough ... | Do. ... | Japan |
| ,, — | G. N. Peake ... | Swan River ... | Shanghai |
| ,, — | Grenadier ... | Liverpool ... | Yokohama |
| ,, — | Gnoyneas ... | Hamburg ... | Shanghai |
| ,, — | A. W. Stevens ... | — ... | Hong Kong |
| ,, — | Eastern Star ... | London ... | Do. |
| ,, 9 | Walcheren ... | Cardiff ... | Batavia |
| ,, 10 | Eldorado ... | Bordeaux ... | Do. |
| ,, 11 | Esperanze ... | London ... | Japan |
| ,, 12 | St. Andere ... | Cardiff ... | Hong Kong |
| ,, 13 | Pedro Plandoct ... | Liverpool ... | Manila |
| ,, 14 | A. M. E. ... | Bombay ... | Batavia |

## SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—Sept. 21, off Dungeness, from Japan, for Rotterdam, Alice Tainter; 19, at Belle Isle, from Saigon, Copiapo; 9, at New York, from Manila, Rattler; 8, at Boston, from Singapore, Lord Raglan; 23, at Deal, from Singapore, Queen of Devon, Frances; 21, at Brouwershaven, from Batavia, Aeroliet; 23, at Liverpool, from Ilo Ilo, Lily of Devon; at Queenstown, from Bassein, Christina Acquarne; 23, at Falmouth, from Akyab, Viandra; 24, at London, from Foochow, &c., West Indian (s. s.); 10, at Boston, from Manila Mutlah; 23, at Queenstown, from Rangoon, Rescue; 25, at Falmouth from Bangkok, Andreas; from Ilo Ilo, Bernard Carl; from Rangoon Royal Visitor; from Maulmain, Dorette; 27, at Deal, from Penang Flatworth; from Bangkok, Charlotte; at Queenstown, from Akyab, P. M. Vittoria; from Rangoon, Invidia; 25, at London, from Colombo, Brinkburn.

DEPARTURES.—Sept. 23, from London, for Cardiff and Hong Kong, St. Peter; 22, from Cardiff, for Singapore, Jorgen Bruhn; Alma; from Liverpool, for Yokohama, Edwin, Bassett; for Manila, Trinidad; 22, from Shields, for Singapore, Elliotts; 8, from San Francisco, for Hong Kong, Pekin; from Liverpool, for Manila, Trinidad; 24, from London, for Cardiff and Hong Kong, Mathilde; 25, for Colombo, Thomas Blythe; for Nagasaki and Hiogo, Chanticleer; for Yokohama, Mountain Ash; from the Clyde, for Galle, Caribou.

SPOKEN.—Chesterfield (French barque), Paris (?) to Nagasaki, Aug. 10, on the line, 24 W.; Lobourg (Dutch barque), Batavia to Rotterdam, Aug. 1, 20 S.; Malvern, Colombo to London, Aug. 14, 3 N., 22 W.; Naworth (barque), of Workington, Liverpool to Singapore; Nederland, Saigon to Falmouth, June 14, 15 S., 30 (?) E.; Marie, Batavia to Rotterdam, Sept. 2, 26 N., 36 W.; Sampan (Dutch barque), London to Japan, Aug. 14; Laurens (Dutch barque), Rotterdam to Batavia, Aug. 14; Brinkburn (ship), Colombo to London, Sept. 8; Schiedam (Dutch ship), Batavia to London, Sept. 17; Chesterfield (French barque), for Nagasaki, Aug 10., on the line, 24 W.; Lobourg (Dutch barque), Batavia to Rotterdam, Aug 1., 20 S.; Malvern, Colombo to London, Aug. 14, 3 N., 22 W.; Naworth (barque), of Workington, Liverpool to Singapore; Nederland, Saigon to Falmouth, June 14, 15 S., 30 (?), E.; Marie, Batavia to Rotterdam, Sept. 2, 26 N., 36 W.; Sampan (Dutch barque), London to Japan, Aug. 14; Laurens (Dutch barque), Rotterdam to Batavia, Aug. 14; Brinckburn (ship), Colombo to London, Sept. 8; Schiedam Dutch ship), Batavia to London, Sept. 17; Gertrudis Maria (?), from Batavia, July 26, 30 S. lon. 10; Flor, Nightingale, Liverpool to Hong Kong, Aug. 15, 4 N., 20 W.; Active, Singapore to London, July 18, 35 S., 32 E.; Wave, Nagasaki to New York, Aug. 8., off the Cape of Good Hope; Batavier, Amsterdam to Batavia, Aug. 22, 15 S., 30 W.; Stad Middleburg, Flushing to Batavia, Aug. 18, 23 S., 26 N.

LAID ON.—At London, for Penang, Corea; at Liverpool, for Hong Kong, Veritas; at London, for Tientsin and Chefoo, Amberwitch; for Trincomalee and Galle, Timon; at Liverpool, for Yokohama (via Cardiff), Virgilia; at Glasgow, for Singapore, Wemyss Castle; for Penang, Hyacinth.

AT SIMONS BAY.—Aug. 19, Ameer, from Singapore, for London.

CASUALTIES.—Advices from Rotterdam, dated Sept. 20, state that the Gertrude, ship, from Saigon, reported Sept. 13 as aground at Helvoet, had got afloat and would proceed to Rotterdam. Advices from Capetown, dated Aug. 17, state that the Nereus, Broeder, from Saigon to Falmouth, which put into Simon's Bay, July 25, with

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damage, had discharged all her cargo, and would have to be coppered ; 2,520 bags of the cargo had been sold.

MISCELLANEOUS. —The Shannon, from Mauritius, arrived in the Channel, reports that on Aug. 30 she boarded the Flatworth (barque), Oxley, from Penang to London, whose crew were in a state of mutiny.

## BIRTHS, MARRIAGES, AND DEATHS.

### BIRTHS.

ADAMS—On the 29th July, at Shanghai, the wife of M. J. Adams, Esq., of the Imperial Maritime Customs, of a son.

D'AETH—On the 11th Sept., at Rowling, the wife of N. Hughes D'Aeth, Esq., of a daughter.

KELLY—On the 26th August, at Kandy, the wife of L. H. Kelly, Esq., of Wanne Rajah, Dickoya, of a daughter.

PADDAY—On the 6th July, at Green Hall, Penang, the wife of H. J. D. Padday, Esq., of a daughter.

PIDGEON—On the 3rd August, at Hong Kong, the wife of Mr. J. Pidgeon, of a son.

WACHTELS—On the 30th July, at Nagasaki, Japan, Mrs. H. P. M. Wachtels, of a son.

### MARRIAGES.

HOYRUP—SCHEBACH.—On the 7th July, at Toong Shin, near Chefoo, by the Rev. A. Williamson, Captain J. C. Hoyrup, Beach Hotel, to Emma Maria Dorothea Schebach.

MAULEFFINCH—FYERS.—On the 23rd August, at St. Peter's Church, Colombo, by the Rev. J. Brooke Bailey, Colonial Chaplain, Harry Mauleffinch, to Mary Ann Louisa, eldest daughter of Captain Fyers, R.E., Surveyor-General.

WRIGHT—BROWNE.—On the 14th August, at St. Paul's Church, Kandy, by the Venerable Archdeacon Mooyaart, assisted by the Rev. J. I. Jones, Alexander Edward Wright, Esq., of Cottaganga, Rangalla, to Annie Nairne, third daughter of the late Robert Browne, Esq., of Forest-hill, Kent.

### DEATHS.

ANDERSON—On the 31st July, at Shanghai, — Anderson.

DOWNIE—On the 30th July, at Kiuktang, James Sinclair Downie, aged 27.

ELDER—On the 17th Sept., in London, John Elder, Esq., engineer and shipbuilder, of Glasgow, aged 45.

KENT—On the 28th July, at Hong Kong, Lieut. Charles James Kent, R.N., eldest son of Thomas Fassett Kent, of 29, Cambridge-square, aged 26.

LENT—On the 29th July, drowned at Shanghai, Charles Lent, of the ship *Whirlwind*.

PERERA—On the 24th August, at Gatembe, Ceylon, the wife and infant son of Mr. C. Perera, of the Public Works Department.

SHARP—On the 11th Sept., at Forest Lodge, Reading, Berks, the residence of her brother, Granville Sharp, Eliza Akehurst, in the 35th year of her age, youngest daughter of the late Rev. Thomas Sharp, A.M., of Crown-street Chapel, Soho, London, and formerly of Woolwich, Kent.

WINCHURST—On the 15th July, at the General Hospital, Yokohama, Edward Charles Winchurst, late of Shanghai.

## UNITED STATES.

### NEW YORK MARKETS.

COFFEE.—There is a fair demand for Government Java at 22c. to 25; for Singapore at 20c. to 22½c. ; for Manila at 16c. to 18 ; and for Native Ceylon at 17½c. to 19⅛ gold.

HEMP.—There is but little doing in Manila ; last sales at 12⅜c. gold. The cargo of superior Cebu, per Sea Serpent, goes in store, 13c. not being offered for it.

INDIGO.—The market was very firm, with a good jobbing demand, chiefly for Manila, in the absence of adequate supplies of Madras ; sales of Manila, in lots, part at $1.10 gold, and part $1.05 to 1.50 currency, for all grades.

SUGAR.—The market for Raw Sugar presents a steady good demand from refiners and the trade, as well as from neighbouring cities, very small offerings and great firmness on the part of holders, and a strong buoyant tone, with full market values. Quotations—Clayed Manila, 11⅜c. to 11¾ per lb. ; Java, Nos. 10 and 12, 12c. to 12⅝ per lb. gold.

TEA.—There is a steady and pretty good demand for desirable grades Green, and Black and Japan share in the inquiry from the trade. The fluctuations in gold tend to restrict operations, but there is a pretty good business going forward in all kinds at steady prices. Sales:—1,297 half-chests Green per Charger, 1,527 per Chinaman, 457 per Dartmouth, 630 per Sir William Wallace, 827 per Monkchester, 500 Japan per Benefactor, 2,500 do. (vessel not named), 500 Oolong and 1,400 half-chests and 3 quarter-chests Souchong (via California), and 3,000 fine Oolong. The following were the prices paid :—Hyson, common to fine, 90c. to $1.35 ; finest, $1.40 to 1.65 ; Japan, common to fine, 80c. to $1.5 ; finest, $1.10 to 1.25 ; Oolong, common to fine, 70c. to $1.15 ; finest, $1.20 to 1.60 ; Souchong, common to fine, 70c. to $1.5 ; finest, $1.25 to 1.50.

TIN.—The market for Pig is very firm, and a slight improvement has been realised. The sales here and in Boston, on the spot and to arrive soon, are 3,400 pigs Straits (1,750 to arrive), at 32¼c. to 32½, part cash and part thirty days.

### SAN FRANCISCO MARKETS.

COFFEE.—Imports from Jan. 1st to Sept. 1st :—Java, 899,836 lbs., 70 packages ; Central America, 3,031,664 lbs., 15,074 packages ; Hawaiian, 65,669 lbs., 473 packages ; Manila, 170,375 lbs., 3,395 packages ; Rio, 591,869 lbs. ; Peruvian, 15 sacks. The market for all kinds is without animation, and in the absence of any considerable demand from the trade, old rates prevail, importers showing firmness ; but, were there any buyers of moment, some concessions in price would be made for the sake of a trade. Old Government Java is obtainable at 24c. The various kinds of Greens are quotable at 17½c. to 20.

MATTING.—Imports from Jan. 1st to Sept. 1st :—Bales, 60 ; rolls, 6,069. The trade is well supplied with Chinese, both white and checked, of the various descriptions of Cargo and Contract, with moderate sale within the range of our quotations, viz., 4-4 cargo, $5 to 5.50 ; 5-4 cargo, $5.50 to 6 ; 6-4 cargo, $6.50 to 7 ; 4-4 contract, $8 to 12 ; 5 4 contract, $9 to 14 ; 6-4 contract, $11 to 16.

RICE.—Imports from Jan. 1st to Sept. 1st :—China, 14,845,395 lbs., 126,120 packages ; Siam, 1,066,862 lbs., 28,142 packages ; Batavia, 110,271 lbs. The stock of China is large, and with less than the average inquiry, prices favour the buyer. Quotations : China, 5½c. to 6 ; Siam, recleaned, 5c. to 5¼.

SUGAR.—Imports from January 1st to September 1st : Manila, 8,845,568 lbs., 40,126 packages ; China, 1,396,013 lbs., 1,111 packages ; Batavia, 628,449 lbs., 2,357 packages ; Siam, 320 packages. The San Francisco and Pacific Sugar Refining Company have now four entire cargoes of Raws *en route* from Manila. Quotations—China, $9 to 10½ ; Manila, $8½.

TEAS.—Imports from January 1st to Sept. 1st : China, 478,946 lbs., 6,347 packages ; Japan, 695,712 lbs., 4,806 packages. Owing to limited imports of Japans by recent arrivals prices have advanced, stocks being somewhat reduced. We quote prices at 62½c. to 67½c. for chests and half-chests ; small boxes, 5s. and 10s., fancy and lacquered, 70c. to 75c. ; extra fine chops, 80c. to 85c. For a like reason importers of Comet and other choice Oolongs have advanced their prices to 95c. to $1. There is a fair demand for Japans, with but limited call for Oolongs. The stock of low grade China Blacks is ample for trade wants. We note small shipments of Basket tea overland, destined to Chicago for a market.

### SHIPPING.

ARRIVALS.—Sept. 3, at San Francisco, from Manila, Kolga ; from Hong Kong, Mauritius ; Sept. 6, at New York, from Shanghai, Anglo-Saxon ; 7, from Hong Kong, Sea Serpent ; from Amoy, Benefactor ; 9, from Manila, Rattler.

DEPARTURES.—Sept. 2, from San Francisco, for Batavia, Sacramento ; 4, for Japan, &c., Japan (s.).

LOADING.—At San Francisco, for Hong Kong, Maley, Mary, America ; at New York, for Hong Kong, Golden State ; for Shanghai, Surprise.

## MISCELLANEOUS.

CONSULAR APPOINTMENTS.—The Queen has been pleased to approve of Mr. C. N. Goulding as Consul at Hong Kong ; of Mr. Theodore Kramer as Consul at Colombo, Ceylon, for the North German Confederation ; of Don Fermin Saenz de Tejada as Vice-Consul for Spain at Hong Kong ; and of Mr. B. A. Dickman as Consul at Rangoon for his Majesty the King of Sweden and Norway.

THE SPITEFUL, paddlewheel steamer, Commander Morrell, has been paid off at Portsmouth, after having been three years and eleven months in commission, the most of the time spent on the Brazilian and East India station. In the early part of the present year she visited the whole of the western coast of Burmah and Siam, suppressing the piracies existing there, and, as a suitable end to her services, had the honour of taking possession of the Nicobar Islands, in the Indian Ocean, on the 28th of March.

THE Prussian screw corvette *Hertha*, 28 guns, Capt. Kochler, arrived at Spithead on the 23rd from Kiel, *en route* to China and Japan. On anchoring she exchanged salutes with the garrison and *Duke of Wellington*, flagship of Vice-Admiral Sir J. Hope, K.C.B., Commander-in-Chief at Portsmouth.

THE daily papers state that Mr. Laurence Oliphant, formerly M.P. for the Stirling burghs (about whom some anxiety has been felt), paid a short visit to this country on business last week. Mr. Oliphant is said to be quite well.

IT has been announced at Chatham garrison that reinforcements for the 73rd Regiment will leave Chatham, for Ceylon, about the 5th of the ensuing month, the *Salamanca* having been chartered by the Government for their conveyance to join the head-quarters of the regiment. Major J. W. Barnes has been appointed to proceed to Ceylon in charge of the troops, which will number 124 non-commissioned officers and privates.

IT was recently stated that Sir Henry Keppel is the junior admiral on the active list. We are now informed that, owing to the death of Admiral Sir Robert L. Baynes, Vice-Admiral John Elphinstone Erskine has been promoted, and consequently stands below Sir Henry Keppel.

## THE SUEZ CANAL.

The following letter has been addressed by Captain Methven, an old P. and O. captain, to M. Lesseps, on the navigation of the Canal for screw steamers, and contains many useful suggestions :—

Permit me to address you briefly on the subject of the navigation of the Suez Canal. It may very possibly happen that among the numerous points *apropos* of the Canal claiming your attention some minor details may be overlooked ; you will, therefore, I trust, excuse me if I mention one which, though apparently small, may yet be of considerable importance.

In a report by M. A. Lavallay, your principal contractor, I find the following passage :—"In the region of the Canal the tendency of the wind is to blow directly from the Mediterranean towards the Red Sea —from the cold sea towards the hot sea, and scarcely ever in a direction across the Canal."

This being the case, the navigator of a well-rigged large steamship must keep in view the probability of a fair wind coming up astern, and acting on hull and rigging, especially so when the ship is a screw steamer ; for, having to stop or slow the ship by the engine, the action of the screw will always be found to carry the ship to one side—towards one or other of the banks of the Canal—and never to take the ship astern in the direct line of the keel, as it is when the order is given to turn astern.

Speaking individually, I certainly should desire, in passing through the Canal, to have a small tug—not for towing, but in attendance—being towed and attached to the stern of the ship, so that I might use her at pleasure to stop or slow.

I think the tug best adapted for such purpose would be one provided with a rudder at both ends.

BREAKFAST.—EPPS'S COCOA.—GRATEFUL AND COMFORTING.—The very agreeable character of this preparation has rendered it a general favourite. The *Civil Service Gazette* remarks :—"The singular success which Mr. Epps attained by his homœopathic preparation of Cocoa has never been surpassed by any experimentalist. By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected Cocoa, Mr. Epps has provided our breakfast tables with a delicately-flavoured beverage which may save us many heavy doctors' bills." Made simply with boiling water or milk. Sold by the trade only in ¼lb., ½lb., and 1lb. tin-lined packets, labelled—JAMES EPPS & Co., Homœopathic Chemists, London.—ADVT.

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NOTICES TO CORRESPONDENTS.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be accompanied by the name and address of the writer.

*Any information required by Subscribers, in reference to Commercial or General Matters in* CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST, *will be supplied on application at the Office, where files may be seen of the Journals published in those countries.*

The applications for this journal from the Straits, China, Japan, &c., having lately become more numerous, a supply is now sent to the Agents of the LONDON AND CHINA EXPRESS in those countries. The subscription is $8 per annum.

THE LONDON AND CHINA EXPRESS,

PUBLISHED on the departure of the Fortnightly English Mails *via* Marseilles, and Monthly French Mails, contains a Summary of English, American, Continental, and General News, Commercial and Shipping Reports, and Special Notices of Trade with the FAR EAST.

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# The London & China Telegraph.

*LONDON, MONDAY, SEPT. 27.*

## THE "PALL MALL GAZETTE" ON CHINA AFFAIRS.

IT is always with a sense of disappointment that we observe a usually well-informed clear-headed man persistently taking, in some particular controversy, that side which has the least pretence to reason and common sense. It is the same with a newspaper; the more able its general management, and the higher its tone, the more we regret such a sad falling off from its wonted high standard as the *Pall Mall Gazette* has exhibited in its recent articles on China affairs. We can understand, and appreciate at their true value, the motives of the opinions on this subject expressed by most of the daily journals. *The Times* is a weather-cock—consistent in its perpetual inconsistency. The Radical papers treat a question of China policy, as they do most other questions, in a party spirit, and with an utter disregard of logic. Whatever is initiated by, or sanctioned by Mr. GLADSTONE'S Cabinet must be according to their views, the perfection of human reason. The *Standard* and other ultra-Tory organs take a side far more congenial to the ideas of China residents, whether mercantile or missionary; but it is to be feared that they adopt that side, not so much from an inward conviction of its righteousness as because it is diametrically opposed to the policy of the present Government. The *Pall Mall Gazette*, though consistently Liberal, never degenerates to Radicalism, and is not committed to that unreasoning enthusiasm for every word and deed of Mr. GLADSTONE'S that characterises the rest of the Liberal press. We are therefore puzzled by the strangely perverse view it persists in taking of the conduct and attitude of the British merchants in China. Only a day or two ago this journal devoted another article to a diatribe against the Shanghai residents, in which they are stigmatised as hypocritical, tyrannical, and dishonest. Hypocritical, because, in their address to Mr. Ross BROWNE, they adduced other motives than those of self-interest for their wish to see a policy of progress adopted. Tyrannical, because they advocate the application of that wholesome pressure, without which experience has taught us that no treaty obligations will be fulfilled. Dishonest, because, while they profess a wish to "raise China in the scale of civilisation," their only true object is "to squeeze her as dry as possible."

All this is not only unfair, but untrue. What have our merchants in China done that they have forfeited all claim to honourable motives? "They define the true policy," says the *Pall Mall*, "to be one which looks towards the extension "of trade and intercourse with Western nations. But this "extension is only valuable in their eyes as a step towards "raising China in the scale of civilisation. *The vulgar notion "of mercantile advantage has no place in their thoughts.*" Surely this bitter sneer is not deserved. The merchants have not only made no secret of their desire for increased trading facilities, but have never ceased to urge it, by memorials and otherwise, on their representatives. And shall it be said, because an Englishman has an interest in the development of Chinese commerce, that he is, therefore, incapable of entertaining a sincere wish for the welfare and progress of the Chinese people? It is a preposterous assumption. The assertion that the only object is to squeeze China as dry as possible, may be dismissed with a word of contempt. Everybody who knows anything at all about the China trade, knows that "squeezing" is all on the other side. A bit of truth unconsciously peeps out in the closing sentence of the *Pall Mall* article, though it is intended by the writer to bear exactly the opposite construction to that we attach to it. "If our intercourse with China is to be anything better than "a series of little wars, we must be content to take the "Chinese willingness to trade with us as the measure of our "right to trade with them." Precisely. This is a proposition we must cordially endorse. The willingness of the Chinese — as a people — to trade with us is unbounded. Willingness is a feeble word; it is positive eagerness that is displayed by the trading population in every province to buy, sell, and exchange productions with us. The Chinese people fret and chafe, as do our merchants, under the oppressive exactions and restrictions by which meddling officials hamper their mutual transactions. And if we are to have a "series of little wars" it is just this vexatious system of repression, and the humiliating submission to it on the part of our Government, that will give rise to them. But enough of the *Pall Mall Gazette* for the present; our readers are by this time as sick of its misrepresentations as we are.

THE necessity of devoting so large a proportion of space to politics and commerce has, perhaps, an occasional tendency to make *The London and China Telegraph* rather dry reading; we are accordingly grateful when an opportunity offers for presenting our readers with something genuinely amusing, without laying ourselves open to a charge of frivolity. As a rule, there is not much fun to be got out of China affairs. But anybody wanting a hearty laugh need only turn to the letter of Mr. KIERNAN to the *New York Herald*, which we reprint in another column, and their longing will at once be gratified. We must quote one delicious little bit as a sample:—"The Western Christians, particularly the British, "have been cruel and exacting in their military operations, "swindling and unscrupulous in their mercantile transac- "tions, and licentious and degraded in their habits." Really the *Pall Mall Gazette* should retain the services of Mr. KIERNAN as its special contributor on foreign relations with China.

## THE AMERICAN MINISTER.

THERE seems to have been some misunderstanding in connection with the sudden return of Mr. Ross BROWNE from Peking. It seems that he had only been in office about six months when he was informed that Mr. HOWARD had been appointed by the PRESIDENT, and confirmed by the Senate, as his successor. The newspapers announced that the new Minister would reach Peking by midsummer. Taking it for granted that he would soon arrive, and following the general custom of American Ministers in China to take leave without waiting for the successor, Mr. BROWNE started for Shanghai, expecting to meet Mr. HOWARD there. Disappointed in this, he went on to Yokohama, and there heard, for the first time, that Mr. HOWARD had given up the mission. Having his family with him, he nevertheless went on to San Francisco, and thence signified his willingness to resume the post he had quitted. Of course there are differences of opinion in the United States as to the expediency of permitting him to return. The *New York Tribune*, in an article spiced with some choice abuse of England, declares Mr. GREELEY the only man fit for the post, as (it says) Mr. BROWNE has identified himself with "the narrow-minded, "selfish, grasping policy of England," and has an inclination "to imitate the stupid and criminal system of arrogant in- "terference" practised by this country. Other journals praise Mr. BROWNE'S management of affairs, and think it would be difficult to find a better Minister; in which opinion we concur.

WE invite attention to a highly interesting narrative given below of a visit of inspection made last month to the Suez Canal. It is calculated to leave a favourable impression, but we nevertheless adhere to our previously-expressed opinion, that it will yet be several months before the Canal is actually available for traffic on a large scale.

MR. BURLINGAME and the Chinese Ambassadors have left Paris for St. Petersburg, and we understand that the cities of Hamburg, Copenhagen, and Stockholm will be visited *en route*. Should no alteration be made in existing arrangements, the Embassy will return to Paris about the end of December.

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## LICENSED GAMBLING IN HONG KONG.

AFTER all that has been said and written about the now-celebrated "Gambling Ordinance" it seems there is still a good deal of misapprehension as to the circumstances attending its inception. The existing ordinance originated, not in Hong Kong, but in Downing-street. Of course, the first attempt to bring the gaming-houses under surveillance was by means of an ordinance drafted in Hong Kong, but this was not approved by the Home Government, and therefore not passed. It would seem, however, that the FOREIGN SECRETARY thought the idea a good one, though he disliked the proposed means of carrying it into effect, and accordingly forwarded to the Colonial Government a draft of such a measure as he was willing to sanction. This ordinance, as originally framed, and, we believe, as passed by the Legislative Council, was not intended to create a monopoly which might be sold, and thus turned into a source of revenue. It simply authorised the GOVERNOR in Council to issue certain regulations to be applied to, and enforced in, *all* gambling houses; but by an ingenious perversion of its meaning Sir RICHARD MACDONNELL applied it to a totally different purpose, greatly to the surprise, we believe, of even some of the members of Council who had voted in its favour. It was a bold stroke, certainly, and in some respects, perhaps, not quite easy to justify; but experience has not shown it to be fraught with any ill effects in a social sense, while the pecuniary results could not be otherwise than acceptable to a bankrupt exchequer.

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WE learn from our Shanghai correspondent that subscriptions are being collected at that port to form a fund for the establishment of a CHINA ASSOCIATION in London. Some hard things have been said with reference to the decay of the HONG KONG ASSOCIATION of London that were not altogether deserved. The proposed China institution will, however stand a fairer chance of success, as it will start on a much broader basis.

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MAILS VIA BRINDISI.—It has beeu arranged by the Post-office to make up a mail for India, &c., every Saturday at 7 A.M. As this is only twelve night hours later than that by Marseilles it is of no service. The experiment should have been made of twenty-four hours. The postage is 3d. higher.

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# Literature.

Messrs. Sampson Low and Sons send us *Our New Way Round the World*; a handsome volume of Notes of the Observations of an intelligent American traveller (Mr. Charles C. Coffin) during a tour through Europe, Egypt, India, China, Japan, and California. The professed object of the author is to bring before the non-travelling reader a succession of facts, scenes, and incidents such as will enable him to form a good idea of what is to be done and seen in the course of a voyage of circumnavigation, aided by the newly-opened Pacific Railway; and further, to give a budget of useful information to others who may wish to follow in his footsteps. The chapters devoted to that portion of the voyage extending from India to San Francisco is naturally the portion of the work that possesses the most interest for our readers. Residents in foreign lands are always interested in the observations of travellers (who print their experiences) on those countries. A good deal of space is devoted to disquisitions on the history and geography of China and Japan; and a good deal more to descriptions of "manners and customs," that of course are (to us, at least) a thrice-told tale. But all this is mingled with much that is worth reading in the way of shrewd observation, and the book, if received rather as a source of amusement than instruction, will repay perusal, even by those who believe they have read all that has been written on the various countries treated of—even if it be only for the sake of the strikingly original views expressed on some subjects. As a sample, however, of the accuracy of the descriptive part, we may note that the Japanese ensign is called "the flag of the full moon." The volume is illustrated with numerous woodcuts, of various degrees of excellence.

From Messrs. William Blackwood and Sons we have a handsome volume simply entitled *Japan*. It is from the pen of Mr. Walter Dickson, and comprehends some instructive sketches of the history and government of the Empire. The explanations of the system of government, the powers, privileges, and functions of the several ranks of Daimios and high officials, are perhaps more perspicuous than any that have previously appeared. For much of this information, Mr. Dickson informs us, he is indebted to a Japanese gentleman in Yokohama, whose name (for obvious reasons) he declines to mention. There is no doubt that the knowledge thus obtained is of a most valuable nature, and it is in fact this element that makes such a marked distinction between Mr. Dickson's work and those numerous books on Japan, the authors of which depended either on their own casual observations and inquiries, or on the writings of a bye-gone age. The historical part of the volume is interesting, but the chapters devoted to the Imperial family and Court, and the position of the Shiogoon and Daimios, are doubly so. The entire work is not only pleasant and instructive reading, but one that ought to be read and re-read by all who wish to attain anything like a coherent idea of the real condition of Japan. Its value can hardly be over estimated.

Mr. Hotten publishes probably the first volume of poems in the English tongue ever written so far East as Hong Kong. The author is Mr. W. T. Mercer, who was for some twenty years a resident in that colony, and who, under the appropriate title of *Under the Peak*, presents us with a series of jottings in verse. Apart from their intrinsic merit, which is by no means inconsiderable, these poems will have a special interest for many of our readers, derived from the hand that wrote them and the circumstances attending their production. Want of space forbids us to indulge in any quotations, though there is no lack of tempting bits that would serve to illustrate the style. Before taking leave of the author we may observe that in his preface he holds out expectations of "a graver volume," based on his experience as Colonial Secretary. A History of the Government of Hong Kong would be an instructive book, and one greatly to be wished for; is Mr. Mercer going to supply the want? By the way, we cannot say much for the exterior of *Under the Peak*. Why such very ugly brown cloth? and what is there suggestive of poetry in the fac-similes of half and quarter dollars splashed in tin-foil on the back and sides of the book?

We have received the first volume of a very important work on Chinese grammar, by the learned professor of the College de France.* The work which M. Julien presents to the public bears in the Chinese language the title of *Han-wen-tchin-nan*, or, the "Compass of the Chinese Language," the expression *Tchi-nan*, compass, being commonly used for didactic works intended for students; thus, a collection of dialogues is called *Monggou-tchi-nan*, the compass of the Mongul tongue. "The whole of the Chinese grammar depends on position," is used as a motto for the work, and M. Julien, in referring to Dr. Marshman's work published at Serampore in 1844, says to that gentleman, who called his work, too modestly, "Elements of Chinese Grammar," is due the discovery recorded in his own words in the above motto. The learned doctor however says M. Julien did not demonstrate the above truth with sufficient clearness, he did not accompany his dissertation with sufficient examples, drawn from the best sources and faithfully translated. The Chinese characters, says M. Julien, are all monosyllabic, indeclinable, and without conjugation; there are no inflections to show the different genders, cases, numbers, persons, moods, or tenses, yet, in spite of the absence of inflections, the language to a good Chinese scholar is as clear and intelligible as the learned languages which are so rich in these inflections. M. Julien has given in the commencement of the work some very simple examples which illustrate the syntax by position; thus, if the character *tch'i*, governor, be placed before *koŭe*, kingdom, the two together signify *o govern the kingdom*; if, on the contrary, the order of the two characters be reversed, the meaning then is, *the kingdom is governed*; if the character *tch'i* is placed after *chi*, magistrate, the former becomes a substantive, and the other two form the expression *the administration of the magistrates*. Again, the character *thouan*, round, may, according to its position, be either an adjective, substantive, verb, or adverb. Thus:—*Thouan-chen*, means a round screen; *fen-thouan*, a bowl of white lead; *thouan-fan*, put the cooked rice in a bowl; and *thouan-tso*, to sit down in a circle. This will be sufficient to explain to the unitiated the peculiarity of syntax depending entirely on the relative position of the words or characters in a sentence. The Chinese have, however, certain prepositions which mark the cases, and those used for the accusative *—i, yu, hou*, &c., were discovered by M. Julien, and recorded in a memoir in his Latin translation of "Mencius." Appended to the grammar proper is a series of very valuable *monographies*, or full descriptions of a number of the most important characters in the Chinese language, showing how many and what changes they are susceptible of by collocation, in some cases amounting to seventeen, if not more. Following the *monographies* is a translation, abridged, of a treatise on the particles and principal grammatical terms, written in 1798, by Wang-in-tchi, president of one of the Six Ministeries. Next we have a table of the particles which serve to form the idioms or peculiar expressions of the *kou-wen*, ancient style, extracted from classic and canonical works, and from selections from the antique. These idiomatic and other irregular forms are

* Syntaxe nouvelle de la langue Chinoise fondée sur la positions des mots, suivie de deux traités sur les particules et les principaux termes de grammaire, d'une table des idiotismes, de fables, de légendes et d'apologues tradults mot à mot par M. Stanislas Julien, de l'Institut. 1st volume, 8vo. Paris: Maisonneuve and Cie.

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numerous, the Chinese encyclopedia containing about three hundred. The volume concludes with a collection of fables, Indian legends, translated from Sanscrit into Chinese, and explained word for word to assist the student in the comprehension of the *kou-wen*, or ancient style. The text of these works and extracts is broken up into sentences and paragraphs, the translation following the original in each case, and the characters, as well as their names or sounds, being all numbered, the student finds out easily which belongs to the French equivalent, and, consequently, what is the collocation of the phrases. M. Julien has dedicated his work to our countryman, Dr. James Legge, whose name appears in more than one place in the volume.

Messrs. Trübner and Co.'s last contribution to China literature is the *Travels of Fah-hian and Sung-yun*, a translation of the journal of two Buddhist pilgrims from China to India, in the years 400 and 518 A.D. The translator is Mr. Samuel Beal, and his work will be highly valued by those who make Buddhism their study.

## NOTES OF A VISIT TO SUEZ AND THE SUEZ CANAL IN AUGUST, 1869.

July 31.—We spent this morning in looking over the head works of the Canal and the new harbour works. The harbour works, which are immediately adjoining the Suez Canal, are in a fair way towards completion; these works are being carried out for the Egyptian Government by Messrs. Dussaud Frères, the contractors for the Marseilles port works. They consist in the construction of two basins, and a dry dock to be connected with the mainland by an embanked jetty, laid with rails. The dock (which is a very fine one, having nearly the following dimensions:—Length 420 ft., breadth 108 ft.) is completed, as also the jetty, which has a crest 33 ft. wide, with a triple line of rails.

The basins, one of which is solely for the use of the Egyptian navy, and is to have an area of 39 acres, as well as the other for the use of vessels of all nations, which will have an area of 57 acres, are fully two-thirds completed. They are formed and protected from the sea by rubble stone jetties, running round their exterior sides, and they are dredged out to an uniform depth of 23 ft. The two basins are separated by a centre jetty, with quays on each side for the convenience of loading and unloading merchandise. In the line of this jetty is the opening, 328 ft. wide, which gives access to the two basins. The basins are connected with the deep water of the harbour, where ships anchor, by a dredged channel 23 ft. deep. On the made-up ground in rear of the basins, a goods station has been constructed, from which all goods will eventually be despatched. The whole of the works are to be completed, according to contract, in January, 1873.

The entrance to the Canal is a channel dredged through the shallow bay in front of Suez, protected on its sides by shingle jetties, and also by a jetty or breakwater about 2,800 ft. in length, running out from the shore in a westerly direction across the mouth of the Canal.

In the afternoon we went out to Petit Chalouf, five miles north of Suez, and travelled over several miles of the Canal in the company of M. Batissol, the engineer in charge. Here had been one of the heaviest portions of the work, the Canal having to be excavated in rocky soil. We saw this portion nearly completed to its full depth; blasting was still in progress, and some thousands of labourers were finishing off the work to have all in readiness for letting in the waters of the Red Sea on the 15th August. At the extremity of M. Batissol's section a *deversoir*, or temporary weir, was in course of construction for regulating the admittance of the waters of the Red Sea, with a view to prevent the sudden rushing in of a body of water large enough to injure the newly formed Canal banks. Between this and Suez dredgers were at work dredging the Canal to its full depth.

On the 1st of August we proceeded to Ismaïlia. At Ismaïlia we found a very neat little town, with houses surrounded by flourishing little gardens, situated on the banks of Lake Timsah, a shallow lake, through which a channel has been dredged for a continuation of the Canal. At Ismaïlia the company have shops, and there is also a pumping station for pumping fresh water to Port Saïd.

Aug. 2.—We went out to El Guise with M. De la Croix, an officer of the Company. El Guise is about five miles north of Ismaïlia, and is the heaviest cutting throughout the Canal, being 91 ft. deep to the floor. The soil is sand, the slopes of the cutting are three to one, above water level, in one long slope. The Canal is here contracted to a surface width of 202 ft., to save expense. Some dredging was still going on, though we were told the Canal had nearly its full depth. South of El Guise, a couple of miles, the Canal enters Lake Timsah.

On our return from El Guise we proceeded, in company with the chief engineer of the Ismaïlia division, to Serapeum and the Bitter Lakes. Serapeum is about nine miles from Ismaïlia. We went there in a small steamer. This section of the Canal, which has the full width of 100 metres, was nearly completed, with the exception of the last two or three miles near Serapeum, where we saw a number of dredges in full work. At Serapeum the Canal is in heavy sand cutting, and the width is contracted to 62 metres. Between Serapeum and the Bitter Lakes (a distance of three miles) much work was remaining to be done. Owing to the small depth of water in certain spots, and to the rapidity of the current, caused by the waters of the Mediterranean running into the Bitter Lakes, we left our steamer and proceeded on by horses. We found the Bitter Lakes filling in the most satisfactory manner, and already presenting the appearance of a sea. The water of the Mediterranean is admitted through a *deservoir* or kind of temporary weir constructed across a portion of the Canal slightly diverted from the main line.

Aug. 3.—We proceeded by steamer from Ismaïlia to Port Saïd by one of the regular Transit Service steamers. The whole of this portion of the Canal, 46 miles, or nearly half the entire Canal, is formed throughout, and is only short of completion by not being dredged throughout to its proper depth. The banks and slopes of cuttings are nearly all finished and dressed off. Dredgers innumerable, with their attendant "couloirs," "elevateurs," and bottom emptying and side emptying lighters are hard at work all along the Canal. Towards Port Saïd measures have been commenced for protecting the top of the slopes of the Canal from the wash caused by passing ships. Such measures will probably have to be extensively adopted throughout the Canal, and the engineers are quite prepared for the work, though they are sanguine, from observations already made, that there will be less of it required than is generally anticipated.

The new port at Saïd, which forms the entrance to the Canal from the Mediterranean, is completed; only a few dredgers were remaining at work. In the port lay an Austrian frigate, two or three large French vessels, and many English and French colliers, and other smaller vessels. A new lighthouse was in course of rapid construction, and is to be finished before November.

## FOREIGN POLICY IN CHINA.

(PALL MALL GAZETTE.)

We do not wish for a better example of the temper which most needs to be avoided in our dealings with China than the address of the American residents at Shanghai to Mr. Ross Browne. The recall of this gentleman from Peking appears to be due to his known dislike of the Chinese policy which has lately been adopted by the United States Government — there being an obvious inconvenience in having an Ambassador whose views are the exact opposite of his instructions. To console him on his departure his countrymen at Shanghai have been good enough to express their approval of his conduct since he has been in China. The spirit which pervades their address is not such as to make his successor's post at all enviable. If the new American Minister comes resolved to carry out the intentions of his Government, he is certain to be opposed by an important section of the public to which he naturally looks for support. If the framers of the address to Mr. Browne had had the honesty to defend the policy they wish to see pursued by arguments founded on self-interest, we should not have cared to quarrel with it. A distinct intimation that you covet and intend to steal your neighbour's goods is to be met, if met at all, by something else than criticism. They have chosen, however, to justify it by a hypocritical assumption of zeal for the interests of the Chinese themselves. They soar, so far as words go, to a height far above the ordinary level of business humanity. They define the true policy of foreign Powers towards China to be "one that looks towards the extension of its trade and intercourse with Western nations." But this extension is only valuable in their eyes as a step towards the "raising of China in the scale of civilisation." The vulgar notion of mercantile advantage has no place in their thoughts. It is because China is so low in civilisation—because she has neglected and forgotten the maxims of morality uttered by her own sages—that the presence of Foreigners is so indispensable. China must for her own sake be made to advance, and as this will never be done with the consent of the Chinese Government, it must be done without that consent. New treaties must be entered into, the terms of which must be settled by the "pressure of Western opinion," and the execution enforced by "the pressure of Western power." It is taking too contracted a view of the circumstances to hold that foreign Powers have merely a right to insist that China shall be civilised. They "have a clear duty in that direction." Their greater material power affects them with a moral responsibility of which they cannot divest themselves. If the Chinese Government will not "advance in a career of discreet progress," it is incumbent upon other Governments to administer the goad. This self-sacrificing theory is probably held in more or less of good faith by many people in this country as well as in the United States. It is, we presume, an undesigned tribute to the beauty of disinterestedness that these persons will not say plainly that all we have to do with China is to squeeze her as dry as possible. According to their own account they have always an *arrière pensée* in the matter. They send out gunboats, they extract concessions, they defy the central or local authorities, or play off one against the other, just as it pleases them —for the good of the Chinese themselves. They are distressed at the bare idea of what would happen to this unfortunate people if they were left to their own devices. It is our duty to Christianise and civilise them, even against their own wishes, and it is sure to turn out somehow or other that the surest means of doing this is to make them trade with us whether they will or not.

Mr. Browne's reply to the address adopts without reserve the theory put forward by his countrymen, but his better acquaintance with the subject enables him to construct a rather telling *argumentum ad hominem* from the past conduct of foreign Powers towards China. So long,

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he says, as treaties with China exist they ought to be observed by the Chinese authorities; and as even the most imperfect observance of them can only be extorted under constant pressure it is idle to profess abstinence from interference in the internal affairs of the Empire. All our relations with China rest on compulsion. Of her own accord she would never have had any intercourse with us, and all Mr. Browne professes to contend is "that, having forced obligations upon her, we must compel her to observe them, or recede from the position we have undertaken to maintain." If by receding from our position Mr. Browne understands introducing considerable modifications into the existing treaties whenever an opportunity offers for revising them, we accept his dilemma. Under the policy which was till lately pursued by Great Britain, and to a lesser degree by the United States, it was considered expedient to extort concessions from the Chinese Government which were certain to remain a dead letter unless the means of insisting upon them were constantly at hand. We do not dispute the right of the Western Powers to impose what terms they pleased after a successful war. What we maintain is that experience has shown that the terms actually imposed are such as do not repay the cost of enforcing them. Mr. Browne endeavours to make out that the disputes which arise are all upon questions of interpretation, and that Christian nations are bound to adhere to what they think just, and not to what a Pagan nation thinks just. "In order to be true to our own faith we can only concede so much as may be reconcilable with the sacred duties it inculcates," these "sacred duties" being, so far as we can follow Mr. Browne's argument, all summed up in one—the opening up new markets to Christian traders. In point of fact, however, there is nothing to show that the quarrels between the Western Powers and the Chinese authorities do originate in questions of interpretation. The truer account of the matter is that the former have forced the Chinese Government to accord certain privileges to Foreigners which it would openly withdraw if it dared, and, since it does not dare to do this, will evade. Our position is that the original extortion of these privileges was a mistake. One proof that it was so has been lately supplied by the case of the missionaries. It was clearly impossible to give them a virtual safe conduct throughout the whole extent of the Chinese territory, and yet it could not be denied that the letter of the treaty of Tientsin did justify them in looking to the British Government for something very little short of this. If our intercourse with China is to be anything better than a series of little wars, we must be content to take the Chinese willingness to trade with us as the measure of our right to trade with them.

# Monetary and Commercial.

The arrival of the steamers *Achilles* and *West Indian* from Foochow, and *Ajax* and *Titania* from Shanghai, have caused some interest in the Tea market, but the trade have been very tame in their bids, and there has been consequently no excitement. There is a very general disposition on the part of importers to sell, and the consequence is that prices have given way from 1d. to 3d. as compared with first sales. Although buyers this year at Foochow acted with much greater prudence, still they did not go far enough; the teamen should have been kept off until prices were brought down to a level assimilating to home prices. However, a step has been gained in the right direction. Some of the sales of new teas leave a profit of 3d., but the great bulk leave little over cost, and some a loss, the Kaisows per *Achilles* being much mixed, and sales have been made as low as 1s. 3d. The sales this week will be a considerable test, and will comprise Kaisows and Moning Congous and Green Teas by the *Ajax*, from Shanghai. The large exports so early in the season is the great obstacle to obtaining higher rates. The export of Manchester Goods to China and Japan proceeds on a very reduced scale, and the vessels on the berth have great difficulty in loading.

The list of applications for shares in the India, Australia, and China Submarine Telegraph Company (Limited) will be closed on the 30th inst. for London, and on the 1st October for the country. In connection with this announcement it is said that the applications are already of a character and extent sufficient to ensure the establishment of the undertaking. The capital of this company, £350,000, is for the first section of the proposed lines—that is, from Point de Galle to Penang; and for this section the India-Rubber, Gutta-Percha and Telegraph Works Company have contracted to make the cable for £320,000. Should the construction of the remaining sections to China and Australia be undertaken in the future by this India, China, and Australia Company, it is said that the option of manufacturing the cable for those sections is likely also to come into the hands of the India-Rubber Company.

The report of the National Bank of India (Limited) has been issued. It states that the net profit for the half-year ending 30th June last, after providing for all charges, interest, and losses, amounts to £19,651 9s. 6d., to which has to be added £3,045 11s. 2d. brought forward from last half-year, making a total of £22,697 0s. 8d. An interim dividend at the rate of 6 per cent. per annum is recommended, carrying forward a balance of £8,777 0s. 8d. The directors state that they have decided upon establishing a branch in China, to aid the fuller development of the bank's exchange operations.

The Chartered Bank of India will declare at the next meeting a dividend of 3 per cent. for the half-year ending 30th June last.

The India Council have notified that the amount of bills on India to be tendered for on the 6th of October will be only £200,000, instead of £350,000. To that extent the demand for silver for the East will, therefore, be augmented.

The charge for six months' India and China bank bills has been advanced by the discount establishments about ¼ per cent., 3¼ being generally asked.

## EXPORT OF COTTON GOODS TO THE FAR EAST.

The following is a summary of Mr. Sam Mendel's tables for the present month, which contain details of the quantities of Cotton Manufactures and Yarn shipped from the ports of London, Liverpool, Southampton, and the Clyde, to Hong Kong, Shanghai, Japan, Singapore, Batavia, Manila, and Ceylon, during the month and twelve months ended 16th Sept., 1869, compared with the corresponding periods of the two preceding years:—

### HONG KONG AND WHAMPOA.

PLAIN COTTONS.—Export for the month ended 16th Sept., 1869, 1,603,293 yards; for the twelve months 1869, 43,937,083 yards; for the twelve months, 1868, 66,801,726 yards; for the twelve months 1867, 41,259,199 yards. Decrease for 1869 against 1868, 22,364,643 yards.

COLOURED COTTONS.—Export for the month ended 16th Sept., 1869, 69,676 yards; for the twelve months 1869, 1,435,335 yards; for the twelve months, 1868, 1,943,578 yards; for the twelve months, 1867, 2,236,556 yards. Decrease for 1869 against 1868, 508,643 yards.

PRINTED COTTONS.—Export for the month ended 16th Sept., 1869, 225,503 yards; for the twelve months 1869, 1,230,485 yards; for the twelve months 1868, 1,958,269 yards; for the twelve months, 1867, 820,623 yards. Decrease for 1869 against 1868, 727,784 yards.

COTTON YARN.—Export for the month ended 16th Sept., 1869, 57,600 lbs.; for the twelve months 1869, 4,580,822 lbs.; for the twelve months 1868, 7,175,528 lbs.; for the twelve months 1867, 5,823,704 lbs. Decrease for 1869 against 1868, 2,594,706 lbs.

VALUE.—For the month ended 16th Sept., 1869, £42,906; for the twelve months 1869, £1,182,843; for the twelve months 1868, £1,795,596; for the twelve months 1867, £1,358,731. Decrease for 1869 against 1868, £612,753.

### SHANGHAI.

PLAIN COTTONS.—Export for the month ended 16th Sept., 1869, 10,599,995 yards; for the twelve months 1869, 240,116,275 yards; for the twelve months 1868, 227,573,123 yards; for the twelve months 1867, 117,502,739 yards. Increase for 1869 against 1868, 12,543,152 yards.

COLOURED COTTONS.—Export for the month ended 16th Sept., 1869, 1,233,840 yards; for the twelve months 1869, 11,998,302 yards; for the twelve months 1868, 8,596,871 yards; for the twelve months 1867, 10,108,061 yards. Increase for 1869 against 1868, 3,401,431 yards.

PRINTED COTTONS.—Export for the month ended 16th Sept., 1869, 695,976 yards; for the twelve months 1869, 3,651,340 yards; for the twelve months 1868, 5,114,377 yards; for the twelve months 1867, 6,010,274 yards. Decrease for 1869 against 1868, 1,463,037 yards.

COTTON YARN.—Export for the month ended 16th Sept., 1869, 3,200 lbs.; for the twelve months 1869, 415,623 lbs.; for the twelve months 1868, 221,700 lbs.; for the twelve months 1867, 391,232 lbs. Increase for 1869 against 1868, 193,923 lbs.

VALUE.—For the month ended 16th Sept., 1869, £246,472; for the twelve months 1869, £4,466,429; for the twelve months 1868, £3,980,909; for the twelve months 1867, £2,748,825. Increase for 1869 against 1868, £485,520.

### JAPAN.

PLAIN COTTONS.—Export for the month ended 16th Sept., 1869, 226,000 yards; for the twelve months 1869, 17,556,928 yards; for the twelve months 1868, 24,965,156 yards; for the twelve months 1867, 16,718,530 yards. Decrease for 1869 against 1868, 7,408,228 yards.

COLOURED COTTONS.—Export for the month ended 16th Sept., 1869, *nil*; for the twelve months 1869, 1,347,835 yards; for the twelve months 1868, 2,085,051 yards; for the twelve months 1867, 3,062,796 yards. Decrease for 1869 against 1868, 737,216 yards.

PRINTED COTTONS.—Export for the month ended 16th Sept., 1869, *nil*; for the twelve months 1869, 816,788 yards; for the twelve months 1868, 561,007 yards; for the twelve months 1867, 733,592 yards. Increase for 1869 against 1868, 255,781 yards.

COTTON YARN.—Export for the month ended 16th Sept., 1869, 50 lbs.; for the twelve months 1869, 5,703,784 lbs.; for the twelve months 1868, 4,408,841 lbs.; for the twelve months 1867, 2,205,879 lbs. Increase for 1869 against 1868, 1,294,943 lbs.

VALUE.—For the month ended 16th Sept., 1869, £3,875; for the twelve months 1869, £720,527; for the twelve months 1868, £654,978; for the twelve months 1867, £619,081. Decrease for 1869 against 1868, £34,441.

### SINGAPORE AND PENANG.

PLAIN COTTONS.—Export for the month ended 16th Sept., 1869, 2,854,251 yards; for the twelve months 1869, 45,630,701 yards; for the twelve months 1868, 58,243,579 yards; for the twelve months 1867, 55,769,728 yards. Decrease for 1869 against 1868, 12,612,878 yards.

COLOURED COTTONS.—Export for the month ended 16th Sept., 1869, 237,550 yards; for the twelve months 1869, 4,796,174 yards; for the twelve months 1868, 4,997,156 yards; for the twelve months 1867, 10,057,380 yards. Decrease for 1869 against 1868, 200,982 yards.

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PRINTED COTTONS.—Export for the month ended 16th Sept., 1869, 91,608 yards; for the twelve months 1869, 2,996,492 yards; for the twelve months 1868, 2,443,007 yards; for the twelve months 1867, 4,741,455 yards. Increase for 1869 against 1868, 553,485 yards.

COTTON YARN.—Export for the month ended 16th Sept., 1869, 61,630 lbs.; for the twelve months 1869, 1,305,950 lbs.; for the twelve months 1868, 2,229,408 lbs.: for the twelve months 1867, 2,424,053 lbs. Decrease for 1869 against 1868, 923,538 lbs.

VALUE.—For the month ended 16th Sept., 1869, £41,598; for the twelve months 1869, £1,001,476; for the twelve months 1868, £1,217,022 for the twelve months 1867, £1,654,517. Decrease for 1869 against 1868, £115,546.

### BATAVIA.

PLAIN COTTONS.—Export for the month ended 16th Sept., 1869, 1,371,534 yards; for the twelve months 1869, 11,946,852 yards; for the twelve months 1868, 18,839,793 yards; for the twelve months 1867, 25,100,396 yards. Decrease for 1869 against 1868, 6,892,941 yards.

COLOURED COTTONS.—Export for the month ended 16th Sept., 1869, 127,537 yards; for the twelve months 1869, 7,154,677 yards; for the twelve months 1868, 7,691,654 yards; for the twelve months 1867, 15,339,072 yards. Decrease for 1869 against 1868, 536,977 yards.

PRINTED COTTONS.—Export for the month ended 16th Sept., 1869, 811,545 yards; for the twelve months 1869, 4,639,315 yards; for the twelve months 1868, 6,965,265 yards; for the twelve months 1867, 15,405,448 yards. Decrease for 1869 against 1868, 2,325,950 yards.

COTTON YARN.—Export for the month ended 16th Sept., 1869, 81,695 lbs.; for the twelve months 1869, 391,255 lbs.; for the twelve months 1868, 665,000 lbs.; for the twelve months 1867, 707,173 lbs. Decrease for 1869 against 1868, 273,745 lbs.

VALUE.—For the month ended 16th Sept., 1869, £63,623; for the twelve months 1869, £512,899; for the twelve months, 1868, £724,995; for the twelve months 1867, £1,306,449. Decrease for 1869 against 1868, £212,096.

### MANILA.

PLAIN COTTONS.—Export for the month ended 16th Sept., 1869, 461,688 yards; for the twelve months 1869, 14,804,425 yards; for the twelve months 1868, 17,314,121 yards; for the twelve months 1867, 16,692,275 yards. Decrease for 1869 against 1868, 2,509,696 yards.

COLOURED COTTONS.—Export for the month ended 16th Sept., 1869, 508,035 yards; for the twelve months 1869, 12,565,683 yards; for the twelve months 1868, 12,767,487 yards; for the twelve months 1867, 18,260,703 yards. Decrease for 1869 against 1868, 201,804 yards.

PRINTED COTTONS.—Export for the month ended 16th Sept., 1869, 24,100 yards; for the twelve months 1869, 1,280,042 yards; for the twelve months 1868, 880,950 yards; for the twelve months 1867, 867,457 yards. Increase for 1869 against 1868, 399,092 yards.

COTTON YARN.—Export for the month ended 16th Sept., 1869, 6,000 lbs.; for the twelve months 1869, 201,044 lbs.; for the twelve months 1868, 341,833 lbs.; for the twelve months 1867, 177,356 lbs. Decrease for 1869 against 1868, 140,789 lbs.

VALUE.—For the month ended 16th Sept., 1869, £22,420; for the twelve months 1869, £578,966; for the twelve months 1868, £145,678; for the twelve months 1867, £903,167. Decrease for 1869 against 1868, £166,712.

### CEYLON.

PLAIN COTTONS.—Export for the month ended 16th Sept., 1869. 1,349,324 yards; for the twelve months 1869, 20,584,993 yards; for the twelve months 1868, 23,874,832 yards; for the twelve months 1867, 18,652,887 yards. Decrease for 1869 against 1868, 3,289,839 yards.

COLOURED COTTONS.—Export for the month ended 16th Sept., 1869, 65,301 yards; for the twelve months 1869, 1,043,612 yards; for the twelve months 1868, 740,440 yards; for the twelve months 1867, 1,379,305 yards. Increase for 1869 against 1868, 303,172 yards.

PRINTED COTTONS.—Export for the month ended 16th Sept., 1869, 826,070 yards; for the twelve months, 1869, 3,313,279 yards; for the twelve months 1868, 1,794,061 yds.; for the twelve months 1867, 2,789,788 yards. Increase for 1869 against 1868, 1,519,218 yards.

COTTON YARN.—Export for the month ended 16th Sept., 1869, 89,382 lbs.; for the twelve months 1869, 335,642 lbs.; for the twelve months 1868, 518,637 lbs.; for the twelve months 1867, 288,800 lbs. Decrease for 1869 against 1868, 182,995 lbs.

VALUE.—For the month ended 16th Sept., 1869, £41,506; for the twelve months 1869, £461,884; for the twelve months 1868, £473,802; for the twelve months 1867, £535,685. Decrease for 1869 against 1868, £11,918.

## ARTICLES OF IMPORT.

### TEA.

Messrs. A. Capel and Co.'s Report is as follows:—

The market during the fortnight has been much depressed. The large arrivals of new Tea so early have interfered with the demand for old season's, and, as importers have been anxious in many cases to realise, the few sales made have been at lower prices, whilst, at public auction, nearly 25,000 packages of old Teas have been offered without reserve, many parcels being second-hand Teas, and selling at easier rates. The first steamer, the Achilles, with Foochow Teas has arrived, bringing over 2,000,000 lbs. weight. The Teas, with few exceptions, compare unfavourably with the Monings; still, a fair proportion has been sold, common to fair, 1s. 1¾d. to 1s. 4d.; good quality, 1s. 6d. to 1s. 10d.; and fine to finest, 1s. 11d. to 2s. 7d. Pak Lin, in boxes, 2s. to 2s. 3d. for good to fine kinds. Souchongs have been inferior; prices have ranged from 1s. 10½d. to 2s. 4d. per lb., the latter for boxes. Fine Flowery Pekoe has been sold over 4s. per lb.; Orange Pekoes from 1s. 9d. to 1s. 11d. for good, and 2s. 2d. to 2s. 4d. for fine to finest. Oolongs have been sold from 1s. 7d. to 2s. 2d. per lb. The opening prices for good kinds are not now obtainable. The public sales of the 21st. inst. comprised 25,337 packages, of which 21,506 packages were printed without reserve.

Siftings have sold rather lower; also broken-leaf kinds. Fair to good common show a reduction of ¼d. per lb., the price being 1s. 1d. to 1s. 1½d. per lb. Fair to good flavoury kinds have sold ¼d. to 1d. per lb. lower, and only in small parcels. Good to fine Kaisows, of old season, have been neglected, and prices are somewhat nominal. Pak Lins, in half-chests and boxes, have sold 1d. to 2d. per lb. lower. Amoy kinds have been sold at 1s. 0¾d. per lb. Good common black-leaf kinds have been less in demand, and the price must be quoted 1s. 1½d. to 1s. 1¾d., being ¼d. to ½d. per lb. decline. Fair to good and fine, of old season, have been neglected, and the few sales made have been at 1d. to 1½d. per lb. reduction. The new season's good quality has been sold from 1s. 6½d. to 1s. 8d., fine 1s. 9d. to 2s., finest 2s. 2d. to 2s. 6d. for chests, and 2s. 8d. to 2s. 11¾d. for half-chests, showing lower prices for all but the finest, which have commanded exceptionally high rates for export, owing to their scarcity. New-make kinds show but little alteration, but the demand is inactive. Oolongs of old import remain most unsaleable, except under Common Congou prices. Souchongs show no change, the sales having been very small. Old Flowery Pekoes have been in request, with but few on offer. Scented Teas: Common spurious Capers have sold at 7d. per lb.; fair to good have been sold at about previous prices. Orange Pekoes: Canton kinds show no material alteration. Foochow kinds: Fair to good have sold from 1s. 2d. to 1s. 6d. per lb., being former prices. In Uncoloured Japan there has been nothing of interest to report. In Green Teas since the sale of the small quantity of fine Ping Suey, per Nestor, there has not been much done, and prices show no change.

The following is from Messrs. Shepard, Harrison, and Rehden's Circular:—A steady business has been transacted since our report of 8th inst. At a public sale, without reserve, held 13th inst., consisting of 3,000 chests and 1,200 half-chests new season's Black-leaf Congou, ex Nestor, extreme prices were paid for extra fine quality, one parcel of half-chests, taken for export, realising up to 2s. 11¾d., other grades also sold well, but generally at loss on import cost. The steamer Achilles, from Foo Chow, arrived 16th inst. with the first cargo of new season's Red-leaf Congou. The quality is not liked, but we believe does not represent an average of the crop, as 10,000,000 lbs. had been shipped before this steamer left. The sales, so far, have been unusually small, and at most irregular prices, some parcels giving good profits, others barely covering cost. There is a general demand for finest quality, which is very scarce, and 2s. 5d. to 2s. 8d. has been paid for half-chests, and 2s. 10d. per lb. for boxes. Buyers for the Russian market continue to give attention only to truly fine quality. To Canada no business has been done, advices not being of a favourable nature. Of red leaf the inferior to good flavoury kinds have sold at rates favouring the buyer, though we do not alter quotations of 1s. 1d. to 1s. 1¼d. per lb.; in other grades of old Season's transactions have been very small. New Season's 1869-70 have sold most irregularly, ranging from 1s. 3½d. to 1s. 9d. for burnt Kaisow kinds, and brisk Sayune, 1s. 10d. to 2s. 3d. per lb. for medium to fine Kaisow, and at 2s. 4d. to 2s. 10d. per lb. for small lots of finest and extra fine. Pak Lin kinds, boxes at 1s. 10d. to 2s. 2d. per lb. for medium quality; no finest to hand. Black leaf: Good common has been in small supply, at 1s. 1¾d. per lb., preferable kinds, at 1s. 1¾d. to 1s. 2¼d., are the turn easier; fine and finest of 1868-9 growth not saleable over 1s. 6d. per lb. New Season's Oonams have sold at 1s. 6¼d. to 1s. 8d. per lb.; Oopacks, 1s. 7¼d. to 1s. 9½d., and best quality of this class show sterling value; Oonfas at 1d. per lb. decline, and range from 1s. 10d. to 2s. for fine; 2s. 1d. to 2s. 4d. per lb. for finest. Extra fine kinds, mostly Ningchow district, suitable for export, have sold at fancy prices, up to 2s. 11¾d. per lb. Souchong: the new season's are tarry, of medium quality, and a few have sold at 1s. 8d. to 1s. 11d. per lb. Oolong, new, with strength and pungency, has sold in small lots at 1s. 7d. to 2s. per lb., but undesirable kinds are unsaleable, except on a par with old season's. Scented tea: Canton Orange Pekoe has maintained the improvement lately advised, as the supply available and quantity afloat is very small. Caper: Several parcels fine and finest, of last season's growth, have sold at very good prices up to 2s. per lb.; common and medium show no change. Foo Chow Orange Pekoe, new, has sold at 1s. 9d. to 2s. 2d. per lb., and Caper at 1s. 8d. to 1s. 10d. per lb.

### SILK.

There has been a slight improvement in the market since the date of our last, more especially in Chinas and Japans, and a fair amount of business has been done at very firm rates; best chop 3rd Tsatlees show a trifling advance, 29s. to 29s. 6d. having been paid for some of the best chops, but other classes remain unchanged, and are as last quoted. The principal enquiry has been for Tsatlees at 22s. 6d. to 23s. 6d., and of such class there is very little desirable now offering. Importers are very firm, and the general opinion, that the total export from China this season will not exceed 42,000 bales, makes them but little disposed to sell their new arrivals except at full rates. In Japan Silk there has been more doing, and the low price of some large parcels of mixed Mybash has tempted buyers to operate. In Cantons ordinary Tsatlee reels have been sold at 19s. 6d. to 20s.; Loongcongs at from 19s. 6d. to 22s. 6d. for fair to "extra." The deliveries from 1st to 21st inst. do not show any improvement upon the previous month, being of China 1,989; Canton, 308; Japan, 298; Bengal, 253; total, 2,848 bales.

#### THE CONTINENTAL MARKETS.

The Lyons silk market, like all other markets, has been affected by the late condition of the Paris and other Bourses, and scarcely any business has been done. What demand there was fell to the share of the holders of Asiatic silk; the produce of Europe was offered with such evident anxiety to sell that buyers would hardly touch it; so little confidence is felt in commercial affairs that no one had the temerity to buy for stock, and each took only what his immediate wants rendered necessary. At Marseilles the market remains very dull; there have been a few dealings in fine silk of the first quality, but no purchasers have been found either for co-

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coons or for waste. Some imports from China have recently added to the stock and given a little animation to the markets. In Piedmont it appears that the number of silkworms reared this year has not been sensibly larger than in 1868, and towards the end of the period for the purchase of eggs the holders could not get rid of them except at the very lowest rates, while the purchasers who had not carefully calculated the probable price of mulberry leaves for late rearing found them so dear that they were compelled to sacrifice half the young worms that had been hatched, thus leaving themselves with the burden of full expenses with a half-average crop. Still, it appears that the cocoons were generally tolerably abundant, but they were very small, thin, and light, and the silk obtained from them is no better nor stronger than it was last year. Thus it is evident that the prospects of the European silk producer can scarcely be said to have mended. It is admitted generally that Japanese eggs, and even those reproduced in Europe, have yielded better results than any other kinds. As to actual prices, they seem at present to be tending downwards, in spite of the poverty of the crop of silk, partly on account of the small demand, and partly because of the uncertainty which still exists respecting the value of the cocoons in the other silk-producing countries of Italy. On the whole, the prospect is in favour of Eastern commerce.

LONDON QUOTATIONS, SEPTEMBER 23.

| | |
|---|---|
| CHINA. | |
| Taatlee, No. 1 | 30s. 6d. to 31s. 6d. |
| ,, ,, 2 | 30s. 0d. to 30s. 6d. |
| ,, ,, 3 | 28s. 0d. to 29s. 6d. |
| Red Peacock | 24s. 0d. |
| Yuenfaa | 20s. 0d. to 26s. 0d. |
| Taysaam | 19s. 0d. to 24s. 0d. |
| Long Reel | 18s. 0d. to 20s. 0d. |
| Canton | 14s. 0d. to 21s. 0d. |
| Chinese Thrown | 23s. 0d. to 27s. 0d. |
| JAPAN. | |
| Maibash and Sinshu | 23s. 0d. to 32s. 0d. |
| Ida | 22s. 0d. to 31s. 0d. |
| Sodai | 22s. 0d. to 26s. 6d. |
| Oshiu | 22s. 0d. to 31s. 0d. |
| Koshiu | 22s. 6d. to 27s. 0d. |
| Eichizen | 20s. 6d. to 22s. 6d. |
| Mashta | 20s. 0d. to 22s. 0d. |
| Hatchoji | None. |

## COFFEE.

There is scarcely any change to note in the market for Ceylon descriptions. A moderate quantity of Plantation has been offered at the public sales, which was taken off readily at former prices. The offers of Native at the auctions have been small, the principal business done having again been by private contract. Good Campar Singapore has realised 50s. to 50s. 6d., mixed 48s. 6d., and a parcel of small Manila has been offered and bought in at 57s. to 65s. The arrivals from Ceylon have been very heavy, and the market has sustained prices.

The latest advices from Brazil state that dealers were firm in their demands, especially for the better sorts, notwithstanding continued unfavourable advices from consuming countries and a slight increase in supplies from the interior. Supplies averaged very nearly 7,000 bags per diem, and the stock was estimated at 100,000 bags :—Washed, 7,600 to 10,000 reis; fine superior, 8,400 to 8,800 reis; superior, 7,800 to 8,000 reis; good firsts, 7,200 to 7,500 reis; ordinary firsts, 5,800 to 6,800 reis; good seconds, 5,000 to 5,400 reis; ordinary seconds, 4,000 to 5,000 reis.

[From our next issue the report on Coffee will include particulars of sales from the various estates in Ceylon, Stocks, Home Consumption, Imports and Exports, and all statistics, as well as the latest from Brazil.]

COTTON.—A slightly improved tone was manifested in the Liverpool market immediately after the departure of the last mail, but it was only of a temporary character, and for the past ten days there has been extreme dulness. The supplies of Cotton offering upon the market are still much in excess of the demand, and there appears to be an increasing desire on the part of holders to press sales. The following are the current quotations:—Surat 8¼d. to 11d.; Bengal, Scinde, &c., 8⅞d., to 9d.; Middling Uplands, 12⅛d.; Middling Orleans, 13d.; fair Dhollerah, 10d.; fair Oomrawnttee, 10d.; fair Broach, 10d.; fair Pernam., 13⅜d.; fair Egyptian, 13⅜d.; fair Smyrna, 10⅜d.; fair Bengal, 8¼d. The London market is extremely languid, and prices are considerably lower than at the date of our last report.

CAMPHOR.—There has been a moderate business in China and Japan at unchanged rates.

COCOA-NUT OIL.—There is a firm but quiet market generally; a fair amount of business has been transacted in Ceylon at an advance of about 6d. per ton.

GALLS.—An improved demand has led to an increased business; prices for China are unaltered, but for Japan there has been an advance of 20s. to 30s. per cwt.; the market closes firm.

GUMS.—Benjamin: Flat; of 110 cases Sumatra at auction a few only sold at £8 2s. 6d. to £8 12s. 6d. per cwt. for false-packed 2nd quality, and £5 middling 3rd. Copal: Firm; but of 90 cases at auction a few only sold at 46s. per cwt. for good hard. Damar: Firm; 28 cases at auction retired. Gamboge: Quiet; 15 cases at auction retired.

INDIA-RUBBER.—No business in East India.

JAPAN WAX.—Prices have slightly advanced, and there is a fair business doing at the improved rates, the demand being slightly in excess of the supply.

MANILA HEMP.—There is a fair demand at the public sales at the current quotations, while privately a fair extent of busines is reported at £52 10s. to £54 per ton for fair and good roping, and at £56 for superior quality.

MUSK.—Steady at the previous value; of 49 caddies Tonquin at auction about half sold at 30s. to 32s. per oz. for good, 17s. to 17s. 6d. ordinary, and 11s. to 13s. 6d. pickings; of 7 tins Grain, two fine sold at 55s. to 58s.

PLUMBAGO.—The market for Ceylon is flat at previous prices; the sales since our last have amounted to only 254 barrels.

PEPPER.—Black is scarcely so firm or active as when we last reported; private operations moderate, and of 12,907 bags Penang at auction, half sold at 4d. to 4⅛d. per lb., with Trang at 4⅛d. to 4⅜d. White: Firm; 356 bags Singapore at auction sold at 5⅞d. to 6d. per lb., and 24 bags Penang at 5¾d.

RATTANS.—The market is extremely flat; 10,690 bundles Singapore have been offered and withdrawn.

RICE.—The demand is still very limited, and quotations are unaltered, with the exception of an advance of 6d. in Rangoon. At the public sales about 10,000 bags have been sold at full prices, good white Bengal 12s. 4½d. to 12s. 6d., ordinary 8s. to 8s. 9d., Madras 8s. 10½d. Field Siam 7s. 4½d. Floating cargoes attract some notice, and the following are reported sold,—one of 1,370 tons, Moulmein (arrived) at 10s. ex ship, another 1,160 tons at 10s. 9d. for Liverpool, quay terms, 400 tons (part of a cargo) Rangoon at 9s. 3d. ex ship, two of Bassein, together 1,480 tons, at 9s. 3d. for the Continent, and one of Rangoon at 9s. 6d. for the Continent.

RHUBARB.—The market for China continues very flat; of 117 chests at auction, one-third sold at 2s. 7d. to 4s. 6d. per lb. for middling to good, and 1s. 1d. to 1s. 4d. ordinary.

SUGAR.—Prices for Manila are slightly lower, owing to there being less inquiry, and the business generally has been very limited. In Penang, China, Java, and Siam there has been scarcely any business.

SPICES.—Cassia Lignea: Steady, with limited trade upon former terms. Buds: Limited transactions at previous prices. Cinnamon: The demand for Ceylon continues very strong, and prices have further risen 3d. per lb.; 46 bales sold at auction, and limited sales made privately; Chips are also 1d. to 2d. dearer; 1,144 bags sold at 4½d. to 9d. low to fair. Cloves: Penang firm; 4 cases sold at auction at 11d. per ld.; Zanzibar steady; 1,326 bags at auction sold at 2⅞d. to 3d.; 4,880 pockets and 334 bags Clove Stems retired at 1⅜d. Mace: Again dearer; of 14 cases Penang and 10 packages Batavia at auction, the greater portion sold at 3s. 2d. to 4s. 2d. per lb. for middling red to fair palish; and 2s. 6d. ordinary. Nutmegs: Good business done subsequently to our last at the recent advance, at which holders are still generally firm, but at which there is no immediate demand; of 75 cases Penang at auction one fourth sold at 2s. 3d. to 3s. 9d. per lb. for medium to fair bold.

TIN.—The market for Straits is firm, with a moderate business at £131 to £131 10s. on the spot and £130 afloat, being 10s. lower than our last quotations. Banca is quoted £135 to £136 per ton.

### POSTSCRIPT.

TEA.—The public sales have been closed, and show a fall of 1d. to 3d. on new season's; a parcel of Congou, by overland, sold at 1s. 4½d. to 1s. 4⅝d. Great discussion exists on the course pursued by Messrs. Thorne in placing new teas in public sale. A sale is announced next week of teas ex Ajax, Titania, &c., a large proportion being greens. The Circular of Messrs. Kinnear and Co. says:—The Foochow teas ex Achilles are considered very inferior in quality, and on this account the bulk of the cargo moves off slowly, pending further arrivals from that port. Some of the best Kaisows have realised 2s. 5d. to 2s. 8d., and a parcel of boxes 2s. 10d.; flavoury kinds, 1s. 3½d. to 1s. 9d. for good medium Kaisow. Paklings share in the general inferiority of the crop; a few have been sold at 1s. 9d. to 2s. 3d. per lb.

SILK.—Market flat; small sales at our quotations.

COFFEE.—Sales of Ceylon have been made at full rates, and 1s. advance for good colourey sorts, notwithstanding the heavy arrivals.

HEMP.—Manila: Good roping sold at £54, common brown £49.

SAPANWOOD.—No demand; Ceylon sold at £2.

ISINGLASS.—41 cases Penang chiefly sold, middling tongue 3s. 6d. to 3s. 7d., ordinary thin and dark 3s. 2d. to 3s. 5d., low 2s. 11d., pickings 2s. 7d., good leaf 4s. 1d., middling to fair 3s. 10d. to 4s., ordinary 3s., good Manila sort 2s. 5d. to 2s. 6d.

JAPAN WAX.—Saucer bought in at £4 5s.

RATTANS.—Penang 3s. 3d. to 4s. 7d.; sales of 4,000 bundles. Siam: Arrivals on hand. Singapore Canes: 20,000 sold at 3s. 8d.

PLUMBAGO.—Sales of Ceylon; good bright lump at 20s. to 23s.

RICE.—Sales of Field Siam at 7s. 4d.; Rangoon, new, 9s. 9d.

CINNAMON.—Sales, Ceylon 1st sort, at 3s. 5d. to 3s. 10d.; second, 3s. 3d. to 3s. 6d.

# ARTICLES OF EXPORT.

## METALS.

Since the date of our last the Metal Market has continued very quiet and there is no change to report.

## MANCHESTER GOODS.

The depression prevailing at the date of our last is more marked, with increased pressure to sell, more especially India and China qualities of 39 inch Shirtings, and it is not difficult to place orders under current quotations for the above descriptions. Yarns also show further weakness, but, with the exception of sorts taken more especially for home use, there is scarcely an equal extent of reduction to be obtained as on goods.

| QUOTATIONS. | s. d. | | s. d. |
|---|---|---|---|
| Grey Shirtings, 7 lbs. China | 9 0 | to | 9 4½ |
| ,, ,, 8¼ lbs. (Eagle Chop) | 11 0 | | — |
| Maddapollams | 4 0 | | — |
| Long Cloths | 11 0 | | — |
| T-Cloths | 7 0 | | — |
| White Spot Shirtings (nominal) | 13 0 | | — |
| ,, Brocade do. | 13 0 | | — |
| ,, Damasks do. | 22 6 | | — |
| Cotton Yarn, Nos. 16-24 China | 1 2½ | to | 1 4 |
| Nos. 28-32 do. | 1 4½ | to | 1 |

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# Shipping Intelligence.

## ARRIVALS.

| Date. | Ship. | Captain. | From. | At. |
|---|---|---|---|---|
| Sep. 17 | Eva Johanna | Versteeg | Batavia | Brouwershaven |
| — 20 | Maid of Orleans | Houston | Do. | Falmouth |
| — 3 | Kolga | Peterson | Manila | San Francisco |
| — 5 | Mauritius | Peterson | Hong Kong | Do |
| — 6 | Anglo-Saxon | Davidson | Shanghai | New York |
| — 20 | Emily | Caspersen | Saigon, for Copnhgn. | Off Falmouth |
| — 18 | Colombo | Ritchie | Sourabaya | Texel |
| — 7 | Sea Serpent | White | Hong Kong, &c. | New York |
| — 7 | Benefactor | Berry | Amoy | Do. |
| — 21 | Titania | Burgoyne | Shanghai | Deal |
| — 22 | Ajax (s.s.) | — | China, &c. | Do. |
| — 22 | Trio | Akerson | Rangoon | Falmouth |
| — 22 | Sea Queen | — | Maulmain | Queenstown |
| — 19 | Dora | Henken | Bassein | Cuxhaven |
| — 20 | Batavia | Zwanenburg | Batavia | Brouwershaven |

* With damage.

## DEPARTURES.

| Date. | Ship. | Captain. | For. | From |
|---|---|---|---|---|
| Sep. 15 | Manila (s.) | — | Manila | Dublin |
| — 15 | Silome | Davidson | Japan | Sunderland |
| — 21 | Everest | Clarke | Hong Kong | London |
| — 22 | Spirit of the North | Mathew | Colombo | Do. |

*(See Commercial Postscript and Correspondents' Letters.)*

## LOADING.

At LONDON.—For Hiogo and Osaka: Royal Minstrel. For Nagasaki and Hiogo: Chanticleer. For Yokohama: Mountain Ash, Osaka. For Tientsin and Chefoo: Bessie Morris. For Shanghai: Titania, Caliph, The Sir Jamsetjee Family, Derwent. For Hong Kong: Isles of the South, Queen of the Age, Norman Court, Ellenborough, Tonbridge. For Singapore: Henry Grenfell, Sir Henry Havelock. For Penang: Alvington, Buston Vale. For Singapore and Penang: King Harold. For Batavia and Sourabaya: Gladiator. For Colombo: Thomas Blythe, Teviot, Warrior, Boyne. For Colombo, &c.: Queen of the West.

At LIVERPOOL.—For Yokohama: Caractacus, Haddington. For Shanghai: Bolivia. For Singapore: Banda, Clifton. For Manila: Maria, Loyola. For Batavia and Sourabaya: Maranon, Hans. For Mauritius, Penang, Singapore, Hong Kong, and Shanghai: Nestor, str.

At GLASGOW.—For Manila and Ilo Ilo: Feliz. For Batavia and Sourabaya: County of Bute. For Singapore and Penang: Bangkok (str.).

## SPOKEN.

CEDRIC (Dut. barq.), Batavia to Amsterdam, July 28, 33 S., 14 E.
PRINCE CARL (Dut. barq.), Batavia to Amsterdam, May 13, 28 S., 43 E.
VAN GALEN (Dut. brig), Padang to New York, June 12, 25 S., 5 E.
MIRELLA (barq), Cardiff to Galle, July 8, 4 N., 24 W.
SIR I. L. GOLDSMIDT, Rotterdam to Batavia, July 15, 12 N., 25 W.
SUZANNE (Dut. ship), Rotterdam to Batavia, July 15, 12 N., 25 W.
WELKIN (Amer. barq.), Shanghai to Falmouth, Aug. 16, 34 S., 16 E.
RATTLER, from Manila, Aug. 10, 31 S., 35 E.
JAVA, Batavia to Falmouth, Aug. 1, 37 S., 21 E.
ELEANOR, Singapore to London, Aug. 14, 35 S., 21 E.
FRIGGA, Hong Kong to Hamburg, 75 days out, Aug. 26, 18 S., 3 W.
GLEN ALLEN, Bangkok to Falmouth, July 19, 35 S., 27 E.
PROTEUS, Batavia to Queenstown, 103 days out, July 29, 34 S., 16 E.
LOCHLEVEN CASTLE, Singapore to Liverpool, Aug. 3, 36 S., 21 E.
FELICIE, Bangkok to Bremen, July 19, 30 S., 35 E.
LAMMERMUIR (ship), London to Shanghai, Aug. 4, 12 N., 29 W.
GLENAROS, Cardiff to Hong Kong, Aug. 7, 1 S., 22 W.
TEMPLAR, Manila to New York, July 19, off Cape of Good Hope.

## FREIGHTS AND CHARTERS.

There is a great depression in the freight market, exports being on a very reduced scale. The rates are nominally as follows:—

Current rates of freight for vessels on the berth:—To Yokohama: 32s. 6d. weight, 30s. meast. To Nagasaki: 45s. weight or meast. To Hiogo or Osako: 40s. weight, 35s. meast. To Shanghai: 40s. weight, 35s. meast. To Hong Kong: 35s. weight, 27s. 6d. meast. To Batavia: 25s. weight, 30s. meast. To Singapore: 30s. weight, 25s. to 30s. meast. To Ceylon: 20s. to 25s. weight, 20s. meast. At New York to China; $12 to $15 per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—For Shanghai: £43. For Hong Kong: £34. For Singapore: £25. For Batavia: £17. For Galle: £23. From Newport, Cardiff, or Swansea per ton.—For Yokohama: £2. To Chefoo: £2 2s. For Shanghai: £2 2s. 6d. For Hong Kong: £1 13s. For Singapore: £1 4s. For Galle: £1 4s.

The Admiralty have invited tenders for the conveyance of about 52 tons stores to Hong Kong.

## CASUALTIES.

The Silome, Davidson, from Sunderland to Japan, anchored in the Downs Sept. 19, and was supplied with an anchor and 45 fathoms of chain, in lieu of others lost during the previous night, when off the North Foreland.

The Warwick, from Colombo to London, was spoken Aug. 14, in lat. 35 S., long. 22 E., with loss of maintopmast.

## MISCELLANEOUS.

At MADEIRA.—Sept. 14, West Indian (s.s.), Miller, from China, for London.

At ST. HELENA.—Aug. 15, Nelly, Poilbut, from Macao, and sailed 16 for Havana; 19, Elmina Piera, from Batavia, and sailed 20 for Amsterdam; 20, Aurelia, Baker, from Singapore, and sailed for Boston; 21, Isaure, Bolibo, from Penang, and sailed 24 for Marseilles; 22, Lady Louisa, Kier, from Bangkok, and sailed 23 for the United Kingdom; Aletta Augusta, Tinholt, from Tjilatjap, and sailed 23 for Rotterdam; 23, Anna and Sophia, Hoekstra, from Batavia, and sailed for Amsterdam; Stirlingshire, M'Culloch, from Zebu, and sailed for London; 24, Rusoer, Pedersen, from Sarawak, and sailed 25 for London; 25, Johanna, Antonio, Withof, from Batavia, and sailed 26 for Rotterdam; Utrecht, Kramers (late Hoogenstraaten), from Batavia, and sailed 27 for Rotterdam; 26, Nestor, Brandligt, from Batavia.

Off ST. HELENA.—Aug. 14, Eastham and Allegonda Jacoba, both from Batavia for Amsterdam; 20, Salado, from Penang, for London; 21, Titania, from Shanghai, for London.

Off CAPE RECIFE.—Aug. 3, Johanna Antonia, from Batavia.

At TABLE BAY.—Aug. 14, Gustav, Schulle, sailed for Shanghai.

Off FISH POINT.—July 31, Southern Cross, from Manila, for London.

Off CAPE AGULHAS.—Aug. 4, Crested Wave, from Nagasaki, for New York.

Off BIRD ISLAND.—July 10, ship No. 0,143, 3rd dp., Philippine Islands to Falmouth, eighty days out.

The Admiral de Winter, of Rotterdam, Dill, which sailed from Banjoewangie Jan. 22 last, with produce for Rotterdam, and was spoken Feb. 8, in lat. 21 S., lon. 99 E., has been posted at Lloyd's as not having since been heard of.

The Padang Packet, Huidekoper, for Padang, put back, Sept. 15, to Dungeness Roads.

NEW STEAMER.—Messrs. M'Millan and Sons, of Dumbarton, are building a composite screw-steamer for the China trade, for a company of gentlemen recently formed in Glasgow. She is intended merely as an experiment, and if she turns out successful the builders are confident that large orders will immediately follow. The Eastern Niles, by which name the vessel will be known, has been built in an unprecedentedly short time, having only been two months on the ways, and will be handed over to the owners in another month from now. Her dimensions are—length of keel 171 feet, breadth moulded 25 feet 3 inches, depth of hold 19 feet 6 inches, and tonnage 600 registered. Her engines, which are being made by an eminent Glasgow firm, are to be of 130-horse power. She is to be fitted up to carry thirty passengers, and with that view a handsome saloon built of polished bird's-eye maple, and lighted from the deck by means of a large skylight of plated stained glass, is being provided. The saloon will be handsomely upholstered, and selfish indeed will be the being who desires more comforts on board ship than will be found in the Eastern Niles. For the accommodation of smokers a large and admirably-fitted up room is provided on deck, to which access will be gained from the saloon. The vessel has a collision bulkhead, a bulkhead on each side of her engines, and an after bulkhead, so that every precaution has been made to secure her safety. She is a spardecked boat, has a rounded stern and a clipper bow, and will be brig-rigged. Her masts will be of wood, the rigging being of Newall's patent wire rope. She will be launched on the 28th of this month.

THE "LISMORE."—Result of the trial trip of the steamship Lismore, Captain Morrison, built by Messrs. Denny and Bros., Dumbarton, for Messrs. Jardine, Matheson, and Co., which recently sailed for China:—The draught was 9½ feet; total weight on board, 372 tons; diameter of cylinders, 36 inches; mean pressure of steam, 20½; number of revolutions, 89¾; indicated horse power, 625. Under these conditions a mean speed was attained of nearly eleven miles an hour, with fair weather, a light wind, and a calm sea.

THE "ACHILLES" AND "TITANIA."—The steamer *Achilles* has made the passage from Foochow in 62 days, and the clipper *Titania*, Capt. Burgoyne, belonging to Messrs. Shaw, Maxton, and Co., in 96 days. The *Titania* is the first of the clippers with the new season's Teas, and the passage is one of the best on record against the S.W. monsoon.

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WM. CLOUGHTON, Managing Director.

New Harbour, Singapore, June, 1868.

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## THE "CHINA MAIL,"

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NOTICE.—THE BUSINESS heretofore carried on under the style of "Shortrede and Co," was this day purchased by the undersigned, in whose name and by whom it will henceforth be conducted, and to whom all outstanding accounts owing to the said business are to be paid.

Hong Kong, Aug. 15, 1867. CHAS. A. SAINT.

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THE OVERLAND CHINA MAIL.—Compiled from the *Daily China Mail*, is published twice a month on the morning of the English mail's departure, and is a record of each fortnight's current history of events in China and Japan, contributed in original reports and collated from the journals published at the various ports in those countries. It contains, besides, a Shipping List for Shanghai, Hong Kong, Canton, and Macao, and a complete Commercial Summary.

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## THE LONDON & CHINA TELEGRAPH.

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# The London and China 新聞紙 Telegraph.

**JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.**

PUBLISHED ON THE ARRIVAL OF THE FORTNIGHTLY ENGLISH, AND MONTHLY FRENCH MAILS FROM CHINA, JAPAN, &c.

**IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A SUMMARY OF NEWS FOR THE OUTWARD MAILS.**

VOL. XI.—No. 328.] LONDON, MONDAY, OCT. 4, 1869. [Price 9d., with Sup., 1s. 3d.—Sub. 30s. per ann. postage, included. Sup. 12s. extra.


## Latest Advices.

| PORTS. | OUTWARD. From London | OUTWARD. Arrived out. | HOMEWARD. Received this day. |
|---|---|---|---|
| JAPAN — Yokohama | June 18 | Aug. 4 | Aug. 9 |
| Yedo | | | |
| Osaka and Hiogo | — | — | Aug. 6 |
| Hakodadi | | | |
| Nagasaki | — | — | Aug. 6 |
| CHINA — Peking | — | — | Aug. 2 |
| Tien-tsin | — | — | Aug. 4 |
| Chefoo | — | — | Aug. 3 |
| New-chwang | — | — | Aug. 5 |
| Hankow | June 10 | Aug. 1 | Aug. 7 |
| Kiu-kiang | — | — | Aug. 8 |
| Chin-kiang | — | — | Aug. 9 |
| Shanghai | June 18 | Aug. 2 | Aug. 12 |
| Ningpo | — | — | Aug. 11 |
| Foochow | June 18 | Aug. 1 | Aug. 14 |
| Formosa | | | |
| Amoy | — | — | Aug. 15 |
| Swatow | | | |
| Hong Kong | July 8 | Aug. 18 | Aug. 19 |
| Canton | | | |
| Macao | | | |
| PHILIPPINES— | | | |
| Manila | June 18 | Aug. 1 | Aug. 12 |
| COCHIN-CHINA— | | | |
| Saigon | — | — | Aug. 22 |
| SIAM — Bangkok | | | |
| BORNEO—Labuan | | | |
| Sarawak | — | — | Aug. 22 |
| JAVA — Batavia | July 8 | Aug. 16 | Aug. 21 |
| Samarang | — | — | Aug. 17 |
| Sourabaya | — | — | Aug. 14 |
| MALACCA STRAITS— | | | |
| Singapore | July 16 | Aug. 18 | Aug. 27 |
| Penang | July 16 | Aug. 16 | Aug. 29 |
| CEYLON —Colombo | Aug. 5 | Aug. 29 | Sept. 5 |
| Galle | Aug. 13 | Sept. 6 | Sept. 6 |

### THE MAILS, &c.

THE above Mails were delivered this morning, the due date. Advices from Japan by the San Francisco steamer leaving Aug. 29 have not yet arrived *in extenso*. The next P. and O. mails are due on the 18th, and will bring dates from Yokohama to the 23rd August; Shanghai, 26; Hong Kong, September 2; Singapore, 9; Ceylon, 20.

THE Galle telegraphic line is still working badly, and messages received are only in advance of the Hong Kong mails of Sept 9, due here on 24th inst. The Kiachta line is working well, dates from Shanghai to the 13th September being received on 1st October.

## List of Passengers.

### PASSENGERS INWARD.

By this mail to Marseilles, per P. and O. steamer *Poonah*, arrived Oct. 1.—From Shanghai: Mr. Hutchison. From Hong Kong: Mrs. Revira and child, Mrs de Maldonada, three children, and servant: Mr. and Mrs. Heridia and child, Mr. Marshall, and six second-class passengers. From Batavia: Mr. and Mrs. Grothe, two children and servant. From Galle: Sir E. Creasy, and Captain Chambers.

To Southampton, per P. and O. steamer *Nyanza*, expected to arrive Oct. 8.—From Yokohama: Staff surgeon Leach, and four second-class passengers From Shanghai: Mr. Macfarlane, Mr. R. D Dow. From Hong Kong: Mrs. Moulton and child, and three second-class passengers. From Galle: Mr. Hume.

### PASSENGERS OUTWARD.

Per P. and O. steamer *Bangalore*, from Southampton, Oct. 2.—To Hong Kong: Miss M. M. Crichton, Mrs. E. Arthur, Mrs. Wilberforce Wilson. To Singapore: Mr. J. W. Witham. To Ceylon: Mr. C. Buchanan, Miss Macartney, Mr. and Mrs. W. Carver, Capt. Skottowe, Mr. H. S. Master, Mr. and Mrs. Ross.

Per P. and O. steamer *Poonah*, from Marseilles Oct. 10.—To Hong Kong: Mrs. Mellish and child. To Ceylon: Mr. and Mrs. M. H. Thomas, Miss Creswell, Mr. J. W. Gossett, Miss Sconce, Sir J. Elphinstone, Mr. H. W. Ridley, Mr. J. Garbutt, Mr. Duncan Davidson.

Per P. and O. steamer *Ripon*, from Marseilles, Oct. 17.—To Hong Kong, via Bombay:—Mr. Smale.

Per P. and O. steamer *Pera*, from Southampton, Oct. 16.—To Hong Kong: Mr. R. Bruce, Mr. C. D. Surman, Mr. G. R. Donkin. To Penang: Miss Napier. To Singapore: Mr. W P. Beck. To Ceylon: Mrs. Wilson, Mr. J. Hamilton, Mr. N. L Bartholomenez

Per P. and O. steamer *Ceylon*, from Marseilles, Oct. 24.—To Shanghai: Mr. John Fraser, Mr. and Mrs. J. F. Wallace, Mr. J. Holliday. To Hong Kong: Mr F Hitchting, Mr. C. Holliday, Mr. P. Ryrie. To Singapore: Mr. R. C. Smith, Mr. J. Ogilvie. To Penang: Mr. G. M. Sandilands. To Ceylon: Mr. Garbutt, Mr. W. C. Brodie, Miss Payne, Mrs. Longley, Mr. H. D. Cunningham.

Per P. and O. steamer from Suez, Oct. 31.—To Hong Kong: Mr, H. G. Allen.

Per P. and O. steamer *Nyanza*, from Southampton Oct. 30.—To Singapore: Mr. P. McMaster To Ceylon: Mr. and Mrs. Carson, Mr. E. Layard, Mr. R. A. B. Dobree.

Per P. and O. steamer *Bangalore*, from Marseilles, Nov. 7.—To Hong Kong: Mrs. Pauncefote, Mr. A. Bazley. To Ceylon: Mr. and Mrs. St. Albin.

Per P. and O. steamer from Suez. Nov. 14. To Batavia: Mr. Wilmer

## Summary of News from the Far East.

### JAPAN.

#### YOKOHAMA.

Dates by the present mail are down to the 9th August. By telegram they reach to the 31st., and announce the arrival of the Duke of Edinburgh on the 29th August. In our issue of the 20th ult. we gave some particulars of the arrangements made for his reception. A meeting was held, comprising the Rev. M. B. Bailey, Messrs. Dunlop, Wilkin, McDonald, Shand, Simpson, Dallas, Black, Pitman, Campbell, Marcus, Watkins, Jaffray, Eyton, Milsom, Rickerby, Vernede, Dalziel, Marshall, Robison and Robertson, to consider the proper course to adopt. Mr. Bailey took the chair. Several propositions were laid before the meeting, but the following was adopted :—

Proposed by Mr. Wilkin, seconded by Mr. Simpson :—

"That in view of the approaching visit of H.R.H. the Duke of Edinburgh, the British community of Yokohama desires to receive him with such welcome as is due to the son of their Queen."

The Chairman considered it due to himself and other gentlemen who had acted with him to state, as it had been asserted that the present mode of action was objected to by the officials, that Mr. Dalziel, Mr. Whittall, and himself had waited on Sir Harry Parkes by appointment, and that Mr. Aspinall was to have gone with them, but was unable through illness, and that the statement that it was objected to by Sir Harry was false. He quite approved of an address being presented by the community, but agreed with the gentleman whom he received that it was extremely difficult to see, under the circumstances of this community, what manner of public entertainment could be given.

Mr. Simpson moved, and Mr. Shand seconded—

"That an address of welcome from the British residents be delivered to his Royal Highness on his arrival, or at his convenience."

Proposed by Mr. Black, seconded by Mr. Dallas—

"That a committee of twelve be appointed by ballot, to be now taken, to draw up the address, obtain signatures, and present it in the name of their fellow countrymen."

Mr. McDonald moved the next resolution. It was one that seemed desirable in case the Prince's engagements should allow of anything further being done to entertain him. He feared that it was hardly likely that the resolution would bear fruit, but it was well to leave no stone unturned, and if it were found that anything further could be done acceptably by the community there should be persons to carry it out. He therefore moved :

"That the said committee act as a committee in waiting to devise and propose to the British residents any further method of showing to his Royal Highness and Her Majesty the loyalty and affection towards the Throne cherished by Her Majesty's subjects resident in Yokohama."

Mr. Wilkin seconded, and it was carried.

The Chairman requested Mr. Black to move the next resolution, which he did as follows :—

"That the said Committee be authorised to collect any subscriptions required for the reception or entertainment of H.R.H.,—and also that the Committee as appointed by ballot be empowered to add to their number."

Mr. Simpson seconded ; and it was carried.

A ballot having been taken for the Reception Committee, the following gentlemen were elected :—Messrs. Wilkin, Aspinall,

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Bailey, Simpson, Black, McDonald, Robertson, Shand, Dalziel, Kirby, Jenkins and Jackson. Mr. Marshall declined to act.

By the steamer *Great Republic* the new American Consul for this port arrived to take the place of General Stahel. Mr. Lyon was born in Massachusetts, we hear, and of late has been in Oregon. His services as President of the Grant and Colfax Club there, and prominent position during the war as an extreme Radical, have no doubt influenced his appointment as Consul here.

The new Minister, Mr. De Long, from private information, was to leave for Japan after receiving his instructions from Washington. Our next American mail will be brought over by a new steamer, named the *Oregonian*, intended to ply on the coast of Japan, thus giving us three American steamers through the Inland sea monthly.

A beautiful little screw steamer has been launched from the yard of Messrs. Lucy and Co., of the Vulcan Foundry. She has been built to the order of Messrs. Kirby and Co., under the superintendence of Captain Robertson.

A correspondent writes us on August 9 :—

"A contract has been entered into to supply the native Government with five hundred carriages suitable for governors of towns, districts, &c, to each of whom a carriage is to be given.

"It is rumoured that the late Shicoon will soon be called to power again as 'Viceroy ;' and this we believe, as we think such a step will be necessary to enable our Minister (at present chief adviser and protector of the Daimios in power) to extract himself and friends from the political muddle they are waddling in, to the destruction of all other interests in Japan, British trade especially. Should this project be successfully carried out it will save another war in this country (which will otherwise soon break out), and, for a time at least, relieve trade from the trammels so prejudicially affecting it at present."

The Government, it is stated, have forbidden the Daimios purchasing any more steamers.

Mr. Brunton, the engineer to the Japanese Government, has notified the taving of buoys at the Yokohama anchorage and the Straits of Simonoseki. We hope the light-houses will soon follow.

The half-yearly report of the Chamber of Commerce has been published, and contains much useful information as to trade in Japan, &c.

The following items are from the *Japan Times* :—

We have absolutely no political news to give by this opportunity. The difficulties of the Government still continue as great as ever, but in both branches of the export trade there has been considerable activity, and native traders are showing more confidence in their new rulers. Nothing has been done towards the settlement of the currency question, and we must warn our friends in Europe and elsewhere against belief in the genuineness of a document put forth by our contemporaries as an important Government proclamation.

The Chamber of Commerce has had its meeting, and received its Finance Committee's report. Members seemed to receive it with satisfaction, but it appears to us that the currency question is left by it in precisely the same position as it occupied before the committee was appointed. The five main points of reform demanded are all either under consideration, or, in consequence of more important questions occupying the Government, are reserved for consideration at some future period. The committee has worked hard, and deserves the thanks it has received, but it has given no fruit.

From Hakodadi we have no news except that the people are returning to it. A letter from our correspondent there describing its appearance after being retaken, to which he refers in a subsequent private communication, has unluckily been lost. A curious instance of the inefficiency of the Consular power there is the only noticeable circumstance. A defendant in a case regarding occupation of certain premises, having received orders to quit, refused, shut himself up, and defied the Consul and all his constables. Mr. Eusden applied to Captain Ross, of H.M.S. *Pearl* for a file of marines, which he refused, and at the date of last advices the besieged party held his own. We remember Admiral Kuper, on the occasion of a false alarm in the harbour, sending an armed boat's crew on board the offending merchant vessel, and having captain and passengers, half-dressed, brought before him to be wigged. Is it at the discretion of a British senior naval officer in these waters to support the civil power, or to transgress the law himself—according to his own imperial caprice ?

It is very gratifying to see the American line getting into such good order, as exemplified by the arrival and departure to time of this week's steamers. As we have heard many an American remark, the P.M.S.S. Company began its operations in these waters three months too soon. A year and a half's unpopularity has quite sufficiently punished the error, and now that the line is in good order, at all events as regards punctuality, we may expect continual improvement and the directors an increasing share of public favour.

## HIOGO.

There is nothing of any importance from this port or Osaka. In reference to the memorial for the retention of the Consul, Mr. Abel Gower, it is stated that Sir Harry Parkes has acceded to the request, and Mr. Gower will have charge of the Consulates both at Hiogo and Osaka.

## CHINA.

—o—

(FROM OUR OWN CORRESPONDENT.)

SHANGHAI, Augpst 12, 1869.

Since I closed my budget by last French mail little or nothing of interest has occurred. On the 9th inst. two telegrams, dated July 20, were received, one private, the other by Grant's trans-Mongolian line. To give you an idea of their value I subjoin a comparative statement :—

| | Grant's | | Via Kiachta. |
|---|---|---|---|
| Silk ... ... ... | Unchanged—dull' | ... | More inquiry |
| American Gold ... | 136 | ... | $133\frac{5}{8}$ |
| Cotton ... ... | $12\frac{3}{4}$ | ... | $12\frac{1}{4}$ |

The steamer *Negapatam*, which sailed for Foochow yesterday, took Tls. 41,800 of treasure.

On the 5th and 6th inst. four tea-clippers—the *Dilkoosh*, *John R. Worcester*, *Challenge*, and *Charmian*, left the port tea-laden for London, and carrying over 4,000 tons of tea.

On the 6th inst. the S.S.N. Company's steamer *Hangchow*, coming up the Yangtsze against a strong ebb, on her way from Ningpo, came into collision with and sank a lorcha, which was dropping down. The master was saved, but eleven natives were drowned. As yet the lorcha's story has only been heard ; I therefore merely state the fact, as there will of course be a legal investigation.

The Yangtsze continues to fall, and five days ago the subsidence amounted to three feet. Trade both at Hankow and Kiukiang is exceedingly dull, but is gradually mending as the flood disappears.

The annual report of the Anglo-Chinese Hospital in the English settlement has been published. It contains nothing of importance, beyond the mere statements that during the year 1868 somewhat more than 11,000 patients were prescribed for, and that 393 patients were treated within the hospital, of whom 331 were discharged cured and 10 relieved, the deaths being 52.

You have, perhaps, already seen a translation of a memorial recently addressed to the Throne by Ting Tih-chang, Futai of this province, and lately Taoutai of Shanghai, who, by the way, is said to be in imminent danger of losing his office for favour shown to Foreigners. Underneath the usual amount of rigmarole there is much truth told fearlessly. The Governor ascribes the readiness of the people to rebel exclusively to the misery—hunger and cold—in which they live, and this condition, he states, is due to the exactions of underpaid officials, who are obliged to grind the people in order to reimburse themselves in the sums paid for their situations, and make a suitable provision for their families. Ting is believed to have paid half a million of taels for his present berth, and to have been mulcted most tremendously during his recent visit to Peking, so that he at least knows all about his subject. He recommends that grain for use in the north be carried in foreign ships for the future, but of course neither this sensible suggestion, nor the others contained in his memorial, will be adopted. Yet it is well known that no more suicidal system could be adopted than that in force as regards the annual grain tribute. Much of the tribute rice is lost by leakage and wreck during the sea passage in junks. A large proportion of the freight is paid by allowing the junk owner to smuggle various dutiable articles, so that it is obviously impossible to estimate the cost of transport. Most of the rice is said to be intended for the Peking garrison, but very much more than is necessary is brought. The soldiers are paid by granary orders, but each man has to submit to a reduction of thirty per cent. on the amount of his order. This goes towards making up the quantity that would be in store but for the constant peculations of the officials. Yet even this is not found sufficient, and the rice is recklessly wetted in order to increase its weight. Much of it is thus half spoiled or entirely ruined before it reaches the consumers. But the soldiers are not the consumers. They sell their orders to the rice shops, and get a supply of millet or some other coarse grain equal to the rice (less discount) that their orders entitle them to, and in addition they receive some small pecuniary consideration. Thus the soldiers can sell their rice for a smaller sum than could merchants, who should purchase grain in the South and transport it to the capital. The upshot of the whole matter is, according to Mr. Dick, that the tribute becomes simply a trade in rice carried on by officials at a great cost to the country.

In the Supreme Court judgment was given on the 10th inst. against the owners of a cargo shipped per *Bolicia*, which cargo was hypothecated *to its full value* by the captain on bottomry bond. The judge expressed his sympathy with the owners, who were "cruelly victimised," but could not in the existing state of the law, as laid down by Lord Stowell (that " the right of hypothecation of the whole cargo is extremely natural "), do otherwise than refuse their application for a reduction on account of freights paid. They thus not only lose their cargo, but they are compelled to pay freight, and to loose the additional value of the goods arising out of that payment. You will remember that when the case first arose I sent you full particulars.

On the 9th inst. no less than 4,500 tons, tonnage of British merchant vessels, was entered at the Consulate. The vessels were four in number—*Wemmera*, *Glengyle*, *Northampton*, and *Earl Dalhousie*.

Messrs. Farnham and Co. have obtained the contract for the

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new pontoons, bridges, and pier heads intended to replace the present unsightly and dangerous jetties on the English and Hongque settlements. A line of long piles is to run from one landing stage to another along the entire length of both bunds, and the forcshore will then be rapidly filled in. The health and the apppearance of our settlements will, when this plan is carried out, be found to have undergone a total change for the better.

On the 10th inst. a meeting of the supporters of an institution of which the name discloses the nature—the Shanghai Native Female School Society—was held, when it was reported that during the past year twelve girls have been under instruction at a cost of $416, the income for the same period having been $896. You will observe that this is one of the very few flourishing Shanghai societies.

A despatch from Lord Clarendon to Sir Rutherford Alcock with regard to Church support has been published. It is announced as the intention of the Government that for the future nothing will be done beyond "eking out local contributions." The reason assigned is, as we know, but as Lord Clarendon appears not to know, most curious. "In China the wealth of British mercantile establishments is doubtless far greater than what it is in most countries." In the present condition of affairs this statement is perfectly groundless, and, further, so long as the English chaplains have Consular duties assigned to them they are surely entitled to pay from the Government chest. Then, again, when the Scotch Presbyterians, English Independents, American Episcopalians, and Dissenters, to say nothing of the Catholics, are subtracted from the total sum of Church-subscribing people, very few are left to rally round the English Establishment. In Shanghai the Germans are about to build a church and import a pastor, so that here, at any rate (as the only place of which I can speak from personal knowledge), the British chaplain has a very valid claim on the Government to supplement materially the small income he derives from the English Episcopalians. If the English Church is to be represented at all here, it ought to be represented in a properly dignified manner, and really those who own allegiance to it are so few in number that they cannot, without sacrifices which they are not disposed to make, adequately remunerate the present popular chaplain. It must be remembered that almost all the necessaries of life, and all the luxuries without exception, are here to be obtained only at enormously enhanced prices. But it is right and necessary that the authorised representative of the English State Church should be "given to hospitality," if only to maintain the dignity of his office. I need not tell you how many calls there are on that hospitality in a place like Shanghai, which is on the way to everywhere. Beyond this, however, a large proportion of his flock are young men, who, but for the social ties which bind them to the chaplain, would not be members of his congregation. To these, with very much restricted resources, the chaplain is bound by a duty which it is true is dictated only by his conscience, to extend the benefit of the social and domestic influences at his command. These men are, perhaps, "local contributors," though they cannot contribute largely or even adequately, but for all that they are the people amongst whom the chaplain's mission lies. Of course he could shut himself up and live like an anchorite, but this, as I have shown, would comport neither with the dignity of his official position, nor with the standard of usefulness which he has set before him.

A return of the Protestant missionaries labouring in China has recently been issued by the editor of the *Missionary Recorder*. From it we learn that 665 agents labour at 296 chapels and 306 out-stations. Of the missionaries, 129 are ordained Foreigners, 129 are ladies, 23 are laymen, 19 are ordained natives, and 365 are lay natives. There are 5,743 Church members, and 4,389 boys and girls under instruction.

The stonework for the lighthouse on Gutzlaff Island is nearly completed, and in the course of a few days the placing of the lantern will be commenced.

The P. and O. Company are running steamers by the Inland Sea to Nagasaki, Hiogo, and Yokohama, and it is to be hoped that it will be continued, although we understand that the directors have not decided on the question as yet.

The P. and O. steamer *Malacca*, with this mail, carries 2,465 bales silk.

## HANKOW.

A letter from this place says:—The water is subsiding almost as quickly as it rose, and the "navigation" of the streets in the settlement is fast becoming impossible; so the boatmen who throve on our being water-bound will soon give place to the chair and its bearers. What a sight the settlement is just now; walls down in all directions, some houses in a worse than shaky condition, and all vegetable life, with the exception of the larger trees, gone. The effect of an August sun will not prove either beneficial or savoury, I fear. And though we have had a stiff northerly breeze for the last forty-eight hours, which has brought the thermometer from 97 deg. to 74 deg., and rendered existence bearable, the change is only a temporary one.

All down through the valley of the Yangtsze, where the embankment some few weeks ago was carried away, and where an immense quantity of rice is annually cultivated, is utterly destroyed, and famine in its worst form awaits the unfortunate country people, not only in that particular district, but hundreds of miles along the river. It is really astonishing to witness how the poor sufferers adhere to their submerged dwellings and homesteads with starvation staring them in the face. Some magnetic influence appears to fasten them to the spot. Famine prices are realised for everything procurable.

## HONG KONG.

The papers by this mail report several meetings of public companies, the Chamber of Commerce and Hong Kong and Shanghai Bank. A meeting of the Hong Kong Association has also been held, at which Mr. Rowett, of Messrs. Holliday, Wise and Co., proposed that the Association be dissolved, whilst Mr. Sharp advocated its continuation. It was finally arranged to appoint a new committee, but it is stated by the *China Mail* that this committee had declined to act, and that the Association may be considered as defunct. The meeting was attended by Messrs. Duncanson, Delbanco, Medlen, Rowett, Norton, Dulcken, Francis, Zimmern, Arnhold, Sharp (G), Dennys, Whyte, Linstead, Overbeck, Lemann, Heard (G.), Moss, Dr. O'Brien, &c. After an unsuccessful attempt to obtain Mr. Duncanson as president, Mr. Overbeck took the chair.

The Chairman having read the notice calling the meeting, in which it was stated that the purpose of calling it was to consider the scope and object of the Association, Mr. J. S. Linstead (secretary) said that the meeting had been called in consequence of a resolution passed at the last meeting, and as it had been called by the members, it was for the members to take action, as the committee's powers had expired.

After a pause, Mr. G. Sharp rose and said that as nobody appeared desirous of saying anything, he would make a few remarks in reference to the point upon which they were dismissed at last meeting, and convened at the present—viz., the scope of the Association. It was beyond question that the Association was originally formed with the primary object of removing the then greatest grievance under which the colony suffered—the military contribution—which was very clearly put in the able circular issued in November, 1867. The Association was not the same as the Hong Kong Chamber of Commerce, though it might sometimes have occasion to take up similar subjects, and run parallel, as it were, with that body. It was not the same, because Hong Kong was especially the object of the Association, while the interests of the colony and their advancement were primarily the avowed purpose for which it was originated. Now, he was of opinion that, unless they did something different from this—which could be done only by departing from the constitution of the Association—they could not do better than follow up the plan laid down by the circular, and consider that as the expressed object and defined scope of the body, both past and future, and take steps to accomplish the object, or abandon the same. And firstly, as regarded the removal of the military contribution, two years ago in England there was great difficulty in getting any member of Parliament whatever to bring forward for discussion anything connected with China. This accounted in a great measure for the painful delay; and he really believed that they had more chance now than they ever had before, as then the mere mention of anything connected with China was met with dissatisfaction.

Mr. Rowett: I propose that the Association dissolve.

Mr. Sharp again rose and sought to explain the reasons for the apparent failure of the London Association. Who, he asked, would follow the cue of Mr. George Duddell, however worthy a man he may be? Now, would Sir J. Matheson ever sit down at the same table with Mr. Duddell? No. Mr. Duddell may in many ways be a very worthy man, but not the man for this duty.

Mr. Rowett remarked that Mr. Duddell was appointed by these very same men at home. Mr. Sharp replied that he was appointed by Mr. Lapraik; and he knew that this was the great cause why things had not gone on so well. Mr. Whyte said that they might limit the period of dissolution, and give another chance to those at home. Mr. Linstead said it was no use; he had much pleasure in seconding Mr. Rowett's motion.

Mr. Sharp observed that there was a capital association in the Straits. Mr. Delbanco replied that the reason why this was so was because Mr. Horsman had so great an interest in the Straits. Mr. Sharp cited Mr. Robert Jardine's name. Mr. Delbanco replied that Mr. Robert Jardine had not the interest in Hong Kong which Mr. Horsman had in the Straits.

Mr. Norton suggested that the letters may never have reached the gentlemen named in the list; but the Secretary replied that he knew they had been delivered. Some discussion of a conversational description here followed; after which the chairman essayed to put Mr. Rowett's amendment.

Mr. Sharp implored Mr. Rowett to withdraw his amendment. They would never get rid of the Military Contribution after a resolution like that; and he was sure they were doing a wrong to the men at home. Mr. Rowett said that they could tear up the amendment if they thought they could carry on the Association. Mr. Whyte: "Oh, give it six months longer."

The amendment was then withdrawn.

Mr. Sharp's motion was then put by the Chairman, and carried by eight to three.

Mr. Francis suggested that, before they appointed a committee, they had better say what powers the committee would have. It was because of this omission that all the difficulties arose. They ought to decide what powers the committee had and what powers

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would be reserved for the general body of the Association. It was not advisable that the work of an association such as this should be done by a committee, because it was for the society, by discussion and frequent meetings (which would be reported) to educate the public mind, as it were, to act as a guide to the public mind, and by continued discussion and a good deal of talk to engage the public attention upon certain subjects. Monthly meetings might be held, or meetings every quarter or two months. As for funds, they would have to be got if the Association were to be carried on. No association could carry on the object of its formation without meeting most frequently and persistently discussing those objects. The defining of the powers of the committee had better be done before the committee were elected, as some might refuse to act otherwise.

Mr. Rowett said he would not for a moment dispute but that every word that Mr. Francis had said was perfectly correct in theory, but it was perfectly impossible in fact. None would gainsay the truth of Mr. Francis's remarks about the Association guiding the committee; if the Association had taken the trouble, they could easily have done so; but they would not.

The Chairman said that it would possibly be sufficient to elect a chairman, a vice-president, and a secretary; and it would be better if the committee were to draw up rules and regulations for the Association's guidance. Mr. Sharp moved that the late committee should be requested to continue in office. Mr. Medlen having seconded this motion, it was carried by a majority.

Mr. Francis next proposed that rules should be drawn up by the committee, and presented to a general meeting within one month. Some discussion ensued as to the time, and Mr. Whyte suggested three months. Mr. Francis said that time was everything, and this was the proper time to take action in the Military Contribution question, as the five years' impost was about up; say two months. Mr. Arnold having seconded this motion, it was unanimously carried.

### THE HONG KONG AND SHANGHAI BANK.

The ordinary half-yearly meeting of the Hong Kong and Shanghai Banking Corporation was held on the 16th Aug., at the bank premises; present—Messrs. Geo. F. Heard (chairman), Helland, Rowett, Delbanco, Morgan, Hon. E. H Pollard, Sassoon, Pyke, R. S. Walker, Menke, Behre, Coxon, André, Hazeland, Lemann, Vicars, Sharpe, Wilson, Foster, Bergen, Fairbairn, Medlin, Newton, Hon. J. B. Taylor, Budde, Duncanson, E. Sharpe, Drs. Dodd, Adams, and Huyvenaar, and several others.

The Chairman read the notice calling the meeting and the report to the 30th of June last which will be found in our advertising columns. Mr. André rose to ask why the directors had not carried a portion of the balance of $116,791.51 to the reserve fund, as customary; the accounts were supposed to be closed half-yearly.

The Chairman replied that the subject had been fully discussed by the directors, and they, bearing in mind that the business of the last six months had been less profitable than heretofore, and that the prospects of the next six months were not much brighter, although it was to be hoped sufficient to pay the ordinary dividend, had so decided. It would look bad to withdraw any money from the reserve fund after it had been paid in. It of course rested with the meeting to confirm or reject the decision of the directors.

Mr. André said that it would seem curious to those reading the report in Europe. It would seem as if the bank was less flourishing than before.

The Chairman said that Mr. André could put a motion before the meeting.

Mr. Pyke here rose, and proposed that the report be adopted as it stood; this, being seconded by Mr. Foster, was almost unanimously carried.

Mr. Pyke then said he would propose that a list of shareholders be published and circulated amongst the shareholders, if not contrary to the rules of the corporation. Mr. Walker seconded the motion. The Chairman referred him to Mr. Pollard, as the legal adviser of the bank. Mr. Pollard said that such a publication was not provided for in the deed of incorporation.

Mr. Pyke: That was probably an oversight.

Mr. Pollard: Not at all. It was only in companies with or without limited liability that such a provision was made; they were, in fact, compelled to file such lists periodically. But the rule did not apply to companies or banks incorporated under charter; and as not provided for, he would object to the bank doing so. He might observe that the rules provide what documents should be open to inspection, and the list kept at the bank was one of them. Furthermore, the charter had not only been very carefully drawn up here, but had been submitted to the Lords of the Treasury, and any going beyond the document might result in trouble. He did not see or say there was any danger, but there might be.

Mr. Pyke wished the motion put. If against the wishes of the majority, he would of course have to be content. The Chairman then put the motion, and it was lost by a majority of one-third. The Chairman then stated that auditors were to be elected. Mr. Foster proposed, and Mr. Menke seconded, Messrs. Vicars and Macauley as auditors for the ensuing year. Carried unanimously.

### CHAMBER OF COMMERCE.

At the meeting of the Chamber of Commerce on the 9th August Mr. Helland took the chair. The report as read was duly passed and the following members of Committee elected for the ensuing year—the Chairman having mentioned that Messrs. Jardine, Matheson and Co. had stated their intention of rejoining the Chamber:—Hon. W. Keswick, Chairman; Hon. J. B. Taylor, Vice-Chairman; Hon. H. B. Gibb, and Messrs. Pyke, Rowett, Hitchcock, Zimmern, Heard, and Kresser.

The Hon. J. B. Taylor rose and said: I rise, Sir, to crave the attention of the Chamber to the late Mr. Consul Gibson, and after a very admirable speech proposed:—"That this Chamber desires to record its appreciation of the admirable conduct of the late Mr. Consul Gibson in bringing about a settlement in November last of the wrongs inflicted upon British subjects by the Chinese officials at Taiwan and its neigbourhood, and of at length placing our relations with that part of the Empire upon a satisfactory footing."

Mr. Pyke proposed—"That a memorial be sent to the Postmaster General, London, through the proper channel, calling attention to the entire absence of regular postal communication between this port and Foochow, and praying that some steps may be taken to remedy the serious inconvenience that now exists."

Mr. Hitchcock said he had much pleasure in seconding this resolution. He thought that, in addition to the facilities we were entitled, as a mercantile body, to demand, it would be seen, when the colonial estimates were examined, that we have the right to prefer a distinct claim. In 1868 the revenue from the Post-office amounted to $62,000, while the expenditure was $27,000. This year the expenditure was estimated at $35,000, the increase being intended to cover the increased cost entailed by the earlier delivery of some of the mails; but, even with this expenditure, a profit equal to nearly 50 per cent. was shown, and, indebted as the community were to Mr. Mitchell for the improvements he had made, and the facilities he had provided, still it must be said that he had not yet pushed his energies far enough. It was made compulsory to send letters through the post-office, but the privileges afforded did not in any manner accord with the amount paid for them by the mercantile community. The postage on a single letter, to any part of the coast, including Swatow, less than two hundred miles distant, was 8 cents, or 4d., while a single letter could be carried all over Great Britain for 1d., and all over the United States for 1½d.! The absence of a regular mail service on the coast was simply an outrage on the merchants, and it was high time that they protested. (Applause.) The coast steamer with the Foochow mail almost invariably came in late, thus entailing extra nightwork, a delay of a fortnight in the transmission of documents, and the despatch of advices which were incomplete and unsatisfactory, simply because of the limited time allowed in which to prepare them. The regulations for the transmission of mails by the French steamers also required notice. At present no mail matter could be posted on board, as in the case of the P. and O. steamer, and what was the result? Only one hour and a-half was allowed, after the arrival of the Japan steamer, for the preparation of correspondence for the last French mail, although the steamer remained several hours later in this port. The post closed at one o'clock, and the steamer did not leave until five o'clock, and solely because letters could not be posted on board up to the departure of the steamer, four valuable hours had been lost! It was impossible to get a letter on board after the closing of the mail, without a resort to smuggling, and this was an alternative to which the merchants were not at all anxious to resort. He hoped the new committee would take the matter energetically in hand, and insist upon the postal reforms and accommodations to which the commmunity were certainly entitled, in view of the unusually heavy rates of postage exacted by the authorities. (Applause.)

The motion was unanimously carried.

### THE ADDRESSES TO MR. BROWNE.

Mr. Hitchcock said that, as the mercantile community of this Colony were as much identified with the trade of all China as they were with that of Hong Kong, it was not only right, but a duty devolving upon them, that the members of this Chamber should, upon fitting occasions, take cognizance of, and comment upon the policies of the different Home Governments with respect to China. The retirement of the American Minister, the Honorable J. Ross Browne, from Peking, provided an opportunity which should not be neglected, and he therefore begged to offer the following resolution:—

"That this Chamber desires to express its entire concurrence in the sentiments embodied in the addresses of the English and American residents of Shanghai to the Hon. J. Ross Browne, late American Minister to China on the occasion of his recall, both as regards their approval of his action at Peking, and their regret at his recall; and also its endorsement of Mr. Browne's clear and forcible exposition of the present state of affairs in China, and of his views with respect to the Burlingame Mission, and the policy which should be pursued by the Home Governments in their relations with China, as set forth in his reply to the said addresses."

—If this community had only known in time of the intended departure of Mr. Browne, he had no doubt there would have been a similar address sent from Hong Kong, but as this was now out of the question, we should be guilty of negligence if some expression of this kind were not placed on record.

Proposed by Mr. Heard and seconded by the Hon. J. B. Taylor "That a copy of the foregoing resolution be sent to Mr. J. Ross Browne, to the British and American Ministers at Peking,

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and to the Shanghai Chamber of Commerce." The motion was seconded by Mr. Rowett, and carried.

Mr. Hitchcock observed that the Government at Washington were in a state of total ignorance on this subject, having been completely hoodwinked by Mr. Burlingame, and it was only by such documents as these, and others, that the Hon. Mr. Browne would take home with him, that it could be dispelled. (Applause.) Mr. Heard's resolution was unanimously carried, and with a vote of thanks to the chairman the meeting then separated.

At a meeting of the Hong Kong and Whampoa Dock Company, on the 18th August, a rather stormy discussion took place. A motion to elect fresh auditors was lost, and the report (giving a dividend of six per cent. for the year) was, after some opposition, adopted. A resolution was passed to take steps for amalgamating with the Union Dock Company, if practicable.

The West Point slip was opened on the 9th inst. by hauling up the steamer *Cataluna*, but unfortunately an accident occurred and the vessel canted over, injuring her bottom. The fault, however, lay in the adjustment of the vessel on the cradle, and not in the slip itself. Strong hopes are entertained that she will be speedily got afloat.

A testimonial has been presented to Captain Clark, of the *Suwonada*, by the underwriters, for his skill in bringing the vessel into harbour on the 26th June last, after striking on an unknown rock with serious damage.

Information is to hand from Canton concerning the final results of the late expedition of H.B.M. gunboat *Bouncer* and the Chinese gunboats *An-lan* and *Sui-tsing*. It appears that the captures made on that occasion have been confiscated, and the crews have suffered the extreme penalty of the law—beheading. For the energy displayed by Captains Godsil and Stewart in bringing their cruise to so successful a termination, they have been decorated with a handsome gold medal, whilst their officers have received each a silver medal. It is understood that the commander and officers of the *Bouncer* were tendered a money consideration for the services rendered, but owing to the late instructions from the Admiralty were compelled to decline the proffered compensation.

The adjourned proceedings in the case of Lyall, Still, and Co. have been resumed in the Bankruptcy Court. The points of argument were almost precisely the same, as to the principle involved, as those recently decided by Chief Justice Smale, on the application of Mr. C. P. Henderson, Manchester. The proceeds of the goods claimed in this instance are under the same invoice-heading which governed all those cases already decided, *in re* Lyall, Still, and Co.'s bankruptcy. In this case it appears that the goods were handed to the Oriental Bank as security for advances made to the bankrupts; that the bank sold the goods and obtained the money therefor; and that a sum of $3,600, in addition, for a bill drawn by Mr. Still in London and dishonoured by Lyall, Still, and Co., was also taken out of the proceeds of the same;—the balance ($4,975.62) having been handed over to the Official Assignee on account of the bankrupt estate. Mr. Whyte (in reference to the $4,975.62) quoted a number of authorities, showing that, however mixed up money might be, a trust must be paid; and though the exact money paid for the goods could not be traced, the Court would not ask for impossibilities. Mr. Hayllar admitted the finality, subject to appeal, of the Chief Justice's decision in the *Pakwan* case touching the goods; but he contended that, regarding the balance paid to the official assignee, Lyall, Still, and Co. having once realised should have at once sent home the proceeds "in first-class bills," as per invoice heading; and the money in the hands of the Banking Corporation was not that in which the trust could be placed. His lordship reserved judgment.

The case of Druscovitch *v.* Walker has been heard in the Supreme Court. This was an action for the recovery of balance of freight on a cargo of coals per *Cleopatra*, from Cardiff, and for damages caused by a refusal to give a certificate of right delivery. The facts are these. The cargo of coals (1,219 tons) in question was shipped by Gillespie, Scott and Co. according to a contract made with the Admiralty in London. Defendant is agent for the London firm, is the consignee of the ship, and has the full command of her movements as to delivery of cargo, &c. As the coal is delivered, however, by the defendant to the Naval Storekeeper here in the Naval Store go-downs, that officer (though consignee under the bill of lading) looks to the defendant for the delivery of a certain quality of coal comparatively free of dust, in accordance with the terms of the contract with Messrs. Gillespie and Co. Of the 1,219 tons shipped, it was shown on discharge and after screening that about 100 tons were composed of coal dust; and this portion was accordingly pronounced at the Naval Yard as unfit for the service. Defendant, on this refusal, refused to give the plaintiff a certificate of delivery without qualification, and insisted upon inserting the fact therein that the coal was unusually dusty. The effect of this was, that the captain would suffer damage to the extent of £152 10s. 10d., balance of freight payable in London after presentation of the certificate of right delivery obtained here; together with £10 10s. primage or gratuity payable to the said plaintiff. The bulk of the freight had been paid in England; a fourth ($1,841.03) was admitted by defendant to be payable here, and was paid into Court; and the question narrowed itself into the damage sustained by the plantiff owing to defendant's refusal to give the certificate of delivery, viz., £163 0s. 10d.

The jury returned a verdict for the plaintiff for the total sum of $2,569.70, made up as follows:—$1,841.03, being fourth part of freight due in Hong Kong; £152 10s. 10d., being the balance of freight payable in London by a three months' bill at 4s. 5¾d., or $681.12; and £10 10s. primage, equal to $47.55.

The *Overland Trade Report* says:—How it is possible the Home Government can be so infatuated as not a see the vast injury it is allowing the country to suffer, by being cajoled out of furthering its just interests in China, is perfectly astounding, in the face of the increasing distress and depression of trade in Lancashire. With a thousand men emigating a day, and continued commercial inactivity in the manufacturing districts, the Government do not stir a finger to further the consumption of their manufactured goods in China, but permit these goods, which cannot but be of benefit to the Chinese, and upon whose manufacture the prosperity of England must mainly depend, to be excluded by illegal exactions on the part of rapacious local officials. That there has latterly been a marked increase in the consumption of manufactured goods in this country is an indication of the vast benefits that would result from the removal of existing restrictions, and the injury of the present Government is doing to the working man by its stolid and selfish indifference as to its trade with China. There is not the slightest doubt, if the rights conceded by treaty were obtained, an import trade, compared with which that at present conducted in China would be a mere trifle, could be carried on, without exhausting the legitimate demand for British manufactures, if that demand were not hampered in all directions by artificial restrictions and illegal exactions. A mercantile gentleman of large experience in this country expressed his opinion recently that, were these illegal restrictions removed, the import trade could be increased to fully ten times what it is at present within the space of three years. To judge from what has taken place where such restrictions have been known to be removed, as, for example, at Chinkiang, it would certainly appear that this estimate is not in the slightest degree beyond the mark.

The circulation of the banks is reported as follows:—

| Banks. | Average amount. | Specie in reserve. |
|---|---|---|
| Oriental Bank ... | ... $782,043 | ... $260,681 |
| Chartered Mercantile | ... 656,185 | ... 250,000 |
| Chartered ... ... | ... 375,250 | ... 130,000 |
| Hong Kong ... | ... 1,095,511 | ... 800,000 |
| Total | ... $2,908,989 | $1,440,681 |

## PHILIPPINES.

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### MANILA.

From Manila the dates reach to the 12th August, but there is nothing to record beyond the mercantile quotations given in our Commercial. The American steamer *Venus* had taken the place of the *Fung Shuey*, lost at Amoy, as a regular trader between Hong Kong and Manila.

## BORNEO.

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### LABUAN.

Some time ago the Governor of Labuan was invited to open the new Mosque in the town of Victoria—a handsome brick building, very creditable to the zeal and public spirit of the Mahomedan traders—and on that occasion his Excellency was presented with an address.

The Governor, Mrs. Pope Hennessy, and the other Europeans were entertained at a *dejeuner* of fruit, pastry, and sherbet, by Syed Malang and the chief Mahomedans in the garden outside the Mosque.

The news of the progress of the coal mines is satisfactory, and coal can now be obtained promptly by any calling vessel.

## JAVA.

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### BATAVIA.

The railroad from Samarang to Solo was expected to be completed by the 10th August.

There seems to be no immediate prospect of the completion of the projected telegraphic line, which is, or rather was, to connect the Java lines, *via* Siac, Malacca, and Singapore, with the Indo-European lines. The posts for the wires have been set up as far as Padang, but the wires are left coiled up here and there, in place of being put on the posts; and, finally, the Governor-General has been informed by the Dutch Minister for the Colonies that no more money could be placed on the Budget for 1869 for the Sumatra telegraph.

The Court of Justice at Batavia has given an important decision on the question as to whether a policy of insurance granted on an English vessel, in an English colony, is to be construed and judged according to the English law. It was decided in the affirmative.

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## STRAITS SETTLEMENTS.

### SINGAPORE.

Dates from this port are to the 27th August; the London mail of the 16th July arrived out on the 18th August. The advices contain no items of special importance, no progress having been made with the measures under consideration by the Legislative Council. Independently of the Legislature, however, two subjects were in course of discussion—namely, the reimbursement claimed for Indian convicts, and the permission given by General Cavanagh to the Maharajah of Johore to lease his Opium Farm independently of that of Singapore. According to the *Straits Times*, the first of these questions is in a fair way of satisfactory settlement, but the same paper anticipates considerable difficulty in adjusting the dispute between the Maharajah and the Straits Government with regard to the Opium Farm.

Mr. J. D. Vaughan, the police magistrate, having returned from Europe, had resumed his duties at the Police-court. Mr. F. H. Gottlieb was doing duty as Junior Magistrate. The vacancy of head clerk in the Police-court had been given to Mr. W. D. Moore, formerly clerk to the Commissioner of Police, and Mr. Moore's post to Mr. Holloway, formerly second clerk in the Court of Requests. According to the usual practice in Government appointments the salary of the head clerk has been reduced, a system of screwing intended to show the economy of the administration.

A court of enquiry on the loss of the *Empress*, from Singapore to London, has been held, and the certificate of the master, McPherson, has been suspended for twelve months.

C. B. Waller, Esq., Commissioner of Police, Singapore, reported his arrival from Penang, and assumed charge of his office, on the 16th August.

H.M.'s steam gunboat *Midge*, Commander Rising, from England (*via* Trincomalee), *en route* to China, has arrived.

### PENANG.

The following has been published for general information :—

Notice is hereby given to all whom it may concern, that by certain treaties entered into on the 21st day of March, 1868, and 6th May, 1869, between Her Majesty the Queen of Great Britain, and his Majesty the King of Siam, the Yang de Per-Tuan of Quedah agreed to cede to Her Britannic Majesty a certain portion of his territory on the mainland of the peninsula, to the east of Province Wellesley, and the said territory having been so ceded by the said Yang de Per-Tuan, the same is thenceforth British territory, and is incorporated with, and has become a portion of Her Majesty's possessions in Province Wellesley on the mainland of the Malay Peninsula; the boundaries of the said province being thenceforth as follows :—

On the West the Sea, on the North the right bank of the River Mudah, on the South the right bank of the River Kurreean, and on the East a line running South from a spot on the right bank of the River Mudah opposite the existing Frontier-pillar at Summatool in a straight line to a point on the extreme Eastern end of the Maratajam range of Hills. Thence along the top ridge of the Punchore Hill to the existing Frontier-pillar on the right bank of the River Kurreean, about 400 English yards above and East of Bukit Tunggal.

On this interpretation the *Penang Gazette* has the following :—The long expected notification of the extension of North Province Wellesley eastward has at length been published. It leaves it somewhat uncertain from what date the annexation of the new territory took effect, as the *two* treaties referred to between Siam and Great Britain are not published. One is dated the 21st of March, 1868, and the other the 6th of May, 1869, and the notification states that the ceded territory *is* "thenceforth" British Territory. Does this mean from the former or the latter date, or is the date actually intended the 13th August instant, the addition of an initial to "henceforth" having altered and confused the meaning of the sentence? The last suggestion would appear to be well founded, for the Notification goes on to say that the new territory "*is* incorporated" with Province Wellesley, the boundaries of the Province being thenceforth (i. e. henceforth) as follows, &c. The Lieutenant Governor's second Notification of the same date appears also to be intended to fix the 13th instant as the date on which the new territory became British.

A meeting has been held with a view to make suitable arrangements to entertain the Duke of Edinburgh.

Mr. Bradford had arrived and supplemented the Hon. C. B. Plunkett as Registrar to the Supreme Court, which is an act of injustice to the latter gentleman.

## CEYLON.

The London mail of August 13 arrived out on the 6th Sept.; dates from Galle are down to that date, and from Colombo the 5th. We extract the following items from our *Telegraphic Extra*, published at Galle for the Straits, China, and Japan :—

The *Shaftesbury* called here for coals on her way from Hong Kong to Bombay. She arrived on the 28th August, and left same day.

Reuter has not been very communicative since last mail, and the wires have not been working well, so that we are almost bare of telegraphic information.

The stoppage of the Albert Assurance Company is causing a deal of excitement here, and several indignant letters have appeared in the papers on the subject.

There is considerable discussion on the change of the currency from £. s. d. to R. a. p.; but, considering that the rupee is the real currency, the measure appears to be a sensible one. There is also great difference of opinion as to the mode of raising the funds for the Galle harbour improvements; but the plan adopted is the only one which could be found practicable. The Imperial Government have always refused to undertake them.

In addition to the items given in our issue of the 27th, from the *Colombo Observer*, we find the following :—

A general meeting of the Chamber of Commerce of Colombo was held to consider the Currency question and the new Customs' ordinance. The following gentlemen were present :—Messrs. J. T. White (chairman), Geo. Wall, R. V. Dunlop, H. T. Armitage, F. Smith, C. Tatham, J. D. Robinson, T. Mackenzie, R. E. Lewis, D. Macdonald, Alfred Wise, R. Crowe, C. E. Leechman, W. Leechman, G. Hedges, C. Bischoff, S. T. Richmond, J. S. Findlay, J. B. Curtayne, and R. Dawsen.

It was also resolved that a deputation of the Chamber should wait upon his Excellency and earnestly request that the change may not be put in force until a reply is received from the Home Government. The following gentlemen were named as the deputation: Messrs. White, L. J. Mercer, R. V. Dunlop, G. Wall and F. Smith; Mr. Dunlop, we believe, requested the Secretary to withdraw his name. The following memorial to the Secretary of State for the colonies was adopted :—"To the Right Honorable Earl Granville, K. G., H. M. Principal Secretary of State for the Colonies. The memorial of the undersigned merchants and others, engaged in the trade of Ceylon humbly showeth,—That your memorialists observe that an Order in Council has been published in the Ceylon Government *Gazette* with the intention of constituting the Rupee the only legal tender in Ceylon, but altogether ignoring its relation to the currency of the island. That for more than thirty years the rupee has been paid and received without question as the equivalent of two shillings Ceylon currency. That your memorialists consider an alteration in the denomination of the currency fraught with much inconvenience if not with risk. Your memorialists therefore humbly pray that any order in Council affecting the rupee may ordain it to be a legal tender at the rate of two shillings Ceylon currency. And your memoralists, as in duty bound, will ever pray." It was resolved that the banks be requested by the Chamber to make no change in their mode of keeping accounts, and to request the support of their head offices to the request and to forward to them copies of the report and memorial. It was resolved that the co-operation of the Planters' Association and the general public be invited in order to procure the reconsideration of the proposed change in the currency.

There is a rumour that the Major-General has recommended the further reduction of the Ceylon Rifle Regiment by two companies, and that the companies at present stationed in Labuan will shortly return to Ceylon. A detachment of the 2nd Brigade Royal Artillery has arrived by the *Lincelles* from Mauritius.

We are moving slowly onwards with coffee exports, and we are now less than 18,000 cwts. from the "million." The shipments during the fortnight are 9,352 cwts. plantation and 3,780 cwts. native, a small quantity of the latter having gone to Philadelphia, and the remainder, as well as the whole of the plantation, to London, by the *Shooting Star* and the *War Cloud*. The figures now are 982,747 cwts., viz., 762,185 cwts. plantation, and 220,562 native, the former being 76,000 cwts. in excess of last year's figures to the same date, and the latter exactly 20,000 less.

| | Plantation. cwts. | Native. cwts. | Total. cwts. |
|---|---|---|---|
| Two ships for London with ... ... | 9,352 | 3,155 | 12,507 |
| One ship for Philadelphia with ... | — | 625 | 625 |
| Total three ships with ... ... | 9,352 | 3,780 | 13,132 |
| Total to 2nd Sept., 1869 ... ... | 762,185 | 220,562 | 982,747 |
| Total to 2nd Sept., 1868 ... ... | 686,714 | 240,562 | 927,276 |
| | 75,471 | 20,000 | 55,471 |

The new crop, except the early pickings already spoken of, most of which have gone to Colombo, will not begin to come in till about the middle of the month, when small parcels will make their appearance. October and November, however, will still be the busy picking months; December, January, and February, the principal months of despatch. Estates generally are looking well.

The circular of Messrs. J. Gibson, Thomson, and Co., Galle, 6th Sept., says:—"Our markets have been somewhat more animated during the fortnight as regards nearly all our articles of produce. The London berth however being still unoccupied, buyers seem disposed to hold off until they have an opportunity of getting their cargo away. The *Albert Victor*, 1,184 tons, is coming down from Colombo to load, and a considerable quantity has been booked for her already. There will still be room, however, for another vessel to take in a good portion of her cargo."

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# Commercial Report.

## CEYLON, STRAITS, JAVA, CHINA, AND JAPAN IMPORTS.

YOKOHAMA.—We have still to report a most unsatisfactory state of things in this market. A few small sales of Grey Goods and Yarns had been made, but the bulk of what little business had been done had been auction sales of damaged goods, from the numerous arrivals which had so overstocked the market. Quotations were almost unchanged:—Cotton Yarn, 16 to 24, $46 to 46.75 per picul; 28 to 32, $47 to 47.50; 38 to 42, $49 to 49.50; Grey Shirtings, 7 lbs., $2.35 to 2.40; 8 lbs., $2.75 to 2.80. The Janet Ferguson, from London, had arrived.

SHANGHAI.—Grey Shirtings: Sales of 170,000 to 190,000 pieces were reported at gradually weakening prices, and some of the goods which had thus gone into second hands were very weakly held, and will probably be resold at a decline. We quote 7 lbs. Tls. 1.94 to 1.97 per piece (few sellers), 8.4 lbs. Tls. 2.1.4 to 2.1.8 per piece, and 9 lbs. to 9.12 lbs. Tls. 2.5 to 2.9.5 per piece; at the latter figures there were but few buyers. The stock of all weights was variously estimated at 1,150,000 to 1,200,000 pieces, and was liable to increase at any date by ships overdue. T-Cloths: About 45,000 to 48,000 pieces had changed hands at nearly last rates, but the market closed very quietly, and for the finer classes a decline must be quoted. 8 lbs. 36 inch somewhat firmer, and sales of Dewhurst's M.T. reported at Tls. 2.10 per piece. Quotations, 6 lbs. Tls. 1.40 to 1.70 per piece, 7 lbs. Tls. 1.68 to 1.90 per piece, and 8 lbs. 36 inch Tls. 1.95 to 2.40 per piece, the latter price being for a special chop. Stock roughly estimated at 160,000 to 180,000 pieces. White Shirtings: The demand had been languid, and only about 4,000 pieces sold—56 reed, Tls. 2.1 to 2.1.2; 60 reed, Tls. 2.2 to 2.2.5; 64 reed, Tls. 2.3.5 to 2.4; and 66 reed, Tls. 2.5 to 2.5.2. Drills: A good inquiry existed for English and Dutch goods at prices under those last current. American goods sold at Tls.4, best at 4.0.5 per piece. Sheetings: American cloth dull of sale; English goods of full weights in moderate inquiry, at Tls. 3.2.5 to 3.3.0 per piece. Jeans declining in value; English goods nominally worth Tls. 3.0.0 to 3.0.5 per piece. A small sale of American goods at Tls. 3.2.5. per piece. Camlets: A few sales at rates slightly under those last current. Scarlet showed a small decline; Grentian and Green higher in price. Black very difficult to place. Long Ells: An inquiry for Scarlet had set in, but had not been met by foreign holders, as higher prices were looked for. The business in other Woollens had been limited. Metals—Iron: Some 20,000 bundles of small sized Rods had found buyers at Tls. 2.05, one invoice at Tls. 2.20 per picul. Stock heavy; Bars: a few sales, at Tls. 2.20 to 3.30. Lead: Dull, no transactions worthy of note. Coal: Market active, but continued arrivals prevented improvement in prices. Cardiff sales at Tls. 8.00 per ton from ship's side. English, Tls. 6.40 for cargoes. American without sales; offers lower.

FOOCHOW.—The following sales had been reported during the interval:—Grey Shirtings, 8¼ lbs., 2,800 pieces, at $3.0 per piece; T-Cloths, 7 lbs., 1,700 pieces, at $2.55 per piece; Grey Shirtings, 7 lbs., 1,200 pieces, at $2.75 per piece; T-Cloths, 6 lbs., 1,000 pieces, at $2.25 per piece; Turkey Red Cloths, 400 pieces, at $3.20 per piece; Camlets, 100 pieces, at $18.25 per piece. Lead, 1,810 piculs, at $8.0, in barter.

HONG KONG.—The following is from Messrs. Olyphant and Co.'s Circular, dated August 18:—Cotton Yarn: Advices from Canton being unfavourable, only limited sales have been effected, but home advices have strengthened holders, who are firm in demanding a slight advance on last quotations, notwithstanding the fact that considerable additions have been made to stocks during the fortnight. Piece Goods: Some slight improvement is observable in the general tone of the market for Manchester goods, owing mainly to late telegrams, which have rendered holders less anxious to press their goods to sale, and induced buyers to replenish their stocks at the low prices current. 7 lb. Grey Shirtings, especially the commoner chops, have found a fair degree of favour, and have advanced about 8 cents per piece, and all other weights of this description command slightly higher figures, though goods from 9 lbs. upwards are saleable only at auction. Common White Shirtings are much wanted, and the market has been nearly cleared at a marked advance, and the better qualities, which are in limited supply, have shared in the improvement. Common 6 lb. T-Cloths, too, are in some request, and a trifle dearer, while best chops of the same weight are easier. Other weights of this description are unchanged in value, but have been more readily saleable. Assorted Spotted Shirtings and Brocades are in large supply, and lower prices have to be accepted in order to effect sales. American Cottons are quite nominal. English and Dutch Drills are lower; 260 pieces of 30 yard English have been placed at private, and 2,200 ditto 40 yard Dutch at auction. Woollens: No change of moment has taken place, and there are no indications of any early return of activity. Metals: Nail Rod and best Bar Iron are lower. Hoop: quiet, but steady. Wire and Steel dull. Lead is materially lower, considerable supplies having arrived, and no demand existing. A good business has been done in Tin, but prices have declined under the influence of somewhat large arrivals. Tin Plates are unchanged. Quicksilver again lower. Coal: No sales have transpired. Ginseng: Demand has been very light, and sales amount to but ten casks and eleven barrels Crude at $112 per picul, and a few parcels of selected root, at prices that have not transpired. The offers made have been generally below the views of holders. The following were the current quotations:—Cotton Yarn, Nos. 16 to 24, $130.0 to 135.0 per bale; 28 to 32, $140.0 to 145.0 per bale; Grey Shirtings, 7 lbs., $2.50 to 2.60 per piece; 8.4 lbs., $2.75 to 2.82½; White Shirtings, $2.50 to 4.80 per piece; T-Cloths, 6 lbs., $1.85 to 2.10 per piece; 7 lbs., $2.15 to 2.42½; 8 to 8.4 oz., $2.65 to 2.85; American Drills, 40 yards 15 lbs., $5.20 to 5.50 per piece; Dutch Drills, 40 yards 14 lbs., $4.60 to 4.70 per piece; Iron—Nail Rod, $2.75 to 2.80 per picul; Round, Square, and Flat Bar, $2.80 to 2.90 per picul; Hoop, $2.90 to 2.95 per picul; Wire, $6.50 to 6.95 per picul; Lead, $6.75 to 7.0 per picul.

BATAVIA.—Madapollams: Dutch White and Unbleached, demand limited, with very few transactions; English White, neglected; Unbleached, saleable in small lots. Shirtings: Dutch White, no inquiry; Unbleached, good quality inquired for; English White, some sorts saleable at low rates; Unbleached, suitable weights in some inquiry; Cambrics: Saleable at low rates; Drills: Dutch, in some inquiry; English, in somewhat better request; Blue, no stocks. Jaconets: Plain, unsaleable; Printed, suitable patterns saleable; T. R. Cloth: Limited demand. Dyed Cloth: Orange dye saleable; Prints: Demand supplied and less active, prices weak; Mule Twist: In some request; Turkey Red, improved demand, especially No. 28; Green and Orange, slow of sale; Sewing Thread: In some inquiry; Batticks: Only saleable at very low rates; Blankets: Woollen, demand less; Molton, in some inquiry; Iron: Swedish, large supplies; English, difficult of sale, with ample stocks; Steel: Saleable; Sheet Copper: Stocks, demand for consumption limited; Zinc: Unsaleable; Spelter: Not in much request; Lead: Sheet, unsaleable; Pig, improved demand. Iron Nails: Supplies, good assortments still in demand; Copper Nails: Stocks; Tin Plates: Saleable, small stocks. Coals: Market supplied.

SINGAPORE.—The inquiry for Cotton Goods had improved, but holders asked advanced rates, and the business had consequently been limited. 39-inch Grey Shirtings: 6 lbs. nominally worth $2.15 to 2.20. 7 lbs. placed to a small extent at $2.52½ to 2.55. A few thousand pieces 8¼ lbs. had been disposed of at $2.87½ to 2.95. 45-inch unaltered. 36-inch White Shirtings also unchanged. 36-inch White Spots: Sales at $2.85 to 2.87½. 45-inch White Cambrics without alteration. 24's in fair inquiry at rather firmer rates, 15's and 16's dull. 30-inch White Madapollams in fair inquiry at $23 per corge. 33-inch Imitation Irish Linens: Sales at $2.12½ to 2.20. 32-inch Grey T-Cloths: 4 lbs. and 4½ lbs. sold at $1.45 and 1.55 respectively. 5 lbs. in limited demand at $1.65. 6 lbs. small sales reported at $1.85/90. 7 lbs. firm at $2.15/20. 32-inch Grey Madapollams: 3 lbs. placed at $21¾ to 22¼ to a limited extent. 30-inch Grey Drills: Dutch 9¼ lbs. sold at $65 to 67 per corge. English 8 lbs. and 9¼ lbs. placed to a small extent at $55 and $60 per corge respectively, other descriptions unchanged. 32-inch Turkey Red Cambrics: 2 lbs to 2 lbs. 4 oz. inquired for and worth $2.20 to 2.25 for the latter weight. Sales of 2¾ lbs. reported at $2.55/60 and 3 lbs. at $2.65. Grey Yarn: 16/24 wanted, and worth about $130; 40s. placed to some extent at $145/47½. Coloured Yarn: Sales of Imperial Red at $73, Orange at $80, and Green at $87¼. Turkey Red Yarn: 40s., 10 lbs. worth $150, and 12 lbs. $155.65. Woollens without alteration; no transactions. Metals: No demand for Copper Sheathing. Sales of Yellow Metal at $22 to 22⅜. Zinc Sheathing in request at $9 to 9¼. Small sales of Iron at $2.35 per picul for Square, $2.40 for Flat Bar, $2.50 for Nail Rod, and $3.35 for Swedish. Pig Iron placed at $21 per ton. A sale of Pig Lead at $6.30. Tin Plates dull at $5.75. Brass-wire in inquiry, but only at unremunerative rates. Cardiff Coals placed at $7.62½ to 7.87½ ex ship; no transactions in other descriptions.

PENANG.—An improved demand had been checked as at Singapore by the high rates demanded by holders, to which buyers were disinclined to respond. Grey Shirtings in pretty fair inquiry, and sales of 6 lbs. reported at from $45¼ to $46 per corge. 7 lbs. not in heavy stock, and sales only of inferior at $50½ per corge, and of ordinary at $52¼. High prices asked by holders of 8¼ lbs. goods checked sales, but to supply immediate wants $60 to $63 per corge had been paid. In Grey Long Cloths and Madapollams no business. Grey T-Cloths out of demand; a few sales of 6 lbs. at $39 and $39¼ per corge. White Shirtings in increased stock, demand mostly for medium qualities. Sales reported of fine at $100 to $108, medium at $65 to $94 per corge. The stock of yarn was light, and higher prices had been asked for and obtained. The sales of Grey Mule, No. 40, at $147; Turkey Red, 18 to 24, at $122; Imperial Red, at $78; Green, at $83 per bale.

COLOMBO.—Messrs. Geo. Wall and Co.'s Circular is as follows:—The tendency of home advices during the latter half of the fortnight has been to weaken the fair inquiry which existed at its commencement, and to increase and prolong the restriction usual at this season. The market for every description of Cotton goods closes quite inanimate. For Grey Mule Twist, indeed, there is a good demand; but, in the absence of stocks, there are no transactions. Even the arrival of two vessels with general cargo has not had the usual effect of stimulating inquiry. But the statistical position of most articles is good, and importers are not disposed to reduce their limits materially. A return of animation is confidently looked for when the progress towards the coast of the new coffee crop shall have occasioned renewed activity along all the principal lines of communication with the interior, and put in motion the curing establishments of Colombo.

## CEYLON, STRAITS, JAVA, CHINA, AND JAPAN EXPORTS.

The weight of opinion on the supply for the present season is that Tea will be fully equal to last year, but that Silk will be less. Although the teamen at Shanghai and Hankow may have lost on the first crop, they will make it up on the second.

### TEA.

YOKOHAMA.—An active demand had sprung up, and quite a large business had been done for the New York market, nearly 5,000 piculs having been settled. In spite of some unfavourable weather, arrivals had more than kept pace with the demand, and stocks were about 3,500 piculs. Good medium and fine had been the grades chiefly dealt in, and the quality continued fair. Prices unchanged. The China (P.M.S.S. Co.'s steamer) had left with 140,689 lbs., and the Doon had sailed for New York with 272,263 lbs. Export to date 412,952 lbs., against 397,270 lbs. same time last year. On the berth were the Carobel, Cedric, Janet Ferguson, and Aurora Australis for New York, and the Evangeline for San Francisco; no vessel for London. Prices: finest, $36 to 37; fine, $31 to 33; good medium, $27 to 30; medium, $25 to 26; good common, $22 to 23.

SHANGHAI.—Black: There had been but a moderate business transacted, and prices, on the whole, had been slightly weaker. Common Black leafs still maintained a high rate, though it was tolerably clear that there would be an abundant third crop, consisting chiefly of these kinds. The export, as compared with that of last year at same date, shows a decrease of 250,000 lbs. Black, and 1,000,000 lbs. Green. The stock was 29,000 chests, against 36,500 chests. Settlements on the market, 14,645 chests; reshipments, 4,569 chests; stock, 29,300 chests. The following had been

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the prices paid:—Oonams and Oonfas, Tls. 19 to 26½ per picul; Oopacks, &c., Tls. 20 to 25 per picul; Ningchows, Tls. 20 to 25½ per picul. Green: The market for new Teenkais, &c., was opened by the purchase of one chop at Tls. 44½, since when the settlement of two chops Fychow was reported, at Tls. 35 and Tls. 36. A moderate business had been done in Pingsueys, at Tls. 35 to 43¼; Fychows and Teenkais, at Tls. 35 to 44½; Shanghai Packed, at Tls. 30 to 35½. Settlements—3,093 half-chests Pingsuey; 2,618 half-chests Foochow and Teenkai; 3,017 half-chests Shanghai-packed. Stock—2,850 half-chests Pingsuey; 23,100 half-chests Fychow and Teenkai; 4,500 half-chests Shanghai-packed.

Hankow.—The following is from Messrs. Drysdale, Ringer, and Co.'s report, dated August 7:—The settlements since date of our last do not exceed by much those made during the previous fortnight; arrivals have, however, come to hand more freely, but our market has, nevertheless, been kept with a bare stock, as the bulk of the supplies have on arrival been sent on almost immediately to Shanghai for sale; the quantity which has gone forward for resale there is almost double the quantity which has been settled on this market. Settlements for fortnight are 8,900 chests, 2,939 half-chests, and 1,000 boxes, at from 14½ to 20 taels per picul. Shipments to Shanghai for sale 17,000 packages, a fair proportion of which has been purchased from the teamen by native speculators. Prices are decidedly higher than when we last gave quotations, many of the late settlements having been made at fully 2d. per lb. over latest home rates, and, quality considered, from six to eight taels per picul advance from the lowest point of the market. The high prices current both here and in Shanghai continue to encourage up-country operations, and from the latest information to hand we hear of the opening of additional Hongs for the purpose of making up third crop leaf. The price of leaf in Shuntam and the neighbouring districts has, we hear, advanced the equivalent of taels three per picul, and we are now told by teamen that the deficit in supplies will not be so great as they at first expected; they still, however, are confident the export hence will be less than last season, but we fear that the falling off will be too small to have any material effect on the home market. We quote fair to good second crop Oopacks, 17 to 20; Oonams, nominally, 16 to 18, but few on offer; and Shuntam packed Teas 15 to 16½ taels per picul. Oanfas, none on offer.

Foochow.—Congou: The second crop Teas had not come to hand so freely as was expected, and thus there had been but small stocks on offer throughout the fortnight. One or two firms had shown much eagerness to purchase, and prices had gradually advanced, being at the close 1 to 2 Taels higher, the advance being more marked in the common grades. As regards the quality of the second crop Teas, the report was unfavourable, though but few parcels had been received from the higher districts. Souchongs: A fair amount of business had been transacted on rather easier terms. Oolongs: A few parcels had found buyers at lower rates, and it was reported that one American firm had purchased about 2,000 half-chests, but the prices paid had not transpired. Scented Teas continued in moderate inquiry at previous currencies. Flowery Pekoes found ready sale at full rates. Settlements for the fortnight had been—Congou, 48,274 chests, at Tls. 9.1 to 26.3 per picul, ship off; Souchong, 6,002 chests, at Tls. 18.8 to 31.8; Oolong, 1,815 half-chests, at Tls. 21.3 to 24.8; Scented Teas, 7,740 boxes, at Tls. 8.8 to 27.8; Flowery Pekoe, 393 chests, at Tls. 26.8 to 64.8.

Kiukiang.—The receipts of Blacks had continued to be on a moderate scale, but it was reported that there was more activity in the interior, consequent upon advices of favourable outturn at Shanghai. Six small parcels had been settled at an advance of about Tls. 2 per picul. New Greens were not expected until about the 15th August. The quantity made in the Moyune district was reported to be about as large as last year.

Amoy.—Congous had been taken readily on arrival, notwithstanding their poor quality, at very full prices. Nothing further had been done in Oolongs, the few good Teas remaining unsold being firmly held, and buyers making no offers for the common grades. Supplies were coming forward very slowly, and teamen asserted that the season's crop would not exceed 90,000 half-chests. The Cresswell was loading for London and the Insulaire and Nantib for New York.

Canton.—The settlements of Scented Teas had been on an increased scale, and though purchases were made at about former rates during the early part of the interval, the continued demand had, towards the close, enabled teamen to obtain an advance of about two taels per picul. Canton Greens had been in moderate request for the London and Continental markets, at about last quotations. Canton District Congous had been neglected. Stocks of all descriptions were becoming much reduced, and, in view of the losses so generally sustained this season, Teamen evinced great reluctance to make further purchases of leaf at the prices demanded by growers. It was reported that the fourth crop would fall short of what it was expected to be owing to continued warm and dry weather. The stock of Country Congous had been increased to 1,800 chests—3 chops medium Oonams—but there was no immediate prospect of further arrivals. The following had been the settlements and quotations for the fortnight:—Country Congou, none; stock, 1,800 chests; Canton do., 500 boxes at Tls. 20 to 24; Scented Orange Pekoe, 25,000 boxes, at Tls. 14 to 31; Scented Caper, 35,000 boxes, at Tls. 10.4 to 28.50; Canton Gunpowder, 6,000 boxes, at Tls. 15 to 31; Do., Young Hyson, 1,000 boxes, at Tls. 15 to 18; Do., Imperial, 2,000 boxes, at Tls. 14 to 20.

## SILK.

Yokohama.—About a thousand piculs of Silk had been settled without change in quotations. The weather had not been favourable to the transit of supplies, but they had, nevertheless, been kept fully up to the demand. The quality of arrivals, which had consisted mainly of medium hanks, had been fully up to the average, and there was a noticeable improvement in the tares, particularly from the Mybash district, the result of the system of inspection established by the silk-owning Daimios. Stocks were increasing, being at the close nearly 300 piculs. Prices: Mybash best offering, $750, at 4s. 6½d., worth 30s. in London; medium, $700 to 730, say 28s. to 29s. 2d. in London; inferior, $650 to 680—say 26s. to 27s. 3d. in London. In Silkworm's Eggs both buyers and sellers were firm, and with the great difference existing between their ideas of prices, there was no prospect of business. If either side give way, it must be the sellers; stocks were accumulating, though quite trifling compared with other seasons. Last year, for instance, a million cards had come in, against 70,000 this season.

Shanghai.—We extract the following report from Messrs. C. J. Skeggs' and Co.'s Circular, dated 12th August:—The French mail which left here on the 6th instant took 934 bales, prices being about the same as previously quoted. Since then business has gradually progressed until about 2,000 bales have been placed for this steamer, making the total settlement for the fortnight about 3,000 bales. Little can be said about prices further than that the dealers are very firm, and may have gained a slight advantage in some cases towards the close; the bulk of the settlements, however, have been done at last mail's rates, the only notable exception being Red Peacocks, for which one or two anxious buyers have given up to Tls. 465. Chops remain unaltered at the following quotations:—Koo-fong-sings and Choopings, No. 3, Tls. 560; Dragon, Tls. 557½; Ya-kee, Tls. 547½; Elephant, Tls. 485. Hainins remain at Tls. 480 for No. 2. Fat-mow and Tay-saams show no alteration. The total yield available for export is variously estimated at from 40,000 to 43,000 bales.

## JAVA, STRAITS, AND CEYLON PRODUCE.

Batavia.—Arrack, in good demand, at f.120 to f.122 per leaguer. Cloves, f.18 to f.20 per picul, dull. Coffee—Java, f.33 per picul, sales. Cubebs, f.17 to f.18 per picul, nothing doing. Gutta-percha, f.60 to f.120 per picul, according to quality; market bare. Gum Damar, f.46 to f.48.50 per picul, sales; supplies. Hides—Cow, f.0.35 to f.0.40; Buffalo, f.0.23 to f.0.25 per lb., according to quality. India-rubber, f.90 to f.100 per picul, scarce. Indigo: Sales at Samarang, f.5.25 to f.5.35 per lb. for first quality. Mace, f.100 per picul, wanted. Nutmegs, f.110 to f.115 per picul, sales. Pepper: Black f.16, White f.30, per picul. No stocks. Rice: In good demand, first quality at f.150 to f.160 per Coyang; second, at f.120 to f.130 per Coyang; Cargo, at f.95 to f.100 per Coyang. Crop of Indramayoe table rice, about 25m/. piculs, sold by tender at f.256 05 per Coyang with bags, and 10m/. piculs Boedie Radja at f.230, without bags. Rattans: Borneo at f.10.50 to f.13 per picul, and Padang f.8 to f.8.50 per picul; sales. Sugar: No. 14, f.16.50 to f.16.75 per picul. Crop of Wonopringo, about 33m/. piculs, sold at auction at f.15.20, No. 20 at f.16.30 to f.15.80 per picul for medium numbers. Tin: Billiton—none in the market.

Singapore.—Gambier: There has been a steady advance in this article, and the price had reached $3.20, at which there were still buyers. Black Pepper is in very active demand at $6.85 to 6.90. There would be very little procurable until the next crop, which begins to come in about the end of December. White Pepper exceedingly scarce, small parcels readily sold at $10¼ to 11, according to quality and dryness. Sago Flour: Contracts for Singapore had been made at $2.58; 2,500 piculs Sarawak sold at $2.69, and 200 piculs Siak at $2.60. Pearl Sago: Contracts have been made at $3.20 to 3.22½ for small grain and $3.27½ for large. Tapioca: Sales at $4.50 to 4.90 for Flake, which was firm at the latter quotation. Pearl $4.75. Buffalo Hides in good demand at $10¾ to 11. Buffalo Horns advanced to $10¼, being in very active demand. Gum Damar out of supply, worth $16½ to 17. Rattans exceedingly scarce; good quality worth $5 to 6; ordinary Straits kinds $3 to 3½. Cassia Lignea in more demand, a small sale at $19½. Cubebs: Very little inquiry, worth $7¾ to 8. Coffee: Sales of Bontyne at $13½, 1,000 piculs picked Bally, for which $8¾ had been offered, held for higher prices. Nutmegs: An arrival brought $50 per picul. Mace: Good quality worth $55, none on the market.

Colombo.—Coffee Plantation: Sellers asked more than buyers can afford to give, and there was consequently nothing doing. 11s. 6d. p. bus., equal to 61s. per cwt., f.o.b., was the nominal quotation. Native: The market was quite bare of supplies. Nominal quotation—48s. to 49s. per cwt., f.o.b. Exports of both Plantation and Native from October 1, 1868, to Sept. 2, 1869, $982,747, against $927,276 at the same time last year, showing an increase of $55,471. Cinnamon: Dealings large, at firm rates. Plumbago: The fall in the home market appears to have affected the local market for fine kinds but little, and dealers refused to accept less than £15 for really good lump; the price for small chips is £6 to £6. 10s.; for dust, £4. 10s. to £5. Coir: Active; fibre in fair request; dealings in rope good. Ebony: In demand. Sapanwood: Scarce. Deer Horns: Small parcels of mixed sizes offered at £10. Rice: Slow; stocks continue good. Coals: No market.

## EXPORT OF TEA AND SILK, SEASON 1869-70.

TO GREAT BRITAIN.

| Date. | From Kanagawa & Nagnsaki. | From Shanghai and Hankow | From Foochow. | From Amoy. | From Canton, Macao, &c. | Total lbs. | SILK Total Bales & Cses |
|---|---|---|---|---|---|---|---|
| From June 1 to July 31, 1869 ..... | ... | 30858533 | 12877127 | ... | 3752387 | 47488047 | 8795 |
| Corresponding period last season..... | 480839 | 30253369 | 35867513 | ... | 6708707 | 73310428 | 166 2 |

*Shipments Since;*

| | | | | |
|---|---|---|---|---|
| July 18 per Kalsow | | From Foochow | ...1,141,868 | |
| — 20 ... Black Prince | | ... Do. | ...1,000,350 | |
| — 22 ... Windhover | | ... Do. | ...1,152,944 | |
| — 27 ... Falcon | | ... Do. | ... 961,200 | |
| Aug. 1 ... Star of China | | ... Shanghai | ... 968,493 | |
| — 1 ... Hopewell | | ... Do. | ... 661,784 | |
| — 1 ... Clara | | ... Foochow | ...1,200,000 | |
| — 5 ... Charmian | | ... Shanghai | ... 657,918 | |
| — — ... J. R. Worcester | | ... Do. | ...1,092,807 | |
| — — ... Challenge | | ... Do. | ... 782, 66 | |
| — — ... Dilkhoosh | | ... Do. | ...1,214,713 | |
| — — ... Emeu (ml. str.) | | ... Shanghai, &c. | ... — | 738* |
| — 6 ... Dunmail | | ... Canton | ...1,086,304 | |
| — — ... Gleam | | ... Amoy | ... 381,685 | |
| — — ... Min | | ... Foochow | ... 871,800 | |
| — 12 ... Silver Eagle | | ... Do. | ...1,155,900 | |
| — 13 ... Donnai (Fr. ml. str.) | | ... Shanghai, &c. | ... — | 1,306 |
| — 19 ... Bengal (ml. str.) | | ... Do. | ... — | 2,962 |

* In addition to that last reported.

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TO UNITED STATES.

| | | Pcls. |
|---|---|---|
| From June 1 to July 31, 1869 ..... | 387743 | 215 |
| Corresponding period last season..... | 552160 | 122 |

*Shipments Since;*

| | | |
|---|---|---|
| July 30 per Japan (str.) | From Yokohama ... | 24,222 |
| Aug. 9 ... Enrique | ... Canton ... | 86,066 |

TO THE CONTINENT.

| | | Bales. |
|---|---|---|
| From June 1 to July 31, 1869 ..... | 42720 | — |
| Corresponding period last season..... | 95560 | — |

*Shipments Since;* None.

TO AUSTRALIA.

| | |
|---|---|
| From June 1 to July 31, 1869 ... ... ... ... | ... 20,601,818 lbs. |
| Corresponding period last year ... ... ... ... | ... 6,218,339 |

*Shipments Since;*

| | | | |
|---|---|---|---|
| July 18 per Louisa | From Foochow | ... | 299,000* |
| — 22 ... J. Brown | ... Do. | ... | 319,135* |
| — 27 ... Dashing Wave | ... Do. | ... | 360,900* |
| — 29 ... Minnie | ... Do. | ... | 510,000* |
| — 29 ... Helpmeet | ... Do. | ... | 419,900* |
| — 29 ... Hong Kong | ... Do. | ... | 267,000* |
| — 27 ... Edgar Ross | ... Do. | ... | 343,100* |
| — — ... Fromm | ... Do. | ... | 247,500* |
| — — ... Mobil | ... Do. | ... | 401,000* |
| — — ... Katrina Maria | ... Do. | ... | 242,300* |
| — 22 ... Isabella Brown | ... Do. | ... | 319,200* |
| — 23 ... Constance | ... Do. | ... | 68,000* |
| Aug. 6 ... Feronia | ... Do. | ... | 438,000 |
| — — ... Folden | ... Do. | ... | 246,000 |
| — 5 ... Thorkeld | ... Do. | ... | 180,400 |
| — — ... Nil Desperandum | ... Do. | ... | 180,400 |
| — — ... Minnie Graham | ... Do. | ... | 348,000 |
| — 7 ... Melrose | ... Do. | ... | 322,600 |

* Included in above total.

## EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

| At | Bank Bills. | Credits. | Documentary. |
|---|---|---|---|
| Yokohama, 6 m. s. ... | 4s. 6d. | 4s. 6¼d. | 4s. 6¾d. |
| Hiogo & Osaka ,, ... | — | — | — |
| Shanghai ,, ,, ... | 5s. 10¼d. | 5s. 10¼d. | 5s. 11¼d. |
| Canton ,, ,, | 4s. 5¾d. | 4s. 6d. | 4s. 6¼d. |
| Hong Kong ,, ,, | | | |
| Macao ,, ,, | | | |
| Singapore ,, ,, ... | 4s. 5d. | 4s. 5¼d. | 4s. 5¾d. |
| Manila ,, ,, ... | 4s. 3¼d. | 4s. 3¾d. | 4s. 3¾d. |
| Colombo ,, ,, ... | par. | — | 1¼ to 2 dis. |

MISCELLANEOUS.

| — | At Shanghai. | At Hong Kong. |
|---|---|---|
| Bills on India ... ... ... | 300 | 226 to 228 |
| ,, Hong Kong ... ... | 23½ to 24 dis. | — |
| Bar silver ... ... ... | 111.5.0 | 7 prem. |
| Mexican dollars ... ... ... | 76.2.0 | par. |

Bous, at Yokohama, 340 to 347 per 100 dols.

SHARES.

Hong Kong and Shanghai Bank, New, 16; Old, 35 to 43 per cent. prem.
Hong Kong Gas Company, 44 dols. per share.
Hong Kong and Whampoa Dock, New, 12; Old, 12 per cent. discount.
Union Dock Company, 50 per cent. discount.
China Traders' Insurance, 580 dols. premium.
Hotel shares, 50 to 60 per cent. discount.
Hong Kong and Macao Steamboat Company, 12 per cent. premium.

## SHANGHAI SHARES AND STOCKS.

| | Shares. Taels. | Paid up. Taels. | Latest Qtn. Taels. | Divnd. |
|---|---|---|---|---|
| Shanghai Dock Company ... | 500 ... | 500 .. | 100 ... | 6 p.c. |
| Shanghai Club ... ... ... | 400 ... | 400 ... | Nil. . . | None. |
| Shanghai Cargo-boat Company | 200 ... | 200 ... | 200 ... | 10 p.c. |
| Shanghai Gas Company ... | 100 ... | 100 ... | 97 ... | None. |
| Shanghai Racket Club ... ... | 120 .. | 120 ... | 75 ... | ,, |
| Hongque Wharf Company ... | 1,000 ... | 1,000 ... | 51 ... | ,, |
| Shanghai S.N. Company ... | 100 ... | 100 ... | 96 ... | 12 p.c. |
| S. Tug and Lighter Company ... | 850 ... | 850 ... | 500 ... | None. |
| Shanghai Horse Bazaar ... | 50 ... | 50 ... | 0.75 ... | ,, |
| French Gas Company ... ... | 50 ... | 50 ... | 25 ... | ,, |
| Hong K. Fire Insurance Co. ... | 1,000 ... | 100 ... | 185 ... | ,, |
| North China Insurance Co. ... | 1,000 ... | 200 ... | 300 ... | ,, |
| North China Steamer Company | 500 ... | 500 ... | — ... | ,, |
| Union S.N. Company ... ... | 250 ... | 250 ... | 250 ... | 15 p.c. |
| Yangtze Insce. Association ... | 1,000 ... | 1,000 ... | 1,450 ... | 8 p.c. |
| Recreation Fund ... ... | $50 ... | — ... | $16 ... | — |
| Union Insurance Society ... | $5,000 ... | 1,000 ... | 2,700 ... | — |
| China Traders' Co. (Limited) ... | 5,000 ... | 1,000 ... | 1,600 ... | — |
| H. K. and China Gas (Lim.) ... | £10 ... | £10 ... | $40 ... | 6 p.c |

# Shipping Intelligence.

## ARRIVALS.

At Yokohama.—From London, July 28, Janet Ferguson.
At Hiogo.—No advices.
At Nagasaki.—From Amsterdam, Johanna Willelm.
At Shanghai.—From London, Aug. 5, Corea; —, Wylo, Ornate, Kelso, Beemah (reported by telegram); from Liverpool, 11, M. C. Nelson; from Cardiff, Diamond (reported by telegram); from Hamburg, 10, Harmonia; from Shields, Atma.
At Foochow.—None.
At Amoy.—None.
At Hong Kong.—From London, Invincible; from Shields, Killarney (reported by telegram).
At Hong Kong and Canton.—From London, Aug. 6, British Empire, Chetah; from Liverpool, Veronica; from Cardiff, 7, Glenartney (str.); from New York, 7, Moneka (str.).
At Manila.—None.
At Singapore.—From London, Aug. 25, Luzon; from Liverpool, 14, Khimjee Oodowjee; 18, Alfred; from England, 21, H.M.S. Midge; from Cardiff, 17, Louis Meyer; 20, Empress of India; 23, Ravensworth; 26, Ravenscliff, from Newcastle, 25, Humboldt; from Rotterdam, 13, Tollens; 26, Tony; from Lisbon, 14, Baltic; from Bourbon, St. Sauveur; 19, Arabic.
At Batavia.—From London, Aug. 9, Drusus; from Cardiff, 13, Walcheren; from Newcastle, 9, Louise; 15, Saga; from Glasgow, 18, County of Nairn; from Shields, 9, Regina Maria; from Rotterdam, 6, Sumatra; 13, Mary and Hillegonda; from Holland, 8, Johanna Maria; from Amsterdam, 10, Djawa; 18, Vier Gebroeders; from Bordeaux, 13, Eldorado; from Havana, Onrust.
At Penang.—From London, Aug. 15, Peri; from Glasgow, Mary Falconer; 17, John Paul.
At Bangkok.—No advices.
At Saigon.—No advices.
At Colombo.—From London, Aug. 28, Asphodel, Ocean Rover.

## DEPARTURES.

From Yokohama.—For New York, Aug. 3, Doon.
From Shanghai.—For London, Aug. 5, Dilkhoosh; 6, Tynedale, Charmian, Challenge, J. R. Worcester.
From Foochow.—For London, Aug. 7, Min; 12, Silver Eagle; 26, Flying Spur (reported by telegram).
From Amoy.—For London, Aug. 6, Gleam.
From Hong Kong and Canton.—For Hamburg, Aug. 14, Sea Mew; for Callao, 17; Landwurstein, for New York, 9, Enrique.
From Manila.—For Liverpool, via Ilo Ilo, July 29, Magallanes; for London, via Cebu, 29, Delbhur; for New York, Aug. 5, Cleopatra; 10, Sonora; for Cadiz, 2, Fidela; 5, Conchita.
From Singapore.—For London, Aug. 17, Canning; 18, Sree Singapura; for Liverpool, Doune Castle; for Marseilles, 26, Emma; for Bordeaux, 21, Mondelli; for Barcelona, 24, Nuevo Lantaro; for Gibraltar, 25, Madura.
From Batavia.—For Holland, Aug. 16, Laura and Adele, Noach I.
From Penang.—For London, Aug. 22, Mofussilite.
From Colombo.—For London, Aug. 26, War Cloud, Comus, Star of the South, Shooting Star; for Philadelphia, Maid of Glanwern.

## FREIGHTS AND CHARTERS.

At Yokohama.—No vessel loading for home. To New York £2 10s. nominal. Per steamer to New York $45 per ton of 40 ft.
At Shanghai.—The rate to London has declined to £2 per ton. To New York the Argonaut is on the berth at £3 per ton of 40 ft.
At Nagasaki.—To London £4; to New York £3 10s. gold; nominal.
At Foochow.—Vessels on the berth for home are loading at £2 10s.
At Hong Kong and Canton.—To London £2 10s. per ton. To Liverpool the Veronica is getting £2 15s.
At Colombo—For London, coffee, 40s. to 50s.; deadweight 45s to 50s.
At Manila.—The Oriana for Liverpool loads 1,000 tons wet sugar at £2 5s., and hemp at £3 5s. per cwt. James Aiken for London takes about 500 tons dry sugar at £2 per 20 cwt. Orion, to load at Ilo Ilo for Liverpool, a full cargo of wet sugar at £2 12s. 6d. per 20 cwt. There is nothing new to the United States to report; last rates $11 gold per 20 cwt. sugar, and per four bales hemp.
At Singapore.—To London and Liverpool the rates are 35s. to 40s. per ton.
At Penang.—To London, deadweight £1 10s., light freight £2.
At Batavia.—There is no alteration to report.

## VESSELS PASSED STRAITS OF SUNDA.

| Date. | Ship. | From | To. |
|---|---|---|---|
| Aug. 3 | Khimjee Oodowjee | ... Liverpool | ... Singapore |
| ,, — | Bilderdyk | ... Rotterdam | ... Samarang |
| ,, 6 | Constantia | ... Batavia | ... Rotterdam |
| ,, — | Johanna Maria | ... Rotterdam | ... Batavia |
| ,, 7 | Schelde | ... Amsterdam | ... Samarang |
| ,, — | Nederland and Oranje | ... Batavia | ... Schiedam |
| ,, — | Brinkburn | ... Sunderland | ... Hong Kong |
| ,, — | Ensign | ... Cardiff | ... Japan |
| ,, 9 | W. van Middelburg | ... Do. | ... Batavia |
| ,, 14 | Ida | ... Hamburg | ... Nicolay Feck |
| ,, 15 | Falk | ... Macao | ... Falmouth |
| ,, — | Ornate | ... London | ... Shanghai |
| ,, — | Elina | ... Cadiz | ... Manila |
| ,, 16 | Vier Gebroeders | ... Amsterdam | ... Batavia |
| ,, — | County of Nairn | ... Glasgow | ... Do. |
| ,, — | John George | ... Sunderland | ... Hong Kong |
| ,, 17 | Onrust | ... Havana | ... Batavia |
| ,, — | Kelso | ... London | ... Shanghai |

## VESSELS LOADING.

At Yokohama.—There is no vessel on the berth either for Europe or America.
At Shanghai.—For London, Conqueror, Lord Macaulay, Joseph Sprott, Geriant, Hindustan, Mary Moore, Tamerlane, Rollo, L'Emperatrice, Prudhoe; for New York, Argonaut.
At Foochow.—For London, Yangtze, Chusan (full), Corona, Magellan, Flying Spur; for Boston, Mary Edie.
At Amoy.—For London, Creswell; for New York, Nantib, Insulaire.
At Hong Kong and Canton.—For London, Scawfell, Vanguard, Grassmere; for Liverpool, Veronica; for New York, Game Cock.

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At Manila.—For London, Vincenza, Carin, James Aiken; for Liverpool, Oriana; for Cadiz, 17, Pepita; for New York, George Peabody, Formosa; for Boston, Wild Rover, Archer.

At Singapore.—For London, Empress of India, Flora; for Liverpool, Kinfauns Castle, Ottawa; for Channel, f.o., Alfred; for Marseilles, Favorite.

At Penang.—For London, Albion, Mary Falconer, Ulleswater.

At Colombo.—For London, Star of the South, Passover, Skimmer of the Waves, Hollinside, Benledi; for Boston, Asphodel.

## SHIPPING POSTSCRIPT.

—o—

Arrivals not in the Tables.—September 29, at London, from Colombo, &c., William Ritson; 28, at Bristol, from Macao, Baldur; at Falmouth, from Saigon, for Copenhagen, Salamander; from Bangkok, Sandersons; 29, off Falmouth, from Manila, for Rotterdam, China; at Liverpool, from Akyab, Eurynome; 17, at San Francisco, from Hong Kong, Elcano; 16, at New York, from Singapore, Sydpolen, 29, at Falmouth, from Rangoon, for Bremen, Louis Henri; 30, from Saigon, Nederland; 27, at Copenhagen, from Akyab, Emily; 28, at Texel, from Batavia, Vice-Admiral May; 30, off the Lizard, from Foochow, &c., Thermopylæ; 29, at Queenstown, from Rangoon, Margaretto Delfino, Andromeda; Oct. 1, at Deal, from Rangoon, Lepanto; Sept. 28, at Bremerhaven, from Rangoon, Sirius; Oct. 2, at London, from Shanghai, Forward Ho; —, off Kinsale, from Rangoon, Lancashire Witch; Sept. 29, at Brouwershaven, from Saigon, Cananore; at Cowes, from Akyab, for Copenhagen, Lorfald; Oct. 4, at London, from Manila, Channel Queen.

Departures.—Sept. 28, from Cardiff, for Galle, Valkyrien; Oct. 2, from London, for Hong Kong, Queen of the Age; Sept. 30, from Sunderland, for Hiogo, Hengist; 28, from Cuxhaven, for Shanghai, Hesperus; Oct. 1, from London, for Batavia and Sourabaya, Gladiator.

Spoken.—Mary Simpson, Penang to London, Aug. 7, 2 S., 18 W.; Nabob, Bangkok to Amsterdam, Aug. 8, 1 S., 19 W.; Naworth, Liverpool to Singapore, Aug. 12; Queen of the South, of Dumfries, for Japan, Sept. 17, 51 N., 10 W. Laurel, London to Shanghai, Aug. 13, 2 N., 20 W. A Danish barque, Hamburg to Hong Kong, Aug. 10, 26 S., 33 W. Alice, London to Galle, Aug. 22, 11 S, 29 W. Parana, London to Penang, Sept. 3, 10 N., 26 W. Sarah Anderson, Bangkok to Scilly, July 11, 24 S., 59 E., with bottom foul; Duke of Northumberland, Swansea to Galle, September 1, 4 N., 24 W.; Antonia, Batavia to Rotterdam, July 18, 29 S., 44 E.; Salado, Penang to London, Aug. 22., 14 S., 6 W.; Petcheleo (?) (barq.), Liverpool to Hong Kong, July 12, 1 S., 25 W.; Henry Keel (ship), Cardiff to Shanghai, July 18, 12 S., 32 W.; Stad Dockum, (Dutch barq.) Amsterdam to Batavia, July 23, 21 S., 36 W.; Nestor (Dutch ship), Batavia to Dunkirk, Sept. 19, 12 N., 26 W.

Casualties.—A telegram received from New York 1st Oct., per Atlantic Cable, states that the Chattanooga, from Singapore to New York, was disabled, and discharging at St. George's, Bermuda.

The Malakoff, from Colombo to London, was spoken, Aug. 9, off Agulhas, with maintopmast gone.

The Early Morn, from Dundee to Singapore, was spoken Sept. 1, 13 N., 27 W., with bowsprit sprung and foretopgallantmast carried away.

## REUTER'S TELEGRAMS.

—o—

(Received via Galle, Sept. 29.)

### CHINA.

Hong Kong, Sept. 2.

The Austrian Embassy has opened negotiations at Peking for the conclusion of a treaty, but it is said that the Envoy is annoyed at the needless delay on the part of the Chinese authorities in arranging terms.

Mr. Richard Rowett, of the firm of Holliday, Wise, and Co., has been appointed a member of the Hong Kong Legislative Council. [The friends of Mr. Rowett will be rather astonished at this being of sufficient importance for Reuter's agent to telegraph. Such items bring the service into ridicule. Surely something can be found to telegraph from China and Japan of political or general importance.]

Vienna, Oct. 1.

A telegram, dated Tientsin, Sept. 8, has been received by Count Beust from Admiral Petz, announcing that the Austro-Chinese Treaty of Commerce was signed on the 2nd of Sept., and that the Austrian expedition had left for Japan.

Hong Kong, Sept. 2.—Grey Shirtings, 6½ catties, 8¼ lb., $2. 85c. Watertwist, 16-24, $1.37½. Cotton: Bengal, fair medium, $17½. Tea at Canton.—Business checked by holders asking advanced prices. Exchange on London: Bank bills, six months' sight, 4s. 5¾d.

Shanghai, Aug. 27.—Grey Shirtings, 6½ catties, 8¼ lb., 2.2.0 taels. Cotton—Shanghai, 16½ taels. Tea, black, weaker; green less active, but steady. Silk, quiet, but unchanged; No. 3 Tsatlees, 565 taels. Settlements since departure of the last mail, 3,000 bales. Export to date (China and Japan), from commencement of season, 20,000 bales. Exchange on London: Bank bills, six months' sight, 5s. 10¾d. Freights. —Tea, £1 10s.

## BIRTHS, MARRIAGES, AND DEATHS.

—o—

### BIRTHS.

Hieber—On the 18th August, at Beach-road, Singapore, Mrs. G. Hieber, of a daughter.

Howell.—On the 12th Aug., at Singapore, on board the steamer *Dionæd*, the wife of Henry R. Howell, of a daughter.

Ryder—At Shanghai, the wife of Capt. F. H. Ryder, steam tug *Maggie Lauder*, of a daughter.

### MARRIAGE.

Scott—Hindmarsh.—At St. George's Church, Penang, Aug. 12, by the Rev. Julian Morcton, George S. Scott, Esq., eldest son of George Scott, Esq., of Ayer Rajah, Pinang, to Eleanor, second daughter of the late M. Hindmarsh, Esq., Alnwick, Northumberland.

### DEATHS.

Atchison—On the 25th Sept., at his residence, Rose-hill, Dorking, Surrey, Lieut.-colonel Henry Alexander Atchison, late of the Ceylon Rifle Regiment.

De Meyer—On the 7th Aug., at Yokohama, Dr. A. de Meyer, aged 36 years.

Moses—On the 15th Aug., at Hong Kong, Capt. H. W. Moses, of Bath, Maine, U.S.A., late Master American barque *Rome*.

Stewart—On the 31st July, at Yokohama, Gavin Stewart, of Aberdeen, late in charge of the P. and O.S.N. store ship *Tiptree*.

## THE NEW SEASON'S TEA CLIPPERS.

The notice of the China clippers has now to be prefaced by the steamers which have become regular traders. The first steamer of this season to put us in possession of the new crop of 1869-70 was the *Agamemnon*, of Holt's line, from Hankow and Shanghai, followed by the *Erl King*, *Nestor*, *Ajax*, and the *Achilles*, in 62 days, and *West Indian*, in 80, from Foochow, the latter vessel losing her extra freight of 10s. per ton by a few days. The clippers were headed by the *Titania*, from Shanghai, in 96 days, which is the quickest passage yet achieved from that port against the S.W. monsoon. The passage of this vessel, now commanded by Captain Burgoyne and owned by Messrs. Shaw, Maxton, and Co., attracted more attention from the fact of her previous passages being attended with some accidents, which prevented her doing her best. The second clipper to arrive was the *Thermopylæ*, from Foochow, Captain Kembal, owned by Messrs. Geo. Thompson and Co., in 88 days, off the Lizard. This is also the best homeward passage from Foochow in the S.W. monsoon. The steamers *Nile* and *Miranda* left Foochow and Shanghai respectively on the 17th July, and may be expected at any moment, as also the clippers *Ariel*, *Leander*, *Lahloo* and *Spindrift*, which left Foochow between the 1st and 4th July.

We append the arrivals and passages into dock:—

| Steamers. | From. | Date. | Docked. | Days. |
|---|---|---|---|---|
| Agamemnon | Hankow | June 9 | Aug. 25 | 77 |
| Erl King | Do. | „ 5 | „ 30 | 86 |
| Nestor | Shanghai | „ 21 | Sept. 5 | 76 |
| Ajax | Do. | July 9 | „ 23 | 76 |
| Achilles | Foochow | „ 16 | „ 16 | 62 |
| West Indian Clippers. | Do. | „ 7 | „ 25 | 80 |
| Titania | Shanghai | June 16 | „ 22 | 97 |
| Thermopylæ | Foochow | July 3 | Oct. 2 | 90 |
| Forward Ho | Shanghai | June 11 | „ 2 | 112 |

Vessels Expected.

| 1869. | Ship. | Port. | Tea lbs. |
|---|---|---|---|
| June 12 | Eliza Shaw | Hankow | 975,400 |
| „ 14 | Huntley Castle | „ | 840,500 |
| „ 18 | Lennox Castle | „ | 970,500 |
| „ 23 | Taitsing | „ | 1,149,300 |
| „ 26 | Caller Ou | „ | 974,000 |
| „ 26 | Whinfell | „ | 1,017,900 |
| „ 28 | Helen Nicholson | „ | 984,500 |
| „ 29 | Burdwan | „ | 1,038,000 |
| „ 30 | Ariel | Foochow | 1,125,900 |
| July 1 | Argonaut | Shanghai | 1,203,260 |
| „ 1 | Leander | Foochow | 1,225,600 |
| „ 2 | Lahloo | „ | 1,157,900 |
| „ 3 | Spindrift | „ | 1,219,000 |
| „ 6 | Golden Spur | Shanghai | 920,789 |
| „ 6 | Deerhound | Canton | 718,437 |
| „ 7 | City of Aberdeen | Shanghai | 748,963 |
| „ 9 | White Adder | „ | 1,308,411 |
| „ 9 | Taeping | Foochow | 1,129,000 |
| „ 9 | Belted Will | Canton | 1,053,093 |
| „ 11 | Ziba | Foochow | 694,900 |
| „ 13 | Douglas Castle | Canton | 941,237 |
| „ 16 | Sir Lancelot | Foochow | 1,187,679 |
| „ 16 | Guinevere | Shanghai | 1,207,177 |
| „ 16 | Decapolis | „ | 923,867 |
| „ 17 | Nile (str.) | Foochow | 1,188,050 |
| „ 17 | Miranda (str.) | Shanghai | 1,195,501 |
| „ 17 | Melbreck | „ | 1,069,626 |
| „ 17 | Maiden Queen | „ | 1,116,479 |
| „ 17 | Weymouth | „ | 1,131,020 |
| „ 18 | Kaisow | Foochow | 1,141,800 |
| „ 20 | Black Prince | „ | 1,000,300 |
| „ 22 | Windhover | „ | 1,152,900 |
| „ 24 | Maitland | Canton | 1,109,671 |
| „ 24 | Juanpore | Shanghai | 559,413 |
| „ 25 | Serica | Foochow | 908,900 |
| „ 28 | Wild Deer | Shanghai | 1,334,788 |
| „ 30 | Falcon | Foochow | 1,117,700 |
| „ 29 | Star of China | Shanghai | 968,493 |
| Aug. 1 | Hopewell | „ | 661,784 |
| „ 5 | Dilkhoosh | „ | 1,214,713 |
| „ 5 | Charmian | „ | 657,918 |
| „ 5 | J. R. Worcester | „ | 1,092,807 |
| „ 5 | Challenge | „ | 782,106 |
| „ 1 | Clara | Foochow | 1,200,000 |
| „ 5 | Dunmail | Canton | 1,086,304 |
| „ 6 | Gleam | Amoy | 381,685 |
| „ 7 | Min | Foochow | 871,800 |
| „ 12 | Silver Eagle | „ | 1,155,900 |

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## ROSS BROWNE AND THE BRITISH MERCHANTS IN CHINA.

The following communication from Mr. Kiernan, formerly a United States Consul in China, has appeared in the *New York Herald*, and referred to in our last number :—

I have read the address of the British merchants in Shanghai to J. Ross Browne, and his answer, and must say I am no way surprised at the address; it is only in consonance with the whole course of the British, not alone in China, but in the entire East; but I am both surprised and indignant that a representative American should be so blindly narrow-minded and retrogressive, or so culpable, as to maliciously misrepresent facts and the views and policy of his own country. The British merchants in China fear that their reign of robbery is about to pass from them—no more forcing of opium upon an unwilling people, no more smuggling, no more trading in human flesh, no more open, barefaced cheating, no more gunboats and redcoats to enforce all these infamies. No wonder they fret, and fume, and intrigue, cabal and do all in their power to undermine the wise and munificent provisions of the Burlingame treaties, by misrepresenting him to the Chinese Government, and the Chinese to the Western nations. The British merchants proclaim the inferiority, the non-progressiveness, and the Paganism of the Chinese. Mr. Browne coincides with all their views. I have already mentioned reasons for the course of the British in this respect. I shall now mention one other motive, and a very powerful one; it is jealousy of the increasing influence of America in China. No one unless he has resided in China can realise the bitter jealousy and animosity of the British towards the Americans. It is to be met with everywhere, in business and socially; and this feeling, intensified since the establishment of our line of steamers between Hong Kong and San Francisco, the finishing of the Pacific Railroad, and our new treaty, has its outlet in this delectable "address."

On what grounds and why does Mr. Browne take the views he does? From experience? This was certainly "short, sharp and decisive," and his conclusions directly opposite to those of men of at least equal intelligence and many years' experience in China, such as Mr. Burlingame, the Rev. Mr. Williams, &c., &c. Is he jealous of the bright and well earned fame of his predecessor? if so let him be consoled with the idea that, like himself, every one is not a Talleyrand, a Nesselrode or a Burlingame. Is he enraged at being so soon recalled, and does he seek revenge on the unoffending Chinese, and commit treason and apostacy to the progressive and Christian spirit of his country? Does he pander to those extremes that meet the British tory aggressive element in China and the ignorant, narrow-minded, rowdy element of California? I very properly ask all these questions from the extraordinary position in which Mr. Browne has placed himself, and his explanation, if there be any, has to come yet. It is not conveyed in his answer to the British merchants of Shanghai.

During my residence in China I have had much experience among the Chinese, and travelled the empire extensively, and I can state, without fear of refutation from any fair and discerning party, that the Chinese are, summing up all their virtues and defects, not a whit inferior to us as a people; that they are ready and willing to accept of improvements when they are introduced by genuine parties, and not, as almost invaribaly heretofore, by associations of swindlers and adventurers—by those who hold the theory that a Chinaman has no right which a Caucasian is bound to respect—and that I believe they will accept Christianity when it becomes Christianity to them. Certainly their experience since the opening of China has not been such as to render them in love with our Christianity. The Western Christians, particularly the British, have been cruel and exacting in their military operations, swindling and unscrupulous in their mercantile transactions, and licentious and degraded in their habits.

Let what will be said, America has the goodwill of, and the "inside track" with the Chinese. This is due to themselves, and to the influence of such leading representative men as Burlingame. My hope and trust is that no machinations, British or otherwise, will cause any misunderstanding between America and China. Let us wait patiently, and, meantime, keep ourselves to the wise and munificent provisions of the Burlingame treaty, and frown down and do away with the exclusive, bigoted, spirit evinced in California.

In conclusion, let me recommend a Minister for China, one who is a gentleman of extended and Christian views, a thorough Chinese scholar, and who has been loved and respected for many years past by the Chinese —I mean the Rev. S. Wells Williams, Secretary of Legation and Interpreter at Peking, and frequently Chargé d'Affaires. I assure you no selection could possibly be made which would give greater satisfaction to the Governments of the United States and China, or go further to neutralise the pernicious machinations of our British enemies and their allies. JAMES L. KIERNAN, late United States Consul.

## THE SILK SUPPLY ASSOCIATION.

On the 17th Sept. a very important meeting of the Silk Supply Association was held in London, at which various interesting letters from all quarters of the world were read, and specimens of silk from the Cape and other places exhibited. Mr. T. Dickins, the president, took the chair, and amongst others present were Mr. D. Chadwick, M.P., Mr. J. M. Canny (Shanghai), Mr. J. Murphy (St. Petersburg), Mr. Maxwell Anketell (Alexandria), Mr. B. T. Cobbe (Natal), Dr. Mann (Natal), Mr. J. A. Sparking, Mr. F. Bennoch, Dr. Wallace (Colchester), Mr. Vavassour, Captain G. Mason, Mr. Hyde Clarke, &c. The Chairman read *letters* from India, China, California, the Cape and other places giving information as to the culture of silk. In reference to China it was stated by Mr. Bennoch that any agent going out with Mr. Burliname's signature as authority would be able to proceed to any part of China unmolested. Mr. Canny said he had been all over the silk districts without any special authority. He pointed out the influence of the trade guilds in China, but thought they might assist the Association if it could be shown to them that the better reeling of the silk would produce immediate as well as future profits. He added that a much larger supply of Chinese silk might soon be expected. The chairman supplemented this remark with another, to the effect that, according to a reliable authority, the supply of Japanese silk would soon be threefold its present quantity. He proceeded then to exhibit some silk grown and reeled at the Cape by Mrs. Poeval, which was much admired by all present, and considered very valuable evidence of the quality of silk that might with proper care be produced in that colony. A communication was then read from the Agricultural Society of New South Wales, stating their anxiety to disseminate as much information as possible with reference to silk culture. The question of silk growing in Egypt was also brought forward upon a report by the chairman of an interview he had had with Nubar Pacha, in lieu of a deputation to the Viceroy when the Khedive recently visited London. Nubar Pacha offered free passages and lands to any persons desirous of commencing silk cultivation in Egypt. Mr. Anketell and other gentlemen testified to the capabilities of the country for silk growing, but added that the great obstacle at present was the wretched habitations in which the natives carried on the culture. A suggestion, which met with general approval, was made by Mr. D. Chadwick, M.P., that committees should be formed to watch the various districts of Egypt and the East, with a view to forward any efforts made in silk cultivation in that quarter. Another communication was read relative to the growth of the mulberry at the Cape and California, and it was asserted that the Cape could supply all the world with trees, whilst in California they were being grown to an enormous extent. It was added that letters of a favourable character had also been received from Chili, Peru, Panama, and other places; and in order that these reports might all be printed *in extenso* it was resolved to start a monthly magazine in the interests of the Association, to be called the *Silk Supply Record*. The Chairman read an interesting account of the cultivation of the mulberry at Poole, in Dorsetshire, in 1788, after which Captain Mason produced some silk of very good quality grown and reeled by himself at Aldershot, and, in compliance with a suggestion thrown out, offered to show his method of reeling to any persons connected with the Association. The Chairman reported that branch associations had been formed at Macclesfield and Coventry, and thanks were voted to those associations for their co operation. It was added that another branch would probably be formed at Manchester, and it was hoped a public meeting upon the question of silk supply would soon be convened in London by the Lord Mayor. The chairman's little "Guide to Sericiculture" was ordered to be printed and circulated. The proceedings concluded by a short discussion on the adaptability of sunflower leaves for silkworms, upon which it was admitted they would thrive for a short time.

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THE LABUAN COAL MINES.—*The Times* of the 27th inst. has the following :—The Oriental Coal Company (Limited), into whose hands the extensive coal mines in the island of Labuan have passed, are now working them successfully. In anticipation of a great increase in the demand for coal in the China seas on the opening of the Suez Canal, it has been decided to supply coal at the fine harbour of Victoria, which admits and shelters vessels of the largest size at all times of the tides and at all seasons, instead of at Coal Point, as at present, where steamers can take in coal only in comparatively fine weather. The distance from the mines to Victoria harbour, where the Governor's residence and all the public buildings are situate, is about nine miles, and the coal is to be transported by means of the patent road steamers, with india-rubber tires, of Mr. R. W. Thomson, C.E., of Edinburgh. Two of these powerful engines and 16 wagons, to carry six tons each, are already completed, and will be shipped direct to Labuan in the company's new screw collier the *William Miller*. These road steamers appear to be exciting great interest all over the world. The Government of India have just ordered to be despatched overland the first engine for a regular service which they intend establishing on the Grand Trunk Road, for the transport of troops, Government stores, and general merchandise, in lieu of the miserably slow and costly bullock-trains which now creep along that fine road. The road steamers will, it is said, run five or six miles per hour at far less cost than the bullock hackeries, which cannot keep up a third of that speed.

We understand that the screw frigate Glasgow, of thirty-one guns, and 600-horse power, is to be substituted for the Penelope, as the flagship of the China squadron. The Glasgow will shortly be despatched under the command of Captain Hewitt, V.C., and until her arrival out Sir Henry Kellett will hoist his flag on board H.M.S. Ocean, which now carries that of Sir Henry Keppel.

The screw steam sloop Perseus, 15, Commander Charles E. Stevens, from the China station arrived at Plymouth on the 28th inst. She left Hong Kong March 31, arrived at Manila April 8, and left on the 14th, reached Labuan on the 20th, and sailed therefrom on the 27th; arrived at Singapore May 3, sailed on the 16th; Port Louis, Mauritius, June 11, sailed 16th; Simon's Bay, July 13, left on the 24th; St. Helena, August 7, and left on the 9th; arrived at Ascension August 13th, and left on the 17th in charge of the troop ship Orontes. On the 18th of September she put into Fayal for provisions and vegetables. The Perseus has brought home 11 invalids and 65 supernumeraries and time expired men. Between Hong Kong and the Mauritius two of her crew died. The iron screw steam troopship Orontes, 2, Capt. Henry Phelps, with troops from the Cape of Good Hope, bound to Portsmouth, parted company with the Perseus on the 27th inst. off the Lizard. It will be remembered that the Orontes, *en route* from the Cape, put into Ascension with machinery damaged, and that while there, in consequence of sickness breaking out among the children of the soldiers, they and all the women were landed on the island, and that the Perseus was appointed to escort the Orontes home. The Orontes and the troops arrived safely on the 29th.

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NOTICES TO CORRESPONDENTS.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be accompanied by the name and address of the writer.

*Any information required by Subscribers, in reference to Commercial or General Matters in* China, Japan, Singapore, *and other parts of the* Far East, *will be supplied on application at the Office, where files may be seen of the Journals published in those countries.*

The applications for this journal from the Straits, China, Japan, &c., having lately become more numerous, a supply is now sent to the Agents of the London and China Express in those countries. The subscription is $8 per annum.

THE LONDON AND CHINA EXPRESS,

PUBLISHED on the departure of the Fortnightly English Mails *via* Marseilles, and Monthly French Mails, contains a Summary of English, American, Continental, and General News, Commercial and Shipping Reports, and Special Notices of Trade with the Far East.

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# The London & China Telegraph.

*LONDON, MONDAY, OCT.* 4, 1869.

## THE TELEGRAPH TO CHINA.

In a recent notice of the several schemes lately put forward for extending telegraphic communication to China, we gave a prominent place to the project of the "India, Australia, and China Telegraph Company," for laying a light cable constructed on Mr. Varley's principle, between Ceylon and Penang. We have more than once written in favour of this plan, but some facts that have recently been published seem to indicate that the experiment is a far more hazardous one than either ourselves, or its promoters, have hitherto suspected. The light cable has been tried and found wanting. Indeed, it is hardly likely that the Telegraph Construction and Maintenance Company—the most powerful and well-organised concern of its kind in the world, and the one that commands the largest amount of electrical and engineering skill—would cling so tenaciously to the system of heavy, or "iron-clad" cables unless it had been proved to demonstration that the opposite principle (at all events as now applied), was totally inefficient. *The Times* not long ago asserted, on good authority, that of late years there have been 8,000 miles of light cable laid, some covered with thin wire, some consisting of indiarubber core alone, and others protected with hemp and other substances, but that no line of this description has been found to last longer than one year, while in some cases the period has been a few weeks only. All the cables now in working order are of the strong and heavy form, and there seems no example of any kind that can be cited to justify the adoption of the light principle. These are very damaging and discouraging facts, and they have evidently made a strong impression on the public mind. Mr. Varley himself comes to the rescue, by means of a long letter addressed to the daily papers, in vindication of his system. His arguments may be briefly summed up in a few sentences. Firstly, at great depths, the bottom is usually soft and even, and the water perfectly still; therefore a cable, once laid, requires no coating of iron wire to preserve it from attrition, &c. Secondly, the light cable will sustain as much as thirty-five miles of its own length in water without breaking, the heavy only ten; therefore the former is more easily recovered for the purpose of examination, or splicing. Thirdly, most of the faults in cables hitherto laid have arisen from fragments of the iron-wire, used as a coating, having penetrated the gutta-percha insulator; a mischief obviously impossible where no wire is used. Fourthly, smaller ships may be employed, and no paying-out machinery is wanted, as "kinks" or "foul flakes" will be allowed to go overboard without any check or attempt to disentangle them. These, and the alleged cheapness of the light cable, exhaust the arguments in its favour. But they are met by a similar number of serious objections. The absence of all danger from attrition, at great depths, cannot be denied; but there is another formidable source of destruction—the boring of the toredo, an enemy only to be defied by armour of proof. In like manner we may admit that a light cable is more easily picked up, in case of need, than a heavy one; but "prevention is better than cure," and the first consideration is to lay a cable of such construction, and in such a manner, as will reduce to a minimum the chances of necessity for repair or renewal. And on the mode of laying, Mr. Dunbar J. Heath, a gentleman of considerable attainments in electrical and mechanical science, adduces some important considerations. The smaller the vessel used, the greater, of course, will be the amount of "pitching." If a paying-out apparatus be used to control the jerking thus produced, no "light" cable could bear the strain; if (as is proposed) such apparatus be dispensed with, the cable would often run out at the rate of twenty or perhaps thirty miles an hour—causing an enormously disproportionate loss in "slack" or waste. Lastly, the question of cost is not placed on nearly so satisfactory a footing as we expected. Instead of being so very much cheaper, the light cable is as expensive as the heavy, if we may judge by the contract made for the section between Galle and the Straits. Taking the actual distance from point to point, and without any reference to the "slack" (which it is admitted would be considerably greater with the light cable) the sum of £325,000 to be paid the India-rubber, Gutta-percha, and Telegraph Works Company, is at the rate of almost £280 per mile, which is nearly the same as the cost of the "iron-clad" cable between Suez and Bombay, while the heavy cable between Malta and Alexandria cost only £250 per mile.

These calculations are particularly unfavourable to the success of Mr. Varley's pet scheme. No doubt, before long, there will be still further improvements in the construction of Ocean cables, and in the interest of progress we hope that the various difficulties we have dwelt on may soon be overcome; but for the present it seems to us far safer to trust to the well-tried form that has produced such satisfactory results in the Atlantic and other important lines. But by whatever means accomplished, the extension of the Red Sea line to China will be a great boon. At present, the vicissitudes encountered by every message, even between London and Galle, are such as render it almost a matter of surprise that a single one even escapes un-mutilated. Each telegram has to be repeated, from one forwarding-station to another, *more than twenty times*—twenty-two, we believe, is the exact number; and it has besides to be translated and re-translated at least five times! Of the heavy charge levied, nearly the whole is divided between the numerous foreign companies whose lines form the connecting links; thus, of the £3 1s., which is the *minimum* rate charged for a message to Galle, the English company that receives the message in London gets only 1s. 8d. One evil result of this minute subdivision, this confused conflict of interests, is that no reduction is allowed, as on other lines, for Press messages. For instance, the lengthy commercial and other telegrams now in course of transmission for our own "Telegraphic Extra," all pay the same price as is charged on private messages.

## THE SUEZ CANAL.

A letter from Suez, of a recent date, says that the first trial of the navigation of the Canal was made between Port Saïd and Kantara; the Egyptian steam frigate *Latif* performed the distance between those two points at the rate of six and a quarter knots per hour. It is also announced that M. Lesseps passed through the whole distance from Port Saïd to Suez. We are told that in a few weeks the work of the Canal will be completed, and the ships of Europe will pass *under full canvas or full steam* from the Mediterranean to the Indian Ocean. Careless language like this, used even by grave scientific and industrial journals in France, throws doubts over all assertions, just as the late announcement respecting the Emperor's recovery caused all the world to believe him much worse, perhaps, than he really was. Our neighbours seem to have adopted the witty saying—which is the property of Oliver Goldsmith, not Tallyrand—that "Language was given to man to conceal his ideas," as the rule of most of their compositions. The chickens are being sedulously counted before they are hatched, and some writers seem really to believe that the opening of the Suez Canal will cause half the carrying in the world to be done in future in French bottoms; they point to the condition of the direct commerce with Australia, which is set down at more than six hundred millions of francs, of which not six millions passes in French vessels, while the value of French goods imported into those colonies annually amounts to a hundred and fifty millions, and the raw materials produced in Australia and used in France reaches an annual value of more than a hundred and sixty millions. It is asked, why should not France carry her own goods to Australia, bring back the wool and other raw material she requires, and thus save some thirty

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millions which goes into English pockets? Such a question may be met, if not answered, by another—Why does not Havre do as much carrying business as Liverpool, as the ocean is equally open to her? and why does London, fifty miles up a river, do more trade than Calais, Boulogne, Dunkirk, and all the French ports in the Channel together? The English Australian trade did not grow out of any special advantages of water way, and the overland route to the Far East is as available for French as English commerce. How, then, are circumstances to be altered by the opening of the Suez Canal for the ships of all nations? When our neighbours exhibit in commerce generally as much energy and perseverance as are shown by the Messageries Imperiales and the Transatlantic Steam Company, they will have their fair share of the carrying trade of the world; but it is ridiculous to imagine that the Suez Canal will be a royal road to commerce for France exclusively, as every true political economist and man of business well knows.

## COCHIN CHINA.

Saigon is improving as a place of trade, and should the scheme proposed by Hong Kong merchants be carried out, of connecting it with the Indian Telegraph system on the one side and China on the other, its importance will be vastly increased. The possession has cost the French a fabulous sum, and the annual outlay for the troops and general Government is still enormous. But in a short time it may reasonably be expected that a small force will suffice for the protection of Saigon against the incursions of the Annamites, who are now getting somewhat tired of worrying their invaders and conquerors. The extension and improvement of the town is carried on with spirit, and we hear it is proposed to introduce gas.

The commerce of the place is certainly increasing; the last mercantile advices show an active trade in the export of pepper, rice, cotton, hides, horns, and cocoa-nut oil. Indigo and silk are in cultivation, and it is expected will shortly be added to the productions. The export of rice for the month ending middle of August was about 130,000 piculs, divided over Europe, Mauritius, Straits, China, and Japan. In cotton to China 9,000 piculs and six vessels were loading for that part. Two vessels were loading pepper for France. The arrivals for the month consisted of thirty-two vessels of 200 to 2,000 tons, and the vessels loading twenty, of an aggregate tonnage of 9,000 tons, under the British, French, and German flags. The only duty levied is on opium, and the tonnage dues are two francs per ton for inward and outward cargoes, and one franc for an inward or outward cargo.

## THE MAILS *VIA* BRINDISI.

Our last issue contained a notice that from the first Saturday in October mails would be made up in the morning at 7 A.M. for India and China, *via* Brindisi, or twelve hours later than by Marseilles, which close on Friday evening. We have since ascertained that instructions have been forwarded to the various postmasters in India, Ceylon, the Straits, China, &c., to make up mails by this route. Hitherto correspondence *via* Brindisi had to be reposted in Alexandria, and as a rule arrived in London one or two days in advance of the Marseilles portion. When we explored and gave a report on the Brindisi route in 1866 we recommended this plan of making up a light supplementary mail, and why the Post-office have only now decided on it is one of those official mysteries which cannot be solved by the outside world. We have always considered it unwise to attempt to substitute Brindisi for Marseilles until the tunnel through Mont Cenis was complete and properly tried. This it is expected will be in 1871. To convey the whole of our immense mail *over* the mountain, subject to snow blocks, avalanches, and other obstructions, would be highly injudicious. It is even now a mystery why the Postal authorities have decided on Saturday morning, when it is known that in consequence of the French authorities refusing to run a train in correspondence with the Italian line, the mails have to remain the whole night in Paris. This twelve hours' delay could be given here, and the closing be made for Saturday evening.

The inner harbour of Brindisi is now sufficiently dredged, buoyed, and lighted to admit of steamers entering at all hours, and discharging alongside the quay. Not only do the Italian mail steamers regularly do this, but the larger boats of the Egyptian Company plying between Alexandria, Brindisi, and Venice.* The new hotel is nearly completed, and will be ready for opening next month; it contains some thirty bedrooms, well furnished, and is managed by a competent hotel keeper from Milan.

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Mr. Edward Alexander Irving, who has been attached to the Colonial-office since 1854, has been appointed Assistant Colonial Secretary at Singapore. Mr. W. H. Rennie, the late Auditor-General of Hong Kong, who has received the same appointment at Ceylon, was a passenger by last mail *via* San Francisco, and is now *en route* to London. It is still, however, very doubtful if Mr. Rennie will take up the Ceylon post.

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The appointment of a successor to Mr. Ross Browne as United States Minister to China has been announced by telegram from New York to be Mr. Frederick Low, the Governor of the State of California.

## LOSS OF THE P. AND O. STEAMER "CARNATIC."

We publish Captain Jones's account of the loss of the steamer *Carnatic*. It is evidently written under a disadvantage, and we think allowances should be made for a report written under such circumstances; but *The Times* makes no such allowance, and very roundly condemns the conduct of the captain in detaining the passengers on board until she parted, causing the loss of many lives. It bases its strictures on the written statement of a passenger whose name is not given. It is well known to old travellers in the Red Sea that landing on one of its islands unprotected from that dreadful sun which seems to enter one's very brain, is the last thing to be done, and so long as a ship will hold together there is far less misery in her than on one of these barren islands. We do not agree, therefore, with the sweeping condemnation of *The Times*, and we believe that evidence will be forthcoming to show that there was no probability of the vessel taking that sudden lurch which parted her, and engulphed the hapless passengers and crew. It was one of those unaccountable catastrophes which belong to the sea, and could not be anticipated. The best judges of the sufferings on an island in the Red Sea are the passengers wrecked in the *Alma* and landed on a reef. We venture to say that had one been on board the *Carnatic* the advice would have been to "stick to the ship" so long as she held together, especially when the landing was so close, and could apparently be reached at any required moment. That fright should overcome all judgment, and lead to a general desire on the part of passengers and crew to quit the ill-fated ship is of course natural, but it is for the captain and officers to put on a calm, yet determined front to the position, and prevent general panic and the enhanced miseries which generally follow. Had the efforts to get the vessel off the reef been successful it would unquestionably have been the best thing for the passengers as well as the owners, and we cannot see that Captain Jones was regardless of their safety in his efforts to save the ship. If any fault can be held it was that of the passengers in their own decision to remain on the ship. This is admitted by the letter we have alluded to, and which we append:—

The disappointment of the passengers was very great when they were told they would not be put on shore, as they had all anticipated. They were fortunately only about thirty in number, of whom three were ladies, and one was a little child, so that one boat would easily hold all. The crew commenced lightening the fore part of the ship by throwing over cargo, and endeavoured, fruitlessly, to pull her off the reef by putting out an anchor aft, which, however, would not hold in such deep water. It was obvious, in fact, that, having glided smoothly up the coral at full speed, the larger portion of her weight rested on the ground, and that no available force could ever move her off again. As the murmurs against being kept on the wreck grew louder, the captain after dinner called the passengers into the after cabin, and explained that his motive for not having sooner addressed himself to any of them was his desire to take every measure for the salvation of the ship, which he still trusted would be got off the rocks, and he recommended the passengers to choose a committee to confer with him as to the measures he had taken, adding his recommendation that he thought it much better to remain on the wreck. A committee of three was chosen, to whom he explained that he had put two an-

* The trains from Brindisi to Susa, at the foot of Mont Cenis, occupy twenty-four hours, and over the pass by the Fell Railway, five or six. Rome, or any part of Italy, can be reached from Brindisi.

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chors forward on to the reef to prevent her sliding into deep water, and was employing the pumps in keeping the after compartment dry. By this time she had bumped a hole in her side, and the fore compartments were full of water; the engine compartments were dry, but there was a constant leakage into the after cabin, some of the berths being awash. These explanations reassured the passengers, who, seeing that it was too late to effect a landing by daylight, resigned themselves to passing another night on the wreck.

During the night a great change for the worse took place—the leak in the after saloon increased seriously, and chairs and seats were awash at the further end. The water slowly gained upon the pumps, and got into the stoke-holes and put out the fires, stopping the engines. The waves began also to break over the after taffrail. As daylight broke it was evident the ship would in a few hours be full of water from stem to stern, and might any moment slip down off the reef. The passengers were all ordered on to the forecastle, as there were signs of straining below deck near the engines. The crew continued to throw over cargo, and hoisted sails on the foremast to keep her from sliding back; they also lowered the yards from the mainmast. Boats had previously been got alongside, with a little water and provisions, in case of emergency. During all these long hours of gradually increasing danger the island lay refreshingly in sight, close at hand, the water between being in a state of dead calm from the protection of the reefs, but, to the astonishment of everybody, no attempt was made to man the boats or put the passengers on shore. The committee had been badly selected, for it comprised amongst its three members the only two persons on board who were in favour of remaining on the wreck, and its action was therefore paralysed. The passengers, behaving with wonderful presence of mind, could do nothing but exchange murmurings against the captain, and calmly await the result. At seven o'clock a fresh leak sprang in the main saloon, which began to fill rapidly with water, and by nine o'clock the water inside and outside the ship was pretty nearly on a level. The stern had sunk considerably, and it was reported that while bumping from side to side she had worked herself six feet down the slope. Although she was now virtually a waterlogged wreck, no attempt was even now made to put the mails and passengers on shore. By eleven o'clock the wind had freshened considerably, and the waves becoming rougher strained her so that she began to get hogged, and her stern sank under the water, so that her quarter deck was all awash with deck chairs, seats, hatches, &c. The order was now given to take to the boats, and the passengers, who had waited nearly two days and nights with their little bundles of valuables by their sides, began instantly to crowd down off the forecastle and to enter the boats. But the order had been given too late, for the gallant vessel had only five minutes to live. The boats had kept alongside with a man or two in them, and the three ladies and a little child entered them, together with four or five other passengers. The vessel was now settling down fast, each wave reaching further and further up the decks, and before the last of the ladies had been fairly got into a boat, the vessel parted clean in two amidships, with a noise like thunder, and the after part glided down into deep water, leaving an immense gulf in the waves as it disappeared. The fore part of the steamer rolled over first to starboard and then to port, finally settling down into deep water, but with her foremast and part of her bulwarks still above water. The crash was instantaneous, and as the crowd of passengers was descending in close file to the boats just as she separated beneath their feet, the majority of them fell, together with an immense mass of cargo and luggage, into the water just as the returning wave from the sinking vessel came back on the top of them, and for a few moments formed one struggling mass of human beings, mixed up with sheep, fowls, boxes, barrels, cargo, and deck lumber of every description, whirling about in inextricable confusion. By degrees the agitation of the water subsided, and those who were fortunate enough to escape were seen struggling up the rigging or swimming ashore among the wreckage. Numberless deeds of gallant daring were now done, the survivors rendering assistance to those who were still in the water, and in many cases when they were too exhausted to help themselves.

The boats were at once taken possession of by the Lascar crew, who, though they had hitherto worked very gallantly, now lost discipline and consulted their own safety; but they were soon brought back, and picked up those who were still floating or clinging to the rigging, and it being now high water the boats were floated over the reef and made their way to the island of Shadwan, where darkness came on before all were disembarked.

On mustering together it was found that twenty-six souls were lost, of whom about fifteen or sixteen were Europeans; and there was enough water and food on shore to last about two days on short allowance, the total number being about 200 souls. There was one signal rocket, but no means of producing a light. The *Sumatra* was known to be due, and great anxiety was felt lest she should pass us in the night without our having the means of gaining her attention; fortunately one of the passengers discovered a few dry matches, and at this moment the *Sumatra* was even passing. A boat had just started with the one rocket to intercept any passing vessel. Some bales of cotton cloth which had washed on shore were opened and fires kindled along the beach. At the same time the rocket was thrown up from the boat, and happily answered from the *Sumatra*. The commander, Captain White, knowing that on such a dry and barren rock no one would make fires except as a signal of distress, at once steamed in to the rescue, and took on board all the passengers at once, and the next morning rescued the remainder of the crew and took them to Suez.

The behaviour of the passengers and officers was admirable throughout, and the passengers worked as hard as the sailors, both at the capstans and deck work and in the boats; but the central figure in the scene was Mr. Wyatt, the first officer, whose untiring energy and activity throughout the whole disaster was the theme of constant admiration and remark, and when the final catastrophe came he crowned the whole by refusing to go ashore in the boats, and leaping out to the rescue of those who still remained near the wreck. Others of the officers and crew also performed similiar acts of daring—one man in particular, while the vessel was crashing under his feet, cutting off the rope by which the boats were fastened to the ladder to prevent their being drawn under with the wreck. As the *Carnatic* had a valuable cargo of copper and a considerable sum in bullion, it is probable that some attempt will be made to recover a portion of her cargo.

## STATEMENT OF THE CAPTAIN.

The Secretary of the Peninsular and Oriental Company has received ths following letter from Mr. Jones, the commander of the *Carnatic*, reporting the circumstances under which that vessel was lost:—

It is with the deepest regret that I have to inform you of the total loss of the *Carnatic* on the north edge of the Shadwan Reef, with a most deplorable loss of life attending it. A brief telegram of the sad event was sent you by Mr. West immediately on arrival of the *Sumatra* at Suez with all the passengers, officers, and crew that were saved from the wreck, and picked up off Shadwan by that steamer. I will endeavour, in the short time before the mail leaves, to furnish you with as full a statement as I can of all that happened from the moment of leaving Suez till we were picked up by the *Sumatra*. I have no record of the circumstances, my memoranda and everything having been lost. The *Carnatic* left Suez on the 12th inst., shortly after 10 A.M., for Bombay, with a full cargo, the mails, twenty-three first-class passengers, and eleven second-class. On arrival off Jubal Island a strong current must have set the ship to the westward; afterwards, at 12·50 A.M., Jubal bore W., and Ushraffee light N. 47 W. At 1 A.M. I had hauled the ship out S. 51 E., keeping a good look-out myself. About eighteen minutes afterwards I suddenly observed breakers on the starboard bow, and instantly ordered the helm hard a-starboard; when I saw no chance of clearing the breakers extending ahead, and the ship taking a long time to answer her helm, I reversed the engines full speed astern, but the ship struck on the reef a few minutes afterwards. Every effort was made at once to get her off. The ship was dry and made no water. Exertions were continued. Between eight and nine o'clock of the 13th she commenced to make water forward, and it increased up to noon, when I saw there was no chance of getting her off without assistance. The boats were all lowered immediately and moored along her side ready for service. Sounded wells every fifteen minutes. All pumps were set on, and the engines kept moving to work the bilge injections. Before this time cargo had been thrown overboard to lighten the ship, anchors got out astern, and every exertion made to move her off. When I perceived it was hopeless, from the quantity of water she had made forward, and being aground from abaft the funnel to the bows, I considered it advisable to keep her on the reef. The engines were turned ahead, and all pumps kept at work. Both bower anchors let go with a short scope of cable, and more cargo thrown overboard. The soundings round the ship at this time being eleven feet under the bows, twelve feet abaft the funnel, nine and ten fathoms at the gangway, and eleven and fourteen fathoms under the stern, coral bottom. All the boats were watered and provisions got up ready. About this time (6 P.M.) there was a light breeze and fine weather, and the ship was lying perfectly steady. I called a muster of all the passengers, and explained the situation we were in, asking them to form a committee out of their number of those they thought most capable to examine into and judge the state the ship was in. They cheerfully acceded to my request, and formed a committee. Myself and the chief officer pointed everything out to their attention, and without the slightest hesitation they decided it was the best plan to remain on board, as it appeared impossible that the ship could move or be in any danger unless a gale sprung up, which was considered unlikely at this season. The *Neera* and *Sumatra* were both expected to come in sight the next day, and would take them off. The boats were kept ready alongside, and I never left the deck an instant. At midnight the water in the forehold was the same, and aft about level with the floor of the tunnel. Shortly after 2 A.M. they were short of steam, and the engines stopped, the coal exit had jammed below, and before they could be supplied by hoisting it on deck out of the bunkers the water gained and put the fires out. There was not much increase till some time afterwards, but I desired that every one should go on the fore end as a precaution. At daylight there was a moderate breeze and fine weather, the foretopsail, foresail, and jib were set, and the sheet anchor let go. Provisions were put in the boats, and the crew standing by, I did not apprehend anything serious, except the water increased aft. At ten A.M. the boats were piped away. I assisted two ladies, a child, and stewardess in first, and the remaining passengers were getting down without alarm into the boats, when the ship suddenly slipped down stern foremost, heeling over and leaving the fore part only out of the water. I was standing on the edge of the forward gangway when the unfortunate catastrophe occurred, seeing everyone into the boats. I was jerked, and slipped overboard. On rising I was hauled into one of the lifeboats, which I took charge of at once, and landed the people out of her on the reef. Previously to this the other boats had made for the reef, and landed the people in them. My crew in the lifeboat were not strong enough to launch her back through the breakers, so I took the jolly boat, which had just come on shore, and with the carpenter, a quartermaster, and two men, I made for the wreck, and took off six people with the chief officer, who I wanted to help with another boat. We were swamped and capsized going through the breakers, but got on shore all right. I then launched the mail boat, and with the chief officer, fourth officer, carpenter, gunner, one quartermaster, and three Chinamen, brought off from the wreck seven more, who were safely landed. I then went off again, leaving the chief officer to take the first cutter, which the third officer was trying to launch. I got off again, the first cutter following, and took off all who were left on the wreck, proceeding in the two boats to leeward of the reef, and moored in smooth water. I had the other boats brought over, and started with all the people left for Shadwan, and landed safely about

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six P.M. A look-out was kept, and shortly before eight P.M. a steamer was reported in sight. The chief officer was on the point of starting to cruise about during the night. I lost no time in sending him off. Signal fires were lit, which attracted the *Sumatra's* attention, and the chief officer having pulled alongside, reported our situation. Boats were immediately sent from the *Sumatra*, and all the passengers were got off without loss of time. Before we could launch our boats, which had been hauled up some distance for safety, the surf rose suddenly, and though several attempts were made, the boats were swamped and stove; the men were quite exhausted, so that further attempts had to be given up. At daylight the surf was much the same, and the boats were nearly all disabled in trying to launch them. Ultimately I had to send all hands off in a lifebuoy with a life-line from the boats to the shore. I was dragged last through the surf in the same way. All arrived safely alongside the *Sumatra* at ten A.M., when she proceeded on her way to Suez.

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(The Times, Sept. 29).

The *Carnatic* left Suez on the forenoon of the 12th of this month. It was on the point of emerging from the Gulf, with its group of islands, into the Red Sea, when in a moment it slid up a coral reef, as a pleasure boat is run on the beach at an English watering-place. The reef is well known, and the captain himself was keeping a look-out which he describes as "good." The sea was still, the night was starlight, and a lighthouse was visible hard by to show the general position; but the only explanation he vouchsafes of the catastrophe is, that on arriving off the neighbouring Jubal Island "a strong current must have set the ship to the westward." Considering that parts of the Gulf are a network of rocks, and that strong currents are ordinary incidents of those waters, passengers for India will hardly be reassured by being thus given to understand that a strong current is treated by British seamen as a kind of fate which is neither to be resisted nor foreseen. But what followed leaves no room for surprise about the preliminaries. The *Carnatic* was hard and fast on a reef at the entrance of the Gulf of Suez; but if there are reefs there are also islands lying within them, and the Island of Shadwan was a refuge only four miles and a-half distant. For some time after the *Carnatic* struck to have reached the shore would apparently have been little more than a pleasure trip. There was only a light breeze, and the reef kept the waters between "in a dead calm." The passengers, thirty-three in number, were prepared, and, it is stated, with but two exceptions, eager to leave; but all through the remainder of the night and the next day till towards evening they waited on deck for the order to loose the boats anxiously and in vain. At length their murmurs compelled the captain to consult a committee of three selected by them. His own avowed opinion was that the ship was safe, and the committee endorsed his view. By this time in any case it was grown too late to effect a landing, and for yet another night the passengers waited, with their little parcels of valuables by their sides, the pleasure of the winds and waves to wash the wreck off the rock. The vessel had not been all this time motionless, though fixed fast. It had been flapping helplessly up and down on the coral, and a leak had sprung in the side of the after saloon. During the night the water rose and put out the fires, thus stopping the engines. By morning a fresh leak had sprung, and by nine o'clock, as our correspondent's graphic description shows, the water inside and outside was nearly on a level. Still the passengers waited for the order to leave, and still in vain. By eleven o'clock the wind had risen, the sea had roughened, the stern of the *Carnatic* was below the surface, and then at last the signal was given to take to the boats. Three ladies and a child had but just embarked when "the vessel parted in two amidships with a noise like thunder, and the after part glided into deep water, leaving an immense gulf in the waves as it disappeared." The fore part rolled to and fro, and then settled down, too, into deep water, the returning wave from the sunken after part whelming the whole remaining number of passengers, with sheep and fowls, cargo and luggage, and fragments of the wreck in one confused, seething mass. That twenty-six persons, fifteen or sixteen of whom were Europeans, perished in the whirlpool seems far less wonderful than that the rest should have escaped. It is only just to officers and crew to say that they must have displayed much courage and devotion to effect even such a salvage.

Persons who embark on distant voyages may be supposed prepared for the contingencies of storms and tempests. But here the sea was calm. If they explore unknown waters, they consciously run the risk of shoals and rocks. But the Gulf of Suez has been surveyed and mapped out till the locality of not a reef in it is unknown. They know they are still at the mercy of the carelessness of a fellow-passenger who may let a spark fall, or of a master who may have laid his account with cheating the underwriters. But never were lives of passengers lost at sea by an agency less within the power of themselves to compute or provide against than in this woful calamity. The figure of the Captain stands alone in the foreground of the picture. Vessels are often wrecked from the neglect of captains to exercise due supervision; but here it was the Captain's supervision which did all the mischief. We pass no judgment on the original accident. How far that might have been avoided by better seamanship on the part of any of his officers, or was due to want of seamanship on his own part, will be investigated by experts. But his narrative, and the very interesting account by a passenger which we publish, furnish means for forming a view on the manner in which he exercised his discretion subsequently. The two stories do not contradict each other. The only difference between them is that the Captain's tale omits certain particulars which the passenger's letter supplies. It is perfectly clear from both that no loss of life need have occurred had the boats been resorted to on the morning after the wreck. The sea was then tranquil. There may have probably been a certain amount of surf off shore; but even Captain Jones does not refer to that as having constituted a justification of delay. It is charitable to suppose that one reason for his persistency in lingering on board till it became a question of minutes when the vessel should become waterlogged and heel over may have been the greater certainty that they would be seen by passing ships and rescued than if they quitted the reef for the island. But it would have been absurd to apprehend they could be overlooked on an island in a sea which is so beaten a throughfare as the Red Sea, and with the abundant materials they might by forethought have provided to attract attention. The true motive was undoubtedly that which our correspondent declares Captain Jones himself to have mentioned as an excuse for his original reluctance to ask his passengers' advice. It was that he desired "to take every measure for the salvation of the ship, which he still trusted would be got off the rocks." The hope to which this faithful servant of his company, but very unsafe guardian of the lives of passengers, clung probably was that the *Sumatra* might come up in the course of a day or two, and aid in making the *Carnatic* seaworthy and dragging her off the reef. In the meantime, only by the combined energies of the whole crew, by putting out anchors, setting sails, keeping the engines going and the pumps at work, was there, he knew, any chance of preserving the vessel steady in its place. The departure of the passengers would both have robbed him of some stout arms, and, besides, have taken the heart out of the crew's efforts. Captain Jones's first thought was of his ship; his passengers were only his second care. We cannot admit that the concurrence of a committee of the passengers in his recommendation to remain in the ship diminishes his responsibility. Our correspondent affirms that two gentlemen who formed a majority on the committee were the sole passengers in favour of staying, and, if this were so, the captain was certainly not entitled to let their opinion, whatever it might be, on a subject like this, overrule that of the rest. But even if this supposed eagerness of the mass of the passengers to go ashore be an afterthought, at least Captain Jones does not allege that he consulted the committee and obtained their approval of further delay at two on Tuesday morning, when "the water had gained and put the fires out." They would be hardly likely, we should surmise, to have felt then sufficient sympathy with Captain Jones's love for his ship to decide, as they did earlier, and "without the slightest hesitation, that it was the best plan to remain on board, as it appeared impossible that the ship could move or be in any danger unless a gale sprung up." But, however fervent their approval, and however unanimous might have been the acquiescence of the passengers at large, Captain Jones's responsibility would have continued just as great, just as entire. A captain of a ship on these occasions, like a general calling a council of war, may gain useful hints and secure a more cheerful co-operation; but it would be a very dangerous doctrine to hold that he could by such devices either abdicate or even share his responsibility.

Perhaps Captain Jones may be able to give a more plausible explanation to the public than he has thought it necessary to give to his owners of his delay in taking to the boats. From the accounts we have it does not appear that there would have been any real danger in reaching the shore for some time after the *Carnatic* struck. The enterprise was accomplished later without loss of life under far more difficult conditions. As yet the reasons he has suggested imply a care only for the ship's safety. He appears to have deliberately staked the lives of his passengers and crew on the hazard of the *Sumatra's* arrival before the wind rose. The loss of life which eventually occurred occupies but a casual place in his narrative. But for a single line in the opening sentence a reader might have supposed that all had been saved. Even, however, had no lives been lost, we should still have required special justification for a resolution which forced a mass of helpless passengers to endure the horror of watching, during two nights and a day, the waters creeping up higher and higher, while they were tantalised with the spectacle close at hand of a certain and obvious means of escape of which they were barred from availing themselves. On a route like that to India Great Britain cannot afford to pardon an economy which would try to preserve a ship at the chance of losing lives. Every Peninsular and Oriental Company's servant must be taught that his first duty is to his passengers, and that nothing is precious enough to be suffered to challenge a comparison with their safety.

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## OUR TELEGRAPHIC EXTRA.

The Telegraphic Extra to *The London and China Express* can be obtained at the following agents. Subscription: $6 to subscribers to *Express*, and $12 to non-subscribers. The Extra contains the latest telegrams on political and general news, quotations of shares and exchanges, market reports, shipping arrivals, &c.; also latest quotations and shipping from Bombay and Calcutta, sent by special telegram to Galle, for the departure of the steamer to the Straits, China, and Japan :—

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## THE LATE CONSUL GIBSON.

In addition to the many eulogiums which have appeared in our columns on the conduct of the late Mr. Gibson at Formosa, based chiefly on correspondence from the spot, we have now to add the tribute of Mr. Hugh Matheson. It is seldom, indeed, that Mr. Matheson appears in print, and he must have felt strongly the injustice cast upon Mr. Gibson by the Foreign-office to induce him to do so. Mr. Matheson has, fortunately, also allowed his pen to run on to an expression of opinion as to the wretched policy of the present Government towards China, and we rejoice at such an authority in support of the principles we have advocated, in common with those who know and understand China and the Chinese. Mr. Matheson says:—

I have no desire to be hard upon Lord Clarendon. Being personally unacquainted with the Chinese, and failing to realise to the full their unquestionable duplicity, he had been greatly influenced by the plausible misrepresentations of Mr. Burlingame, and I trust sincerely it is not too late for the Government to adopt instead the sounder views of our present able Minister, Sir Rutherford Alcock.

The remarkable success of Mr. Gibson's proceedings in obtaining the punishment of wicked and persecuting mandarins was appreciated quite as highly by the Chinese population as it was by the British community, and a reign of something like justice had begun, which was unhesitatingly attributed to the straightforward, upright, and consistent conduct of this admirable and excellent man.

The tidings of his recal from Formosa, and the severe animadversions upon his conduct made in England in high official quarters, proved a crushing blow to Mr. Gibson. The iron entered into his soul. Conduct which for its skill, its rectitude, its considerateness, its patience, its firmness, and every noble quality that could distinguish a British officer, plainly merited commendation and honour, and which, moreover, was so signally successful in restoring tha "reign of law" and promoting peace and harmony among all classes, was visited instead with severe censure and degradation.

I cannot close without repeating my own deliberate conviction, shared by almost every one who has had any acquaintance with the Chinese, that the recent policy of our Government in its intercourse with the Government of China is a mistake, all experience having shown that in dealing with Chinese officials nothing can be gained and no progress made *without firmness*, and nothing that has been gained can be kept *without firmness*. And he will be the most successful representative of Great Britain in China, and the most influential as well as respected and honoured, who firmly insists upon the proper fulfilment of treaty obligations, and who is constantly prepared firmly to demand prompt redress for studied and intentional breaches of national rights.

# Foreign Intelligence.

## HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

Rotterdam, Sept. 30.

Both the First and the Second Chambers of the States General have issued addresses in reply to the Speech from the Throne, and, as usual, they were only echoes of the Speech itself. The Minister of the Financial Department has laid his budgets before the members, with regard to which I have nothing to add when I have stated that the Minister was obliged to communicate the fact that there is a deficiency, the total receipts amounting to 85,456,583f., and the expenditure to 96 228,916f. 91c., leaving a deficit of 10,772,333 91c., which will this year be covered by Treasury bonds, while next year the Minister will propose to raise a loan, the amount of which is not yet fixed. Notwithstanding that the Conservatives are crying out that we are on the eve of a State failure, there is nothing in the Minister's statement to create uneasiness, because the deficit of ten millions is owing solely to the completion of the railway system, for which purpose a hundred millions were expended without borrowing one cent. India has produced this enormous amount, and still our Tories are trying to demonstrate that the Liberals are ruining the Fatherland, now that they propose measures tending to improve the condition of India. As I said in a former letter, Mr. De Waal has proposed to fix the annual contribution of India at ten millions. In his budget speech the Minister Van Bosse also announced some changes, namely, the abolition of the licence-tax, to be counterbalanced by a tax upon tobacco. Both the Liberal and Conservative papers disapprove of this proposal, and it may be predicted that it will not pass the Chamber.

The *Rotterdam Courant*, a Conservative paper, has set a rumour in circulation that Mr. van Bosse is to be appointed Governor-General of the East India colonies, and that Mr. Myer will be immediately recalled. Notwithstanding that this rumour has not been contradicted, I do not think that it is true. Another paper of that party, *De Noordstar*, has stated that the Minister of the Foreign Department will resign, and that Mr. Cremers, Mr. van Lansberge, or Professor Asser will have the portfolio. Still another *on dit*, which, perhaps, deserves no more belief, is, that the Minister of the Colonial Department intends to appoint Mr. O. van Rees a member of the Council of India. The Conservative papers, which set this last rumour in circulation, add expressions of their disbelief in its correctness.

The Minister de Waal has asked for a credit of f.317,916, in order to establish a steam line between Padang and the harbours of the west coast of Sumatra. He hopes that this measure will tend to improve the trade of Padang. No credit is asked for the steam line between Java and Australia.

The Second Chamber has elected as their president the Liberal deputy, Mr. Dullert. It is probable that in the place of Mr. van Reenen Mr. Pynappel will be elected M.P. at Amsterdam.

H.R.H. Prince Henry will assist at the opening festival of the Suez Canal.

In Amsterdam and Almelo some riots have taken place, but they were not of a serious character.

### PRODUCE MARKETS.

Coffee.—The Dutch Trading Company's public auction on the 22nd (briefly noticed in our last), at which 129,243 bales were offered, went off most favourably. The demand was very animated, and from ½c. to 2½c. was paid above the valuation. The quotation for good ordinary Java is now 35½c. to 36c., and for good ordinary greenish 34½c. to 35c. This result has given the more satisfaction, because the market was extremely inactive before the auction. The private transactions include 645 b. Padang, ex Maria Sarah, at 40½c.; 1,000 b. Java, at a price that did not transpire; and 570 b. Java, ex County of Bute.

Rice meets with a good demand; 5,500 b Rangoon, ex Berend, were sold at 5⅞f.; 8,300 b. Bassein, ex Amity, at 5¾f.

Spices.—For fine qualities there is some demand for export; 23 casks Nutmegs, 40 casks and 8 chests Mace, ex County of Bute, County of Berwick, and Bezoekie, sold at prices that did not transpire. The market remains firm. The stock of Pepper is nearly exhausted. The nominal quotation in second hands is 24½c. to 25c.

Sugar (Raw).—On the 23rd inst. 28,310 mats Java were offered in public auction by the Dutch Trading Company, and the whole quantity was sold; for the brown qualities an advance above the July prices was paid of ½f., and for the yellow and white of ¾f. to 1f. The greater part of the quantity was bought by refiners. The market closes with a very good tone. Since the auction 510 mats Passaroeang, floating per Jupiter, No. 12/14, new crop, at ½f. under the value of the auction. The stock of Raw Sugar is 35,963,826 kilo.

Tobacco (Java).—There are no transactions to report. The auctions will take place early in October.

Drugs.—Camphor without transactions, there being no buyers, on account of the important quantities afloat for the Trading Company. Cubebs dull, notwithstanding that the article can be bought at very low prices. Cassia Fistula meets with a good demand, and nothing can be bought under 9f. Cassia Lignea: Stock nearly exhausted; 76½c. is the actual quotation. Cocoanut-oil Soap is quoted 185c., but nothing is offered. Preserved Ginger firm, owing to want of stock. Java Vanila: 29 chests imported by the Bezoekie will shortly be offered in auction; the valuation is from 4f. to 10f. per ½ kilo. For Japan Wax there is somewhat more demand; the quotation is for A, 50f.; B, 48f.; D, 44f. The Trading Company has a stock of 4,397 chests.

Rattans.—340 piculs, ex Bezoekie, and 151 piculs, ex County of Bute, have been sold.

Indigo.—Great firmness still prevails in the market; 246 chests private import have changed hands at an advance of 20c. to 40c.

Kapok.—300 bales uncleaned, and 130 bales half cleaned were sold at prices that did not transpire.

Arrack.—47 casks ex Gerard Pieter Servatius, 10 casks Batavia, 53 casks Indramayo, ex Equator, and 479 casks Sourabaya; 248/1 and 115/2 casks, imported also by the Equator, were offered by private tender, but were not sold.

Money and Stocks.—The market is very dull, and business is unimportant. Netherlands Bank, 235¼f.; Trading Company, 116¾; Rotterdam Bank, 81½; Dutch Two-and-a-Half per Cents., 53; Three per Cents., 61½; Four per Cents., 61¾.

P.S.—Oct. 1.—The sale of Tin to-day went off at 74 to 74½.

### SHIPPING INTELLIGENCE.

Arrivals.—September 22, at Brouwershaven, from Rangoon, Jupiter; from Bassein, Alice Tainter; at Texel, from Rangoon, Bartholomeo; 24, at Brouwershaven, from Batavia, Schiedam; at Texel, from Padang, Jan van Brakel; from Rangoon, Norenside; from Bombay, Kurrachee; 25, at Hellevoet, from Rangoon, Berend; at Zierikzee, from Batavia, Marie; 27, at Texel, from Kurrachee, Empress Eugenie; at Zierikzee, from Batavia, Triton.

Loading.—For Batavia, Noach III., Cornelis Wernard Eduard, Jonge Cornelis; for Macassar, Neerlands Vlag; for Melbourne, Cornelis Gips; for Samarang, Friesland; for Shanghai, Mexicana; for Singapore and Hong Kong, Isaac da Costa; for Sourabaya, Jonge Jan.

Passengers Inward.—From Java, per Batavia: Mr. C. J. Morel and family; per Schiedam: Messrs. A. W. J. Lina and family, L. J. Boyer and family, H. du Croo, A. E. Hanson, H W. Wysman; per Marie: Messrs. Hoog and family, Kramer and family, Mrs. van Oven and family, Verkouteren and family, Miss Wertheim; per Triton: Messrs. Boogaard, Serlé and family, Thepass and family, Knechtmans, Mrs. Anemaet, Kunneman and family.

Breakfast.—Epps's Cocoa.—Grateful and Comforting.—The very agreeable character of this preparation has rendered it a general favourite. The *Civil Service Gazette* remarks:—"The singular success which Mr. Epps attained by his homœopathic preparation of Cocoa has never been surpassed by any experimentalist. By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected Cocoa, Mr. Epps has provided our breakfast tables with a delicately-flavoured beverage which may save us many heavy doctors' bills." Made simply with boiling water or milk. Sold by the trade only in ¼lb., ½lb., and 1lb. tin-lined packets, labelled—James Epps & Co., Homœopathic Chemists, London.—Advt.

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# Monetary and Commercial.

The various telegraph schemes for carrying on communication with the Straits and China (and which we may describe as the Read-Patterson scheme through Siam, the Kresser-Pollard scheme by Saigon, and the American Pacific line, all of which we have fully described during the past few months) have not yet assumed the shape for launching for general subscriptions. The direct light Varley cable, from Ceylon to the Straits, styled the India, China, and Australian Submarine, is at present the only one on the market, and it is still doubtful if the capital for the first section has been subscribed. The times are not propitious for companies, the break up of the Albert and European Insurance offices having again checked confidence in boards of directors, their managers, and secretaries.

At the fifth ordinary general meeting of the shareholders in the National Bank of India (Limited), held, on the 28th inst., at their offices, No. 80, King William-street, City, the report of the directors, of which a summary appeared in our last issue, and which recommended the payment of an *ad interim* dividend at the rate of six per cent. per annum, carrying forward £8,777 0s. 8d., was unanimously received and adopted. The Chairman, Mr. W. S. Fitzwilliam, stated that the progress of the bank was most satisactory, and that its business was steadily increasing.

The prospectus of the Great Oceanic Telegraph Company (Limited) has been issued. The object is stated to be to establish a cheaper system of ocean telegraphic communication. By means of light cables, containing "no perishable materials in their construction," the promoters contend that they can "release the telegraph world from its utter dependence on a *Great Eastern*," and at the same time effect, as compared with the existing heavy cables, a saving of 40 per cent. on first cost, with extra working capacity. In the first instance, it is proposed to carry a direct line from the south-west coast of Ireland to Sable Island and Halifax, Nova Scotia, which is in complete telegraphic communication with New York and America generally; and the company proposes to commence with a uniform rate of 1s. 6d. per word, or 15s. for a message of ten words, with 7s. 6d. for every additional five words, being about one-half the present charges. The construction of the main line from point to point is estimated to cost £450,000. The present capital of the company is to be £600,000, in 30,000 A shares and 30,000 B shares of £10 each, the A shares being guaranteed a preferential dividend of 10 per cent. by the B.

Advices from New York state that the "Western Union Telegraph Company" are making efforts to induce the Government to take over and work their lines in a similar manner to our own Government. At present the company has 3,462 stations, 52,099 miles of poles, and 104,584 miles of wire, which traverse every State and Territory in the Union except Minnesota and New Mexico. The receipts last year were equal to about £1,460,000, and the net revenue was about £550,000, or about 6½ per cent. on the capital stock. The company, it appears, contend that the terms at which the Government should buy them ought to be calculated on the assumption that a 10 per cent. stock may be considered worth par, and that their stock paying 6½ should be taken over at 65.

A new undertaking is announced under the title of the Home and Foreign Telegraphic News Company (Limited). It is suggested by a desire to take up the "intelligence department" of the Electric and International Telegraph Company, which will not be continued by the Post-office authorities when the Electric Telegraph system is transferred to them. The services of a portion of the working staff of the present agency are to be retained, and it is stated that the system is to receive a considerable extension, both at home and abroad. The capital proposed is £20,000, in 4,000 shares of £5 each.

The *Manchester Examiner* mentions the failure of Messrs. Hague and Penny, of Moor-hall Mill, Preston, with liabilities of £20,000 to £25,000; also that of Mr. Luke Isherwood, of Rochdale, yarn agent, for a small amount.

The prospectus of the Ceylon Gas Company, which has been in circulation for capital in Ceylon, will shortly be put on the London market.

A meeting of the Oriental Bank Corporation is called for the 28th October, when a dividend of 30s. per share will be declared, equal to 12. per cent. per annum.

The amount of bullion by the P. and O. Company's steamer *Bangalore*, from Southampton, on the 2nd inst., was—in gold, to Galle, £800; to Madras, £1 948; in silver, to Bombay, £10,000; to Hong Kong, £200; to Foochow, £960; to Shanghai, £3,450; total in gold, £2,748; in silver, £14,610.

## BOARD OF TRADE RETURNS.

The Board of Trade returns for the month and eight months ending August 31 have been issued. The declared value of exports of British and Irish produce for August was £17,364,691, against £16,427,597 for the corresponding month of 1868, and £17,880,999 in August 1867. For the eight months the totals are £126,244,907, £116,777,023, and £121,056,913, in 1869, 1868, and 1867 respectively. These figures purport to show the large increase of £937,094, or nearly six per cent., in the declared value of our exportations, compared with the corresponding month of last year; but to most persons conversant with the state of commerce they will appear to carry their own refutation. For the eight months of the present year ended the 31st of August an increase of more than eight per cent. is represented to have occurred. As regards the month's imports, the statement of the "computed real value" of the principal articles is given as under: July, 1867, £19,221,633; July, 1868, £21,494,611; July, 1869, £20,960,848. And for the seven months ended the 31st of July, 1867, £128,989,619; July, 1868, £132,352,276; July, 1869, £128,023,486.

We annex a summary of those figures which relate to our Import and Export trade with China and other countries in the Far East:—

### IMPORTS.

**TEA.**

| | 1867. | 1868. | 1869. |
|---|---|---|---|
| Quantity for the month ended 31st August ... lbs. | 2,556,993 ... | 4,421,452 ... | 5,597,663 |
| Quantity for the eight months ended 31st August lbs. | 67,678,398 ... | 71,824,605 ... | 73,246,248 |
| Value for the month ended 31st July ... ... | £214,695 ... | £164,922 ... | £109,694 |
| Value for the seven months ended 31st July ... | £4,740,020 ... | £5,142,538 ... | £4,904,777 |

**RAW SILK.**

| From | For the Month ended 31st August. 1867. | 1868. | 1869. |
|---|---|---|---|
| China... ... ... lbs. | — ... | — ... | — |
| British India... ... ,, | — ... | 883 ... | — |
| Egypt* ... ... ,, | 288,402 ... | 687,818 ... | 186,985 |
| Other Countries ... ,, | 295,159 ... | 86,338 ... | 59,630 |
| Total ... ... ... ,, | 583,561 ... | 775,039 ... | 246,615 |
| | **For the Eight Months ended 31st August.** | | |
| China... ... ... lbs. | 26,957 ... | 50,024 ... | 249,348 |
| British India... ... ,, | — ... | 13,073 ... | 4,417 |
| Egypt* ... ... ,, | 2,327,626 ... | 2,551,361 ... | 1,784,548 |
| Other Countries ... ,, | 1,316,953 ... | 873,782 ... | 434,621 |
| Total ... ... ... ,, | 3,671,536 ... | 3,488,240 ... | 2,472,934 |
| | **Value for the Month ended 31st July.** | | |
| China ... ... ... | £2,707 ... | £12,090 ... | £356 |
| British India... ... ... | — ... | — ... | — |
| Egypt* ... ... ... | 272.457 ... | 58,744 ... | 119,418 |
| Other Countries ... ... | 96,370 ... | 121,175 ... | 66,278 |
| Total ... ... ... ... | 371,534 ... | 192,009 ... | 186,052 |

*In transit from India, China, and Japan.

**COFFEE.**

| From | For the Month ended 31st August. 1867. | 1868. | 1869. |
|---|---|---|---|
| Ceylon ... ... lbs. | 8,817,567 ... | 21,259,949 ... | 10,705,514 |
| Other British Possessions ,, | 1,737,415 ... | 7,334,066 ... | 5,608,305 |
| Total from all parts ... ... | 15,226,141 ... | 33,454,173 ... | 25,706,142 |
| | **For the Eight Months ended 31st August.** | | |
| Ceylon ... ... lbs. | 53,945,198 ... | 72,557,846 ... | 54,672,868 |
| Other British Possessions ,, | 8,390,921 ... | 17,554,978 ... | 19,297,102 |
| Total from all parts ,, | 84,887,566 ... | 115,688,381 ... | 109,214,895 |

**RAW SUGAR.**

| From | For the Month ended 31st August. 1867. | 1868. | 1869. |
|---|---|---|---|
| Java & Philippine Islnds. cwts.... | 33,894 ... | 38,506 ... | 58,011 |
| Total from all parts ,, | 1,288,319 ... | 1,162,985 ... | 1,417,712 |
| | **For the Eight Months ended 31st August.** | | |
| Java & Philippine Islnds. cwts. | 208,195 ... | 517,032 ... | 547,995 |
| Total from all parts ,, | 7,981,585 ... | 7,661,906 ... | 7,399,659 |

**HEMP.**

| From | For the Month ended 31st August. 1867. | 1868. | 1869. |
|---|---|---|---|
| Philippine Islands ... cwts. | 9,982 ... | 4,825 ... | 5,788 |
| Total from all parts ... ,, | 129,079 ... | 109,948 ... | 130,960 |
| | **For the Eight Months ended 31st August.** | | |
| Philippine Islands ... cwts. | 59,520 ... | 95,281 ... | 62,315 |
| Total from all parts ... ,, | 391,651 ... | 493,570 ... | 595,443 |

**RAW COTTON.**

| From | For the Month ended 31st August. 1867. | 1868. | 1869. |
|---|---|---|---|
| China ... ... ... cwts. | — ... | — ... | — |
| British India ... ,, | 611,582 ... | 509,851 ... | 296,382 |
| Egypt... ... ... ,, | 66,996 ... | 37,374 ... | 109,812 |
| United States ... ,, | 267,291 ... | 87,751 ... | 108,915 |
| Total from all parts ... ,, | 995,576 ... | 764,920 ... | 757,548 |
| | **For the Eight Months ended 31st August.** | | |
| China ... ... ... cwts. | 4,707 ... | — ... | — |
| British India ... ... ,, | 1,869,451 ... | 1,532,743 ... | 1,580,049 |
| Egypt ... ... ,, | 851,675 ... | 820,647 ... | 879,549 |
| United States ... ,, | 3,940,083 ... | 4,345,188 ... | 3,040,455 |
| Total from all parts ... ,, | 7,391,680 ... | 7,500,221 ... | 6,403,854 |

**CLEARANCES FOR HOME CONSUMPTION.**

| | For the Month ended 31st August. 1867. | 1868. | 1869. |
|---|---|---|---|
| Tea from all parts ... lbs. | 8,718,001 ... | 7,815,748 ... | 9,456,090 |

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| | | | | |
|---|---|---|---|---|
| Coffee from Ceylon ... | ,, | 1,452,955 ... | 1,398,101 ... | 1,262,035 |
| Do. from all parts... | ,, | 2,566,327 ... | 2,388,419 ... | 2,360,283 |
| Raw Sugar from Java & the Philippines ... | cwts. | 31,275 ... | 53,858 ... | 71,961 |
| Raw Sugar from all parts | ,, | 1,011,765 ... | 900,410 ... | 1,097,428 |
| | | For the Eight Months ended 31st August. | | |
| Tea from all parts ... | lbs. | 71,220,712 ... | 71,497,629 ... | 74,621,775 |
| Coffee from Ceylon ... | ,, | 13,868,553 ... | 13,420,551 ... | 11,058,909 |
| Do from all parts... | ,, | 21,433,366 ... | 20,584,058 ... | 19,561,563 |
| Raw Sugar from Java & the Philippines ... | cwts. | 305,796 ... | 531,962 ... | 517,489 |
| Raw Sugar from all parts | ,, | 7,716,184 ... | 7,345,162 ... | 7,499,857 |

The following were the quantities of the undermentioned articles remaining in the bonded warehouses of the United Kingdom on the 31st August, 1869, compared with the two previous years :—

| | | 1867. | 1868. | 1869. |
|---|---|---|---|---|
| Coffee... ... ... | lbs. | 40,266,276 ... | 62,216,713 ... | 57,647,597 |
| Tea .. ... ... | ,, | 75,456,771 ... | 64,250,505 ... | 70,057,276 |
| Unrefined Sugar ... | cwts. | 3,378,244 ... | 2,435,962 ... | 2,441,411 |

## EXPORTS.

### COTTON YARN.

| To | | For the Month ended 31st August. 1867. | 1868. | 1869. |
|---|---|---|---|---|
| China and Hong Kong | lbs. | 882,300 ... | 564,175 ... | 181,100 |
| Japan ... ... ... | ,, | 365,000 ... | 387,260 ... | 180,400 |
| Singapore ... ... | ,, | 300,470 ... | 215,400 ... | 40,230 |
| Ceylon ... ... | ,, | 896 ... | 33,000 .. | 89,382 |
| Total to all parts ... | ,, | 15,365,614 ... | 14,494,338 ... | 15,823,767 |
| | | For the Eight Months ended 31st August. | | |
| China and Hong Kong | lbs. | 4,725,848 ... | 4,388,981 ... | 2,826,960 |
| Japan... ... ... | ,, | 1,927,800 ... | 2,073,470 ... | 3,421,372 |
| Singapore ... ... | ,, | 1,671,860 ... | 1,085,000 ... | 663,745 |
| Ceylon ... ... | ,, | 177,191 ... | 317,610 ... | 228,604 |
| Total to all parts ... | ,, | 105,718,155 ... | 114,202,513 ... | 113,179,219 |

### COTTON MANUFACTURES.

| To | | For the Month ended 31st August. 1867. | 1868. | 1869. |
|---|---|---|---|---|
| China and Hong Kong | yds. | 20,098,329 ... | 23,404,196 ... | 15,478,235 |
| Japan... ... ... | ,, | 1,215 140 ... | 2,530,480 ... | 387,100 |
| Philippine Islands ... | ,, | 2,194,000 ... | 4,026,130 ... | 2,925,600 |
| Java ... ... ... | ,, | 5,088,410 ... | 5,273,876 ... | 2,900,400 |
| Singapore ... ... | ,, | 5,309,110 ... | 5,792,715 ... | 5,185,153 |
| Ceylon ... ... | ,, | 656,513 ... | 2,146,610 ... | 1,612,678 |
| Total to all parts ... | ,, | 260,122,829 ... | 275,283,838 ... | 251,428,372 |
| | | For the Eight Months ended 31st August. | | |
| China and Hong Kong | yds. | 100,677,827 ... | 202,994,852 .. | 202,015,674 |
| Japan ... ... ... | ,, | 15,684,624 ... | 14,829,023 ... | 11,684,157 |
| Philippine Islands ... | ,, | 25,354,272 ... | 22,877,150 ... | 18,177,439 |
| Java ... ... ... | ,, | 28,113,996 ... | 18,816,428 ... | 13,081,970 |
| Singapore ... ... | ,, | 46,677,953 ... | 41,019,215 ... | 42,776,490 |
| Ceylon ... ... | ,, | 13,083,486 ... | 17,406,391 ... | 14,793,805 |
| Total to all parts ... | | 1,789,176,406 . | 1,900,260,705 . | 1,892,378,439 |

### WORSTED STUFFS.

| To | | For the Month ended 31st August. 1867. | 1868. | 1869. |
|---|---|---|---|---|
| China and Hong Kong | yds. | 1,523,070 ... | 1,269,834 ... | 1,734,915 |
| Japan ... ... ... | ,, | 689,140 ... | 173,580 ... | 9,900 |
| Total to all parts ... | ,, | 25,089,926 ... | 26,395,217 ... | 24,573,787 |
| | | For the Eight Months ended 31st August. | | |
| China and Hong Kong | yds. | 16,229,544 ... | 14,228,020 ... | 15,062,366 |
| Japan ... ... ... | ,, | 5,996,479 ... | 2,419,265 ... | 2,528,348 |
| Total to all parts ... | ,, | 143,212,487 ... | 154,153,934 ... | 176,552,574 |

### WOOLLEN AND WORSTED CLOTHS.

| To | | For the Month ended 31st August. 1867. | 1868. | 1869. |
|---|---|---|---|---|
| China and Hong Kong | yds. | 185,350 ... | 40,832 ... | 183,930 |
| Total to all parts ... | ,, | 3,869,841 ... | 2,598,955 ... | 3,085,134 |
| | | For the Eight Months ended 31st August. | | |
| China and Hong Kong | yds. | 1,008,325 ... | 1,421,894 ... | 1,593,343 |
| Total to all parts ... | ,, | 21,629,194 ... | 16,238,167 ... | 19,047,399 |

### LEAD.

| To | | For the Month ended 31st August. 1867. | 1868. | 1869. |
|---|---|---|---|---|
| China and Hong Kong | tons | 629 ... | 270 ... | 1,348 |
| Total to all parts ... | ,, | 3,842 ... | 4,150 ... | 4,974 |
| | | For the Eight Months ended 31st August. | | |
| China and Hong Kong | tons | 2,433 ... | 6,815 ... | 8,897 |
| Total to all parts ... | ,, | 18,176 ... | 30,536 ... | 32,495 |

The value of the Exports from the United Kingdom to the several ports and countries of the Far East for the month and seven months ended 31st July, 1869, compared with the corresponding periods of the two preceding years, is returned as follows :—

| To | For the Month ended 31st July. 1867. | 1868. | 1869. |
|---|---|---|---|
| China (exclusive of H. Kong) | £350,858 ... | £654,080 ... | £541,040 |
| Hong Kong ... ... ... | 196,059 ... | 299,406 ... | 226,571 |
| Japan ... ... ... ... | 104,181 ... | 82,997 ... | 123,449 |
| Singap. & Straits Settlements | 160,663 ... | 150,508 ... | 161,131 |
| Ceylon ... ... ... ... | 90,902 ... | 60,676 ... | 142,524 |
| Philippine Islands ... ... | 108,469 ... | 86,956 ... | 64,631 |
| Java ... ... ... ... | 109,220 .. | 7,947 ... | 1,025 |
| Siam ... ... ... ... | — ... | — ... | 10 |
| | For the Seven Months ended 31st July. 1867. | 1868. | 1869. |
| China (exclusive of H. Kong) | £2,441,013 ... | £3,573,922 .. | £4,148,050 |
| Hong Kong ... ... ... | 1,163,206 ... | 1,373,274 ... | 1,237,032 |
| Japan ... ... ... ... | 920,978 ... | 587,772 ... | 923,729 |
| Singap. & Straits Settlements | 1,208,470 ... | 913,056 ... | 983,915 |
| Ceylon ... ... ... ... | 446,334 ... | 471,475 ... | 421,634 |
| Philippine Islands ... ... | 708,709 ... | 517,868 ... | 436,220 |
| Java ... ... ... ... | 779,736 ... | 410,905 ... | 297,424 |
| Sumatra ... ... ... | — ... | 2,517 ... | — |
| Borneo ... ... ... ... | — ... | 268 ... | 14,849 |
| Siam ... ... ... ... | — ... | — ... | 896 |

## BANK AND MISCELLANEOUS SHARES.

| Shares. | Joint Stock Banks. | Paid. | Closing Prices Oct. 2. |
|---|---|---|---|
| £10 | Agra Bank, A shares ... ... ... | All | 10⅝ to 11½ |
| 10 | Do. B do. ... ... ... | — | 3¾ to 4 |
| 10 | Do. Prov. Certificates ... ... | 3 | par to ¼ pm. |
| 25 | Bank of Egypt ... ... ... ... | All | 38 to 40 |
| 20 | Chartered Bank Ind., Aust., and China | All | 18 to 19 |
| 25 | Chartered Merc. of India and China ... | All | 32 to 34 |
| 20 | City Bank ... ... ... ... ... | 10 | 10 to 11 |
| 100 | Colonial Bank ... ... ... ... | 25 | 37 to 38 |
| 500fr. | Comptoir D'Escompte of Paris ... ... | — | 680 fr. |
| £28¼ | Hong Kong and Shanghai Bank ... | All | 37 to 39 |
| 28¼ | Do. Do. new ... ... | 11¼ | 4½ to 5½ pm. |
| 100 | Imperial Bank ... ... ... ... | 20 | 16 to 17 |
| 50 | London and County ... ... ... | 20 | 49 to 50 |
| 50 | London Joint Stock ... ... ... | 15 | 30½ to 31½ |
| 100 | London and Westminster ... ... | 20 | 57½ to 58½ |
| 25 | Oriental Bank Corporation ... ... | All | 42½ to 43⅜ |
| 50 | Union of London ... ... ... ... | 15 | 35½ to 36½ |
| | MISCELLANEOUS. | | |
| 10 | Anglo-Mediterranean Telegraph Co. ... | All | 17½ to 17⅝ |
| 10 | Brit. Ind Submrne. Telgph. Co., 1st iss. | 7 | 2½ to 3½ pm. |
| 20 | British India Tea Company ... ... | All | 2½ to 3½ |
| — | Ceylon Deb., 6 per cent., May & Nov. 1878 | 100 | 110 to 112 |
| — | Do. Do. 1872 ... | 100 | 103 to 105 |
| — | Do. Do. 1882-3 ... | 100 | 113 to 115 |
| 20 | Ceylon Company ... ... ... ... | 10 | 4½ to 4 dis. |
| 20 | Do. A shares ... ... ... | 5 | 3½ to 2½ dis. |
| 50 | Colonial Company ... ... ... | 20 | 3 to 1 dis. |
| 10 | Credit Foncier and Mobilier of England | All | 2½ to 2⅝ |
| 10 | General Credit and Discount Company | 7½ | 1⅝ to 1 dis. |
| 15 | General Steam Navigation Company ... | 14 | 28 to 30 |
| 25 | Indo-European Telegraph Company ... | 20 | 23 to 24 |
| 10 | International Finance Society ... ... | 5 | 2 to 1⅝ dis. |
| 10 | Mediterranean Extension Telegraph Co. | All | 7 to 7½ |
| 10 | North Assam Tea (Limited) ... ... | 5½ | 7 to 5 dis. |
| 10 | Do. do. B shares ... ... | All | 9 to 8 dis. |
| 50 | P. and O. Steam Company ... ... | All | 44 to 46 |
| 50 | Do. Do. 1867 ... ... | 10 | 3½ to 2½ dis. |
| 100 | Royal Mail Steam Company ... ... | 60 | 43 to 45 |
| 25 | Reuter's Telegram Company ... ... | All | 78 to 80 |
| 10 | Upper Assam Tea ... ... ... ... | All | 2 to 2½ |
| 50 | West India and Pacific Steam Company | 20 | 5 to 3 dis. |

## BANKS AND COMPANIES CONNECTED WITH THE FAR EAST.

Peninsular and Oriental Steam Navigation Company, 122, Leadenhall-street.

Messageries Imperiales, Head Office in Paris. B. W. and H. Horne agents, 4, Moorgate street.

Netherlands India Steam Navigation Company, 13, Austinfriars.

Hong Kong and China Gas Company, 11, Old Jewry Chambers, J. H Walduck, secretary.

Singapore Coir Company (Limited), J. M. Little, Esq., agent, 92 Cannon-street.

Singapore Gas Company, 8, St. Mary Axe, Robert King, secretary.

Pacific Saw Mills, Hakodadi, Armitstead and Co., agents, 21, Old Broad-street.

Amoy Dock Company, John Pook, agent, Lime-street Square.

Hong Kong and Whampoa Dock, Morrison and Co., agents, Crown-court, Philpot-lane.

North China Insurance Company, 34, Clement's-lane, J. S. Mackintosh, secretary.

Canton Insurance Company, Matheson and Co., agents, 3, Lombard-street.

Union Insurance Company of Canton, Dent, Palmer and Co., agents, King's Arms Yard, Moorgate-street.

Hong Kong Insurance Company, Gledstanes and Co., agents, 26, Austinfriars.

China Traders Insurance Company, Hong Kong, Fearon and Co., agents, 36, Great St. Helens.

Hong Kong Marine Insurance Company, Farbridge, Holliday, and Co., agents, Manchester,

Ceylon Company, Palmerston-buildings, Old Broad-street, R. A. Cameron, secretary.

Borneo Company, 7, Mincing-lane, John Harvey, managing director.

Tanjong Pagar Dock Company (Limited) of Singapore, Mactaggart, Tidman, and Co., agents, 34, Great St. Helens.

Silk Supply Association, T. Dickins, president, 3, Castle-street, Holborn.

### BANKS.

Agra Bank, 28, Nicholas-lane, Lombard-street, J. Thomson, chairman.

Chartered Bank of India, Australia, and China, Hatton-court, Threadneedle-street, G. U. Adam, manager.

Chartered Mercantile Bank of India, London, and China, Old Broad-street, D. T. Robertson, general manager.

Comptoir d'Escompte de Paris, 144, Leadenhall-street.

Bank of Rotterdam, Union Bank of London, agents, Princes-street.

Hong Kong and Shanghai Banking Company, W. H. Vacher, agent, 32, Nicholas-lane.

National Bank of India, R. O. Sawers, chief manager, 80, King William-street.

Oriental Bank Corporation, Threadneedle-street, C. J. F. Stuart, chief manager.

*** *Companies omitted in the above list will be included if the particulars are forwarded.*

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## ARTICLES OF IMPORT.

### TEA.

The sales of the 30th Sept. and 1st Oct. comprised about 10,000 packages ex Ajax, Titania, &c. Fine Monings (counterpart sold a fortnight ago at 2s.) sold for 1s. 8½d. to 1s. 8¾d.; common (new season's) 1s. 1¼d. to 1s. 2d. (lowest this season), to fair medium, 1s. 5d. Greens: Moyunes, No. 5 Gunpowder, 3s. 9d.; Young Hyson, 2s. 4½d. Old season Red Leaf, 1s. 0½d. to 1s. 1d. The feature of the market is a run on fine sorts, and neglect of medium and common.

The following is from Messrs. Shepard and Co.'s Circular:—The short interval that has elapsed since our tea letter of the 24th inst. has been chiefly directed to looking over the cargoes of steamer Ajax and West Indian, and the out-turn of the latter proves superior (as anticipated) to the Achilles cargo, and a large quantity of fine Kaisow has been taken at 1s. 10d. to 2s. 2d., crack chops of the season at 2s. 3d. to 2s. 8d., and finest and extra fine Paklings (for export) at 2s. 2d. to 2s. 9d. per lb. All lower grades are again easier, as low as 1s. 2½d. per lb. being given for brisk burnt Kaisow kind. Of the Ajax cargo the bulk is of a lower class than previous imports, chiefly good medium to fine quality Oonfas and teas of the ripe fruity character selling at 1s. 5½d. to 1s. 9d. per lb., and show real good value. The dry Pekoe flavoured Oopack district (the only purchases at Hankow and costing high), continue hard to move over 1s. 9d. per lb., and many parcels yet remain. The business of the week is considerably larger than any since the arrival of the new Teas, notwithstanding the public sales for to-morrow and following day of about 10,000 packages New Teas. Green: The new Ping Sueys have arrived in large quantity, and are selling at satisfactory prices, seing the limited business for export. Prices average perhaps 5 per cent. over last year's. A few old Moyunes have sold at full prices. New Season's Indian Tea (Assam Company's growth) sold, at very full prices in yesterday's public sale. The yield from all India season 1869-70, is put at 15,000,000 lbs., an important increase over previous year's, and must influence materially the position of China growth.

The Circular of Messrs. Wm. Jas. and Hy. Thompson is as follows:—The market is unsettled, and kept in a state of irritation by frequent public sales, and, as a natural consequence, all grades of Congou, excepting those for which there is demand, are lower, and sales most difficult. The system of auctions at stated periods, which was adopted for the general benefit, having been broken up, sales are now declared for almost every day of the week, to the manifest injury of the holders of stock. The steamer West Indian, from Foochow, arrived on the 25th inst., and anything fine to finest, from 1s. 10d. to 2s. 6d., has sold readily, the bulk being neglected. The flavoury and fine chops, ex Ajax, have also been picked out, and full prices paid.

Foochow Congous.—Some broken leaf, ex West Indian, has been sold at 9½d. to 11d. per lb.; common may be quoted 1s. 1d., but without inquiry. A few sales of new fair to medium have been made with the greatest difficulty at 1s. 3d. to 1s. 6d. per lb., showing a reduction of 2d. per lb. upon the first day's sales; fine to finest at 1s. 10d. to 2s. 6d. per lb., although irregular, are the only kinds that sell readily. Paklings, good to fine, at 1s. 10d. to 2s. 3d.; sales difficult to effect. Black-leaf Congous: Common to fair, at 1s. 1d. to 1s. 2d., continues dull; sales have been made of new, ex Ajax, fair to medium at 1s. 3½d. to 1s. 6d., good to fine 1s. 8d. to 2s. 4d., the inferior grades not selling freely. Tayshan Congous: In these descriptions we have nothing new to report. Oolongs: Fine only meet with buyers. Scented Orange Pekoes: Sales of Foochow descriptions have been made at lower rates—1s. 8d. to 2s. 2d. for good to finest. Green Teas: Sales, ex Ajax, of Ping Sueys; Gunpowders, fair to finest, 1s. 4d. to 3s. 6d.; Imperials, good to fine, 1s. 8d. to 2s. 3d.; Young Hysons, fair to fine, 1s. 3d. to 2s. 8d. per lb.

Prices for new season's medim black-leaf Congous are about 1d. per lb. lower, or fully 4d. per lb. below opening rates, and fair to medium brown leaf 2d. per lb. Scented Orange Pekoes are also easier; other kinds unaltered.

| | 1869. lbs. | | 1868. lbs. |
|---|---|---|---|
| The United Kingdom stock was, on the 31st ult., estimated at ... ... | 68,500,000 | against | 64,000,000 |
| Cargoes of vessels arrived up to date, but not included in the above stock, with portion of other cargoes only partially included... ... | 10,786,100 | ,, | 15,524,800 |
| Amount "on the water," advised by the last mail ... .. ... ... ... | 40,901,200 | ,, | 58,080,800 |

Silk.—Market dull, the late large arrivals of China neglected, the quality being very unsatisfactory. Of Japans the rates are barely upheld, and purchasers hold back. No. 3 Tsatlee quotation is 29s.; Red Peacock, 24s.; Maibash, 24s. to 26s. for ordinary, and 28s. to 31s. for superior. Stock: China, 16,652; Japan, 5,246. Deliveries for Sept., 3 225 China, and 422 Japan.

Cotton.—An improvement has been exhibited in the Liverpool market since we last reported, there having been a more extensive demand with less pressure to sell, and prices show an advance of about ⅛d. per lb. on our last quotations, the current rates being Surat, 8¾d. to 11⅛d.; Bengal, Scinde, &c., 8¼d.; Middling Uplands, 12⅛d.; Middling Orleans, 12⅞d.; fair Dhollerah, 9⅞d.; fair Oomrawuttee, 9¾d.; fair Broach, 9⅝d.; fair Pernam., 13¼d.; fair Egyptian, 13⅛d.; fair Smyrna, 10⅜d.; fair Bengal, 8⅝d. In the London market a better tone is also apparent, and prices show a hardening tendency. Quotations:—Tinnivelly, middling fair, 9d.; fair, 9¼d.; good fair, 9⅝d.; Northern and Western, middling fair, 8⅞d.; fair, 9⅛d.; good fair, 9⅜d.; Cocanada, fair, 9⅛d.; good fair, 9½d.; Scinde, middling fair, 8¼d.; fair, 8½d.; good fair, 8¾d.; Bengal, middling fair, 7¾d.; fair, 8⅛d.; good fair, 8½d.

Coffee.—The supplies of Ceylon at auction since the 24th inst. have been considerable, but they have found ready buyers at the advance established on that day, Plantation realising for triage and ordinary, 48s. 6d. to 55s.; middling dull, 69s. to 69s. 6d.; bold, 74s. 6d.; middling coloury, 70s. to 76s. 6d.; good middling bold, 78s. 6d. to 85s.; pea-berry, 78s. to 83s. Native has brought 48s. 6d. for small, 53s. to 53s. 6d. for good ordinary, and 58s. 6d. for bold qualities. Manila has been for the most part bought in at 55s., but a few bags dull pale have been sold at 47s. There have been no offers of Singapore. Stock Ceylon, 13,123 tons. Latest telegraphic advices of Sept. 7 from Brazils quote as follows:—Coffee, good first, 7,000 reis; stock, 100,000 bags; sales 112,000; total export since the departure of the last mail, 112,000 bags, of which 2,000 were for the Channel, 20,000 for the North of Europe, 22,000 for the Mediterranean, 62,000 for the United States, and 6,000 for other ports.

Cinnamon.—240 bales 14 boxes Ceylon met less demand, and barely 100 bales found buyers at easier prices—first sort at 3s. 2d. to 3s. 8d.; second, 2s. 3d. to 3s. 6d.; third, 1s. 8d. to 2s. 5d.; fourth, 1s. 10d.; the remainder bought in, chiefly low coarse, at 1s. 4d. to 1s. 6d. Cinnamon Chips: The large supply of 2,353 bags Ceylon met a less active demand, and only about one-third sold at lower prices—dust, 4d.; common coarse to good common bark, 4½d. to 5½d.; middling thin bark and chips, 6d. to 6¾d.; good middling, 7¼d.; good 8¾d.

Cassia Buds.—16 cases China bought in at £9, 5 cases wild Bombay withdrawn.

Coir Goods.—A fair supply of Yarn has been offered, and nearly all disposed of at steady prices, more especially for the better kinds. Of Yarn, 25 bales Ceylon sold—good, £59; fine, £45 to £51; superior, £61 to £62; 36,741 dholls (46 tons) nearly all sold—very common and common, £26 10s. to £28; good common to low middling, £29 5s. to £30 5s.; middling, £32 to £33 15s.; fine, £40 to £44. Of Fibre, 3,642 ballots (9 tons) Ceylon 1 ton good sold at £28 10s., the remainder being bought in at £22.

Cocoa-Nut Oil.—The market for Ceylon is quiet, the quotation being still £42 5s. per ton.

Isinglass.—At the last auction 60 cases Penang chiefly sold, good tongue, 3s. 11d.; middling tongue, 3s. 6d. to 3s. 7d.; ordinary thin and dark, 3s. 2d. to 3s. 5d.; low, 2s. 11d.; pickings, 2s. 7d.; good leaf, 4s. 1d.; middling to fair, 3s. 10d. to 4s.; ordinary, 3s.; good Manila sort, 2s. 5d. to 2s. 6d.

Japan Wax.—There is a fair demand, and 300 boxes good saucer have realised by private sale 80s. per cwt. At auction 131 boxes were bought in at 85s.

Manila Hemp.—The sales, although small in quantity, have been at full prices, viz., common brown, £49, good roping, £53 to £54, superior, £56.

Mace.—Of 22 cases Penang 15 cases low middling to middling sold at 3s. 3d. to 3s. 6d.; 6 cases Java sold, common 2s. 6d. to 2s. 10d., middling 3s. 4d.

Nutmegs mostly sold at barely the previous value, 3 cases Penang 76's bought in at 3s.; 5 cases Java sold, 69's at 3s. 6d., 85's at 2s. 4d., 94's at 2s. 2d.

Plumbago.—In auction 1,331 barrels Ceylon met a fair demand, 800 barrels finding buyers at steady prices—good middling to good bright lump, at 20s. to 23s.; middling, 16s. 6d. to 18s. 6d; low middling lump and dust, 15s. 6d.; chips, 11s. 6d. to 14s.; fine bright dust, 11s. 6d. to 11s. 9d.; good, 10s. to 10s. 9d.; low middling to middling, 8s. 6d. to 9s. 6d.; ordinary, 8s. per cwt.

Pepper.—The sales since our last report have been exclusively of Penang Black, of which about 1,200 bags have been taken at 4 1-16d. for medium, and 4⅛d. for good qualities.

Rice.—The market continues quiet, and the only sale reported has been of 200 tons damaged Garden Siam, good quality, at 8s. per cwt. A few other parcels have been sold, of which the particulars are not given.

Rum.—Sales of Penang at 2s. 2d.

Sugar.—The market is in a quiet condition, the demand being limited; prices, however, have not given way, owing to the firmness of holders. There have been no offers of Manila at the public sales, and privately only a few parcels have changed hands at the rates previously current. Of Penang at the auctions 270 baskets Date sort, very low dark, 25s 6d., very ordinary to middling brown, 26s. to 28s. 6d., gray, 29s. A parcel of 6,469 mats brown China has been offered at auction and withdrawn, but by private contract 1,000 bags have since been sold at 27s. per cwt. The floating cargo per Bernhard Carl, 25,181 bags unclayed Manila, Ilo Ilo, has been sold at 20s. 6d. for a near continental port.

Sago.—Of 359 bags, only a few lots sold, small pearl 18s.; 75 boxes large bought in at 23s. Tapioca: Of 904 bags good Penang, 100 bags sold, one lot sound 2¾d.

Sticklac.—At public sale 111 boxes Siam realised steady prices, good free sifted, 69s. 6d.; free rather small, 55s. 6d. to 56s. 6d.

Tin.—The sale in Holland on the 1st inst. comprised 61,633 slabs, which sold at 74f., or about 4½f. decline. This rate is equal to about £127 10s. in London, at which rate transactions have taken place.

## ARTICLES OF EXPORT.

### MANCHESTER GOODS.

The general tone of the Manchester Market continues extremely quiet, and although producers are encouraged by the course of the Liverpool Cotton Market to demand better terms for goods, buyers are unwilling to make purchases except on the low terms resulting from the late depression. Shipping Yarns are a shade firmer in price, and but for the full terms required by spinners, a considerable amount of business might be done. At the low rates quoted last mail a large business is offering, but spinners, having sold with sufficient freedom lately to reduce stocks, are not disposed to accept the same rates which tempted them at that date. With respect to production, we hear from many parts of the cotton manufacturing districts of curtailment, and there is a hope that a relief will be given to the market by these means, which will have a beneficial effect on prices. It is under-

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stood that Continental producers have to make sacrifices in price, owing to the depression of trade; and some Belgian cloths have tempted Manchester merchants to invest in them to a small extent for home consumption.

## NEW YORK MARKETS.

Tea.—There is a pretty active demand for invoices from the Trade, and while prices are steady for all descriptions, those for desirable parcels, Green, are well supported. The sales are 4,569 half-chests and 726 boxes Oolong, per Benefactor; 1,596 half-chests do. per Eliza Nicholson, &c.; 300 Japan, and 8,402 Green, mostly per Anglo Saxon, Monkchester, Golden State, Dartmouth, and Chinaman. The following were the prices paid:—Hyson, common to fine, 90c. to $1.35; finest, $1.40 to 1 65; Japan, common to fine, 80c. to $1.5; finest $1.10 to 1.25; Oolong, common to fine, 70c. to $1.15; finest, $1.20 to 1 60; Souchong, common to fine, 70c. to $1 5; finest, $1.25 to 1.50.

Silk.—The business is extremely limited, and prices are nominal.

Coffee.—The market for Java and East India descriptions, though not active, continues strong, all desirable grades being held with much firmness, and commanding full prices. Sales: Java, in mats in lots, 24 to 24½c.; and 1,117 mats Manila, per Enoch Train, an old importation, 18¼ gold.

Camphor.—No transactions; quotations for China, 23c. to 25c. per lb.

Crackers.—A small business doing in Canton at $2.75 to 2.80 per box of 40 packages.

Hemp.—The accounts from Manila of light receipts there, and the departure of ships looking for full cargoes, only partially loaded, have imparted considerable activity to the market, and an advance of half a cent has been established, and at the close a further improvement was demanded. The sales are 2,000 bales, per Rattler, at 12⅜c., 60 days; 2,900 per Sea Serpent, on speculation, 13, 30 days; 1,000 per Witch of the Wave, 13, cash; and 4,000 per Agnes, in Boston, 13½, time, all gold. Manila cordage is quoted 23c. to 24 per lb.

Indigo.—The market continues strong for all descriptions, with a good jobbing demand for Manila and Madras—the sales are 20 cases Manila, at $1 10c. to $1 47½c. currency; and 15 chests $1 18c. to $1 20c. gold.

India Rubber.—No business in East India.

Pepper.—A few hundred bags have been sold at 8c. to 8⅜c. gold, in bond.

Spices.—There has been considerable activity and some excitement in the market, especially for Nutmegs and Mace, which have been bought up, and are concentrated almost, if not entirely, in the hands of one house. Other descriptions have also shared in the movement, chiefly, however, in a jobbing way, the market for all kinds closing very firmly at hardening prices. Among the sales are 50 casks and cases Mace, 50 casks and 500 cases Nutmegs. We quote Mace $1 15c. to $1 20c. No. 1 Nutmegs, 97½c. to 100c. gold.

Sugar.—An improvement in the demand for all descriptions has occasioned an advance of ¼ cent. The sales are, 9,491 bags Manila, per Frederick, and 31,477 do., per Golden Fleece, at 11⅛.

Tin.—The market closes strong; holders demanding 32½c. to 32⅝c. for Straits, though several parcels have been taken up at a lower figure—the sales are 1,750 pigs at New York and Boston, part at 32c., the remainder at 32c. gold.

# Shipping Intelligence.

## ARRIVALS.

| Date. | Ship. | Captain. | From. | At. |
|---|---|---|---|---|
| Sept21 | Alice Tainter | — | Japan, for Rottrdam. | Off Dungeness |
| — 19 | Copiapo | Lehuby | Saigon | Belle Isle |
| — 9 | Rattler | Marsh | Manila | New York |
| — 8 | Lord Raglan | Sidney | Singapore | Boston |
| — 23 | Queen of Devon | Burt | Do. | Deal |
| — 23 | Frances | Bellett | Do. | Do. |
| — 21 | Aerollet | V. de Eb | Batavia | Brouwershaven |
| — 23 | Vlandra | Somme | Akyab | Falmouth |
| — 23 | Lily of Devon | Barrett | Ilo Ilo | Liverpool |
| — 22 | Christina Aquarone | Ferraro | Bassein | Queenstown |
| — 24 | West Indian (s.s.) | Miller | Foochow, &c. | London |
| — 10 | Mutlah | — | Manila | Boston |
| — 23 | Rescue | Messery | Rangoon | Queenstown |
| — 25 | Andreas | Krabb | Bangkok | Falmouth |
| — 27 | Charlotte | Steengrafe | Do. | London |
| — 27 | Brinkburn | Runciman | Colombo | Do. |
| — 26 | Flatworth | Oxley | Penang | Deal |
| — 25 | Bernhard Carl | Luders | Ilo Ilo | Falmouth |
| — 25 | Dorette | Schlomer | Maulmain | Do. |
| — 26 | Royal Visitor | Llewellyn | Rangoon | Do. |
| — 26 | Channel Queen | Lanfesty | Ilo Ilo | Do. |
| — 25 | Anna Walsh | — | Bangkok | Liverpool |
| — 24 | Princessa M. Vittoria | Semeri | Akyab | Queenstown |
| — 25 | Invidia | Avellino | Rangoon | Do. |
| — 14 | Agnes | Knapp | Manila | Boston |
| — 24 | Jan v. Brakel | Roever | Padang | Texel |
| — 24 | Schiedam | Goldvolk | Batavia | Brouwershaven |
| — 25 | Marie | Biesthorst | Do., for Rotterdam | Zierikzee |
| — 24 | Amaranthe | Fabricius | Singapore | Havre |
| Aug23 | Ferdinand Brumm | Voss | Hong Kong | Surinam |
| Sept24 | Wemyss Castle | Nicol | Singapore via L'pool. | Glasgow |
| — 29 | Larnax | Anderson | Colombo | London |
| — 29 | Ann Lucey | Noble | Do. | Do. |
| — 29 | Malvern | Cole | Do. | Do. |
| — 28 | Zarida | — | Akyab | Falmouth |
| — 28 | Duke of Rothesay | Jones | Bassein | Do. |

## DEPARTURES.

| Date. | Ship. | Captain. | For. | From |
|---|---|---|---|---|
| Sept23 | St. Peter | Fullerton | Cardiff & Hg. Kong. | London |
| — 22 | Jorgen Bruhn | Iversen | Singapore | Cardiff |

## DEPARTURES—*Continued.*

| Date. | Ship. | Captain. | For. | From. |
|---|---|---|---|---|
| Sep. 22 | Alma | Crawford | Singapore | Cardiff |
| — 22 | Edwin Bassett | Dickinson | Yokohama | Liverpool |
| — 22 | Elliotts | — | Singapore | Shields |
| — 8 | Pekin | Seymour | Hong Kong | San Francisco |
| — 27 | Trinidad | Larrinaga | Manila | Liverpool |
| — 24 | Mathilde | Rahtgens | Cardiff & Hg. Kong. | London |
| — 25 | Thomas Blythe | Trenery | Colombo | Do. |
| — 25 | Chanticleer | Purdy | Nagasaki and Hiogo | Do. |
| — 25 | Mountain Ash | Case | Yokohama | Do. |
| — | Caribou | — | Galle | Clyde |
| — 27 | Sir Jamsetjee Family | Cobb | Shanghai | London |
| — 25 | Jessie | Fick | Do. | Cardiff |
| — 25 | Solent | Meldrum | Hong Kong | Do. |
| — 25 | Cilminar | Roberts | Galle | Do. |
| — 24 | M. De St. Aldegonde | Goedts | Hong Kong | Do. |
| — 27 | Alvington | Adams | Penang | London |
| — 23 | Tinnevelly | Bone | Galle | Shields |
| — 25 | Padang Packet | Huidekoper | Padang | Portland |
| — 25 | Bella | Aubin | Yokohama | Cardiff |
| — 27 | David Malcolm | Martin | Galle | Do. |
| — 28 | Dolores Ugarte | Saul | Hong Kong | Rio de Janeiro* |
| — 27 | Lotus | Poole | Bangkok | Plymouth |
| — 26 | Zaritza | Alroe | Galle | Newport |

* After repairing.

*(See Commercial Postscript and Correspondents' Letters.)*

## LOADING.

At London.—For Hiogo and Osaka: Royal Minstrel. For Yokohama: Osaka. For Tientsin and Chefoo: Amberwitch, Bessie Morris. For Shanghai: Titania, The Caliph, Derwent. For Hong Kong: Isles of the South, Queen of the Age, Norman Court, Ellenborough, Tonbridge. For Singapore: Henry Grenfell, Sir Henry Havelock. For Penang: Buston Vale, Corea. For Singapore and Penang: King Harold. For Batavia and Sourabaya: Gladiator. For Colombo: Teviot, Warrior, Boyne. For Colombo, &c.: Queen of the West. For Trincomalee and Galle: Timon.

At Liverpool.—For Yokohama: Caractacus, Haddington. For Yokohama *via* Cardiff: Virgilia. For Shanghai: Bolivia. For Hong Kong: Veritas. For Singapore: Banda, Clifton. For Manila: Maria, Loyola. For Batavia and Sourabaya: Maranon, Hans. For Mauritius, Penang, Singapore, Hong Kong, and Shanghai: Nestor, str.

At Glasgow.—For Yokohama: Wilhelmina Emma (str.); for Manila and Ilo Ilo: Feliz. For Batavia and Sourabaya: County of Bute. For Singapore: Wemyss Castle. For Singapore and Penang: Bangkok (str.). For Penang: Hyacinth.

## SPOKEN.

Malvern, Colombo to London, Aug. 14, 3 N., 22 W.
Naworth (barq.), of Workington, Liverpool to Singapore.
Nederland, Saigon to Falmouth, June 14, 15 S., 30 (?) E.
Sampan (Dutch barq.), London to Japan, Aug. 14.
Laurens (Dutch barq.), Rotterdam to Batavia, Aug. 14.
Gertrudis Maria (?), from Batavia, July 26, 30 S., lon. 10.
Florence Nightingale, Liverpool to Hong Kong, Aug. 15, 4 N., 20 W.
Active, Singapore to London, July 18, 35 S., 32 E.
Wave, Nagasaki to New York, Aug. 8, off the Cape of Good Hope.
Batavier, Amsterdam to Batavia, Aug. 22, 15 S., 30 W.
Stad Middleburg, Flushing to Batavia, Aug. 18, 23 S., 26 N.
Nevada (Dut. barq.), Java to Falmouth, July 16, with loss of foretopmast.
Prussia (Dutch ship), Batavia to Schiedam, Aug. 17, 4 N., 23 W. (with master dead.)
Island Queen, for Japan, Aug. 24, 15 N., 27 W.
Marietta, Rotterdam to Batavia, July 2, 5 N., 21 W.
Leander, Foochow to London, July 28, 7 S., 105 E.
Stad Dockum, Amsterdam to Samarang, July 23, 22 S., 36 W.
William Wilson, New York to Shanghai, June 20, 42 S., 28 W.
Courier, London to Shanghai, July 8, 27 S., 104 E.

## FREIGHTS AND CHARTERS.

We can report no improvement in outward berth freights, export business still continuing very restricted. Coal freights exhibit a slight decline.

Current rates of freight for vessels on the berth:—To Yokohama: 32s. 6d. weight, 30s. meast. To Nagasaki: 45s. weight or meast. To Hiogo or Osako: 40s. weight, 35s. meast. To Shanghai: 40s. weight, 35s. meast. To Hong Kong: 35s. weight, 27s. 6d. meast. To Batavia: 25s. weight, 30s. meast. To Singapore: 30s. weight, 25s. to 30s. meast. To Ceylon: 20s. to 25s. weight, 20s. meast. At New York to China; $12 to $15 per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—For Shanghai: £42. For Hong Kong: £34. For Singapore: £25. For Batavia: £17. For Galle: £22. 10s. From Newport, Cardiff, or Swansea per ton.—For Yokohama: £2. To Chefoo: £2 2s. For Shanghai: £2 2s. 6d. For Hong Kong: £1 12s. 6d. For Singapore: £1 4s. For Galle: £1 2s. 6d.

## CASUALTIES.

Advices from Amsterdam, dated Sept. 7, state that the Nicholas Witzen, De Groot, from Batavia, which arrived at Texel, Sept. 5, had experienced heavy gales, May 12 and 17, when east of the Cape of Good Hope, during which she was thrown on her beam-ends, sprung deck seams, and damaged bulwarks, &c.; the master apprehended damage to the cargo.

Advices from Cape Town, dated August 17, state that the Nereus, den Broeder, from Saigon to Falmouth, which put into Simon's Bay, July 25, with damage, was surveyed on the 27th, when it was found that she had seven inches of water in her, and was much strained in her upper-works, but tight in her bottom; the cargo in the between decks was badly damaged and much heated; everything was carried away forward, except the foremast, bowsprit, and foreyard; the long boat and bulwarks were stove, and the rudder-head and maintopmast badly sprung. She had since discharged all her cargo, and would have to be coppered; 2,520 bags of the cargo had been sold.

The Dolores Ugarte (San Salvadorian ship), Saul, from Havana to Macao, put into Rio de Janeiro, Aug. 9, leaky.

Advices from Rotterdam state that the Gertrude (ship), Dewar, from Saigon, got aground Sept. 13, at Helvoet, but had since got afloat, and proceeded to Rotterdam.

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The Minden, from Manila to New York, put into Mauritius, Aug. 16, in charge of the mate (Dolbell), the master (Bell) having fallen overboard July 8. On July 30, in lat. 16 S. lon. 101 E., she had experienced very bad weather, during which she had decks and cabins flooded, boats stove and lost, and sprung a leak, making twelve inches water per hour; she was discharging, and would probably go into dock.

The Niger (s.s.), Jobling, from China, Singapore, &c., to London, put into Mauritius, Aug. 22, to repair some of her machinery (the eccentric sheaves), which had broken down; she proceeded Aug. 27.

The Agnes, Knapp, which arrived at Boston, Sept. 14, from Manila, had lost bulwarks, &c., off the Cape of Good Hope.

Advices from Reunion, dated Aug. 27, state that the Bilbaina (Spanish ship), de Izaurieta, from Manila to Cadiz, with tobacco and coffee, foundered, Aug. 11, about sixty miles S.S.E. of that island; crew, except four, saved, and arrived there.

The Salamander, Detlefsen, from Saigon to Copenhagen, put into Falmouth, Sept. 28, leaky, with fore and main topgallantmasts carried away, and part of cargo thrown overboard. The Sandersons, Humphreys, from Bangkok, put into Falmouth, Sept. 28, with part of cargo thrown overboard, and loss of bulwarks, boat, sails, &c.

## MISCELLANEOUS.

At Simon's Bay.—Aug. 19, Amur, Gyllenpalm, from Hong Kong and Singapore, for London.

At Mauritius.—Aug. 16, Minden (late Bell), from Manila; 26, Tycho Brahe (s.s.), Peel, from Liverpool, for Singapore, China, &c.

## LAUNCH.

On the 23rd inst. a splendid new ship was launched from the yard of Messrs. Denton, Gray, and Co., the eminent shipbuilders, at West Hartlepool. She has been built to class AA at Lloyd's, and 20 years in the Liverpool underwriters' registry. It is intended by Messrs. Adamson and Ronaldson, of London, to whose order she was built, to place her in the China trade, for which she will be specially fitted. She will be full rigged, and is built entirely of iron. As she glided off the stocks, amidst the ringing cheers of the spectators and the workmen, she was christened The Inflexible, by Miss Tristram.


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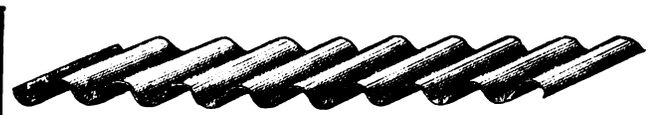

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THE "CHINA MAIL,"
No. 2, WYNDHAM-STREET, HONG KONG.
NOTICE.—THE BUSINESS heretofore carried on under the style of "Shortrede and Co," was this day purchased by the undersigned, in whose name and by whom it will henceforth be conducted, and to whom all outstanding accounts owing to the said business are to be paid.
Hong Kong, Aug. 15, 1867. CHAS. A. SAINT.

NOTICE TO ADVERTISERS.
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THE OVERLAND CHINA MAIL.—Compiled from the *Daily China Mail*, is published twice a month on the morning of the English mail's departure, and is a record of each fortnight's current history of events in China and Japan, contributed in original reports and collated from the journals published at the various ports in those countries. It contains, besides, a Shipping List for Shanghai, Hong Kong, Canton, and Macao, and a complete Commercial Summary.
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# HONG KONG AND SHANGHAI BANKING CORPORATION.

## EIGHTH REPORT OF THE COURT OF DIRECTORS

TO THE

**ORDINARY HALF-YEARLY GENERAL MEETING OF SHAREHOLDERS,**

**HELD AT THE BANKING HOUSE OF THE CORPORATION,**

**HONG KONG,**

**On MONDAY, the 16th AUGUST, 1869.**

### TO THE PROPRIETORS OF THE HONG KONG AND SHANGHAI BANKING CORPORATION.

Gentlemen,—The Directors have to lay before you the Eighth Half-yearly report upon the transactions of the Corporation for the six months ending on the 30th June last, together with a Statement of Accounts, Assets, and Liabilities.

The Net Profit for the period covered by this Report, including $63,252.14 brought forward from last account, after paying all charges, deducting interest paid and due, and making ample provision for bad debts, amounts to $315,731.96, of which, after taking out rebate on bills not yet due and remuneration to Directors, there remains for appropriation $296,791.51.

From this sum the Directors recommend the distribution of a Dividend of $7.50 per Share on the Paid-up Shares, and $1.50 per Share on the New Shares, being equivalent to 6 per cent. for the half-year (or 12 per cent. per annum), which will absorb $180,000, and the balance, $116,791.51, they recommend being carried forward to the credit of new Account, deferring the carrying of any sum to the Reserve Fund until the result of the Bank's working for the year, shall, in the General Balance Sheet for 31st December next, be submitted for consideration at the ensuing Yearly Meeting.

The Directors have pleasure in attesting the growing favour shown by the public to the Corporation, as evidenced by the steady increase of Current Accounts, Deposits, &c.; at the same time, while congratulating the Shareholders on the satisfactory condition of the funds and resources of the Bank, they regret that during the greater part of the period under review the general depression and inactivity of trade, the unusual lateness of the opening of the Tea Market, and the consequent stagnation of Exchanges, have, by leading to the accumulation of much unemployed capital in China, resulted in the acquisition of a profit much smaller than that realised in the corresponding six months of last year.

CALLS.

The second call of $25 per Share on the New Shares in the Capital of the Corporation has been promptly paid up.

BOMBAY AGENCY.

This Establishment has been formally opened, and commenced its operations on the 1st of July.

AUDITORS.

The Honourable W. H. Rennie and Mr. W. J. Bryans having both left the Colony, it becomes necessary for the Meeting to elect Auditors to supply their places until the next Yearly Meeting, and the Directors have pleasure in recommending to the Shareholders Messrs. William Macaulay and J. M. Vickers, by whom the present accounts, at the request of the Directors, have been audited.

GEORGE F. HEARD, Chairman.

### ASSETS AND LIABILITIES OF HONG KONG AND SHANGHAI BANKING CORPORATION, 30th JUNE, 1869.

| ASSETS. | | LIABILITIES. | | |
|---|---|---|---|---|
| Cash and Bullion on hand... ... ... ... ... | $6,590,400.61 | Paid-up Capital: | | |
| Government Securities ... ... ... ... ... | 938,715.60 | $125 per Share, on 20,000 Shares ... | $2,500,000.00 | |
| Bills Discounted, Loans and Credits ... ... ... | 4,369,696.72 | First Call on New Stock ... ... | 500,000,00 | |
| Exchange Remittances ... .. ... ... ... | 10,816,750.28 | | | $3,000,000.00 |
| Bank Premises ... ... ... ... ... ... | 74,226.76 | Reserve Fund ... ... ... ... ... ... | | 700,000,00 |
| Dead Stock ... ... ... ... ... ... | 49,221.32 | Notes in Circulation ... ... ... | $1,408,927.35 | |
| | | Deposits ... ... ... ... ... | 6,451,202.99 | |
| | | | | 7,860,130.34 |
| | | Exchange Acceptances ... ... ... ... ... | | 10,963,118.99 |
| | | Profit and Loss Account ... ... ... ... ... | | 315,731.96 |
| | $22,839,011.29 | | | $22,839,011.29 |

### PROFIT AND LOSS ACCOUNT, HONG KONG AND SHANGHAI BANKING CORPORATION.

| | | | |
|---|---|---|---|
| To Amounts written off: | | By Balance of Undivided Profits, 31st December, 1868... | $63,252.14 |
| Remuneration to directors ... ... | $10,000.00 | By Amount of Net Profits for the six months ending 30th June, 1869, after deducting all expenses and interest paid and due ... ... ... ... ... | 252,479.82 |
| Rebate on bills not due... ... ... | 8,940.45 | | |
| | $18,940.45 | | |
| To Dividend Account at the rate of 12 per cent. per annum: | | | |
| On Paid-up Shares ... ... ... | $150,000.00 | | |
| On New Stock ... ... ... ... | 30,000.00 | | |
| | 180,000.00 | | |
| To Balance of Undivided Profits: | | | |
| Carried forward to next half-year ... | 116,791.51 | | |
| | $315,731.96 | | $315,731.96 |

### RESERVE FUND.

| | | | |
|---|---|---|---|
| To balance, 30th June, 1869 ... ... ... ... | $700,000 | By balance, 31st December, 1868 ... ... ... | $700,000 |

V. KRESSER, Chief Manager.
H. SMITH, Accountant.

We have compared the above Statements with the Books, Vouchers, and Securities at the Head Office, and with the Returns received from the various Branches and Agencies, and have found the same to be correct.

W. MACAULAY, J. M. VICKERS, } Auditors.

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## SINGAPORE DOCKS.

THE PATENT SLIP AND DOCK COMPANY execute SHIPS' REPAIRS of all descriptions in the most efficient manner, under the supervision of European Engineers and Shipwrights.

The DRY DOCK (opened in March, 1859) admits two Vessels at the same time, being over 400 feet in length, with a depth of water ranging to 15½ feet. A second DRY DOCK of larger dimensions will shortly be completed, and available for the heaviest Steamers.

Adjoining the above there is extensive WHARF, WAREHOUSE, and other accommodation, including every convenience for coaling Steamers, discharging cargo, and storing goods, together with ample MACHINERY and appliances for repairing iron steamers, &c.

Apply at the offices of Messrs. PATERSON, SIMONS and Co., Singapore; or 21, St. Swithin's-lane, Cannon-street, London, E.C.

WM. CLOUGHTON, Managing Director.

New Harbour, Singapore, June, 1868.

## PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's establishments at the above port afford every facility, at moderate charges, for REPAIRING and SPARRING VESSELS, cleaning and painting iron ships and steamers.

Their large Granite Dock has 286 feet length on the blocks, and at average spring tides can receive vessels of 16 to 17 feet draught. It has a caisson-gate and a powerful centrifugal steam pump, and an engineer's workshop fitted with lathes and tools, driven by steam: iron and brass foundries, boiler-makers' shop, a large smithy and carpenters and boat-builders' sheds. All superintended by resident Europeans.

Their two smaller GRANITE DOCKS can receive, at spring tides, vessels drawing 12 feet.

Spars, timber, and other Dockyard material kept in stock.

Quarters for officers and a DRY GODOWN for stores of vessels under repair.

## FOOCHOW DOCK.

*RIVER MIN.*

THE above granite floored DOCK, of the following dimensions, viz., Length, 300 feet, breadth at bottom, 40, is capable of receiving vessels drawing 13 to 16 feet, as the state of the tides will allow. The Dock runs dry to the blocks, and is pumped out by steam.

The above premises comprise a large Machine Shop, containing a

WHITWORTH'S 12-INCH SCREW CUTTING GAP LATHE, DRILLING AND SCREWING MACHINES,

A LARGE SMITHY, &c., &c., &c.

Large Godowns are on the premises for STOWAGE OF CARGO, &c., &c. A large stock of Woods, Metal, &c., &c., always on hand.

The Dock steam tug *Woosung* is available at all times to tow vessels to or from sea.

JOHN C. SKEY, Superintendent.

ROYAL MAIL ROUTE, *via* PANAMA, for NORTH and SOUTH PACIFIC, Central America, Japan, and China.—The ROYAL MAIL STEAM PACKET COMPANY'S ATLANTIC STEAMERS now run through from Southampton to Colon (Aspinwall), by which arrangement passengers for the above localities will be conveyed to the Isthmus of Panama in the vessel in which they embark at Southampton.

Passengers and goods are booked

For the South Pacific, Central America, West Coast of Mexico, California, British Columbia ... ... } By steamer from Southampton on 2nd and 17th of each month.

For Japan and China... ... 17th of each month.

For further particulars apply to

J. M. LLOYD, Secretary.

Royal Mail Steam Packet Company, 55, Moorgate-street, London, E.C.

OVERLAND ROUTE.—The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their steamers for—

| | From Southampton. | From Marseilles. |
|---|---|---|
| GIBRALTAR ... | Every Saturday, at 2 P.M. | — |
| MALTA..... | ,, ,, | — |
| ALEXANDRIA. | ,, ,, | Every Sunday, at 7 A.M. |
| ADEN ..... | ,, ,, | ,, ,, |
| BOMBAY..... | ,, ,, | ,, ,, |
| GALLE ..... | | |
| MADRAS ..... | Saturday, Oct. 2, 2 P.M. | Sunday, Oct. 10, 7 A.M. |
| CALCUTTA ... | | |
| PENANG ..... | And every alternate Saturday thereafter. | And every alternate Sunday thereafter. |
| SINGAPORE ... | | |
| CHINA ..... | | |
| JAPAN ..... | | |
| AUSTRALIA ... | Saturday, Oct. 2, 2 P.M. And every fourth Saturday thereafter. | Sunday, Oct. 10, 7 A.M. And every fourth Sunday thereafter. |

And all ports touched at by the British India Steam Navigation Company's steamers.

For further particulars apply at the Company's Offices, 122, Leadenhall-street, London; or Oriental-place, Southampton.

## MAIL ROUTE FOR CALIFORNIA, JAPAN AND CHINA, VIA PANAMA.

THE PACIFIC MAIL STEAM SHIP COMPANY despatch their splendid side-wheel steamers from NEW YORK on the 1st, 11th, and 21st, and from PANAMA on the 9th, 19th, and 29th of every month for SAN FRANCISCO (calling at ACAPULCO and MANZANILLA *en route*), thence to YOKOHAMA, HIOGO, NAGASAKI, SHANGHAI, and HONG KONG, on the 4th of every month. Passengers from England may connect with this line at New York by any of the various lines of steamers from Liverpool, Glasgow, Southampton, or Havre.

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San Francisco, in 18 days from England.
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Passengers will find excellent accommodation, and the fares more reasonable than by any other route.

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ARTHUR B. FORWOOD, Managing Director.

OVERLAND ROUTE VIA MARSEILLES. — SERVICES MARITIMES DES MESSAGERIES IMPERIALES OF FRANCE.—FRENCH MAIL STEAM PACKETS LEAVE MARSEILLES AS FOLLOWS:—

| | | |
|---|---|---|
| 2 October<br>30 ,,<br>27 Nov.<br>5 Dec. | For | Alexandria, Aden, Mauritius, Seychelles, Reunion, Point de Galle (Ceylon), Pondicherry, Madras, Calcutta, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Japan. |

9th, 19th, and 29th of every month for Alexandria.

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West Indies and Mexico.—Leave St. Nazaire on the 16th of each month, for St. Thomas, Havannah, Vera Cruz, New Orleans, Porto Rico, Haiti, Santiago de Cuba, Guadeloupe, Martinique.

New York.—Leave every 14 days from Havre and Brest, for New York.

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MANAGER.—G. Pietsch.

SUB-MANAGER.—Theod. Dromel.

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## HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, 5,000,000 dols Paid up, 3,000,000 dols.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON MANAGER—W. H. Vacher, 32, Nicholas-lane

BANKERS.—London and County Bank.

BRANCHES AND AGENCIES:

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|---|---|---|
| Hong Kong | Hankow | Singapore |
| Shanghai | Japan (Yokohama) | Bombay |
| Foochow | Manila | Calcutta |
| Ningpo | | |

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

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CHINA & JAPAN AGENCY,
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## VICTORIA DOCK, SINGAPORE.

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In connection with the Dock is a complete range of workshops, fitted with steam machinery, driving all descriptions of engineers' tools required in the construction and repair of vessels and machinery, and a foundry for iron and brass castings.

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These advantages, and the great facilities which the proximity of the Dock to the town offers for the transport of materials, &c., enable this Company to adopt a very low scale of charges for ships' work of all classes.

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E. M. SMITH, Manager.

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| Destination. | Ships. | Class. | Dock. | Last Shipping Day. |
|---|---|---|---|---|
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| Shanghai ... | Leander ..... | A1 16 yr. | E.I.D. | To follow |
| Hong Kong | Tonbridge(n) | A1 17 yr. | E.I D. | With des. |
| Tientsin and Chefoo ... | BessieMorris | A1 13 yr. | W.I.D. | Quick des |

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|---|---|---|---|---|
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| Do. ..... | Lahloo ..... | A1 16 yr. | E.I.D. | To follow |
| Do. ..... | Tseping ..... | A1 14 yr. | E.I.D. | To follow |
| Hong Kong | Isles of South | A1 13 yr | E I.D. | With des |
| Do. ..... | Sir Lancelot. | A1 16 yr. | E.I.D. | To follow |
| Yokohama (Kanagawa) | Osaka (new). | A1 17 yr. | E.I.D. | With des |
| Do. ..... | Eliza Shaw | A1 17 yr. | E.I.D. | To follow |

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CHINA.

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|---|---|---|---|---|
| Shanghai .. | Titania..... | 879 | E.I.D | Oct 14 |
| Do ..... | Ariel..... | 853 | E.I.D. | To follow |
| Hong Kong. | Norman Crt. (new) ..... | 800 | E.I.D. | Oct. 8 |
| Do. ..... | Belted Will .. | 812 | E I.D. | To follow |

For Freight or passage, apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

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JOHN C. CAMPBELL will despatch the following splendid VESSELS :—

| Destinatn. | Ships. | Tns. | Class. | Dock. | Sailing about |
|---|---|---|---|---|---|
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| Do ..... | Granville... | 696 | A1 15 yr | W.I.D. | Nov. 5 |
| Do ..... | Q of Ceylon | 422 | A1 10 yr | W.I.D. | Dec. 5 |
| Malabar Coast ... | Dione ..... | 289 | A1 13 yr. | W.I.D. | Oct. 5 |
| Ceylon ... | Simon .... | 223 | A1 12 yr | L.D. | With des |

No. 22, Great St. Helen's, E.C.

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CHINA AND JAPAN.

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|---|---|---|---|---|
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| Tientsin and Chefoo ... | Amberwitch | A1 12 yr. | W.I.D. | With des. |
| Hiogo and Osaka..... | Royal Minstrel ..... | A1 14 yr. | E.I.D. | With des. |

For Freight or Passage apply to NORRIS and JOYNER, 60, Cornhill, E.C.

---

PROCEEDS UNDER STEAM, GLASGOW to YOKOHAMA (will call at Nagasaki should encouragement offer, and with leave to call at Singapore and Hong Kong), the splendid new Clyde-built, powerful, composite screw steamer WILHELMINA EMMA, 16 years, A1 at Lloyd's, 600 tons, 100-h.p. nominal, 550 indicated. This magnificent vessel offers an excellent opportunity to shippers of box and bale goods, and has handsome accommodation for first-class passengers. Will be at a loading berth in a few days, and will sail about middle of October, under the charge of an experienced commander.

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To follow the "Spirit of the North." With immediate despatch.

DIRECT for COLOMBO, the favourite Clipper Ship WARRIOR, A1 12 years; 397 tons register, J. TURNBULL, Commander; West India Docks. This magnificent clipper is well-known for her rapid passages, and for the good order in which she always delivers her cargo. Has just passed her half time survey, and is newly metalled.

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Malabar Coast.

Will meet with the usual quick despatch.

DIRECT for COCHIN, CALICUT, MANGALORE, and CARWAR, the beautiful clipper ship DIONE, A1 13 years; 289 tons register (newly metalled); J. GRACE, Commander; West India Docks. This splendid vessel offers a most desirable opportunity to shippers of fine goods.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

Mate's receipts must be left before bills of lading can be signed.

L. H. and B. will not be responsible for demurrage on Craft sent alongside without their instructions.

N.B.—Shippers are particularly requested to have the Port for which the goods are intended distinctly marked on the packages, to prevent delay and confusion on delivery.

---

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**THE LONDON & CHINA TELEGRAPH.**

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# The London and China Telegraph.

## JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON THE ARRIVAL OF THE FORTNIGHTLY ENGLISH, AND MONTHLY FRENCH MAILS FROM CHINA, JAPAN, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A SUMMARY OF NEWS FOR THE OUTWARD MAILS.

VOL. XI.—No. 329.] LONDON, MONDAY, OCT. 18, 1869. [Price 9d., with Sup., 1s. 3d.—Snb. 30s. per ann., postage included. Sup. 12s. extra.


## Latest Advices.

| PORTS. | | OUTWARD. From London. | OUTWARD. Arrived out. | HOMEWARD. Received this day. |
|---|---|---|---|---|
| JAPAN — | Yokohama | July 2 | Aug. 17 | Aug. 23 |
| | Yedo | | | |
| | Osaka and Hiogo | — | — | Aug. 20 |
| | Hakodadi | — | — | Aug. 16 |
| | Nagasaki | — | — | Aug. 18 |
| CHINA — | Peking | — | — | Aug. 19 |
| | Tien-tsin | — | — | Aug. 20 |
| | Chefoo | | | |
| | New-chwang | | | |
| | Hankow | June 18 | Aug. 9 | Aug. 21 |
| | Kiu-kiang | | | |
| | Chin-kiang | | | |
| | Shanghai | July 8 | Aug. 23 | Aug. 26 |
| | Ningpo | | | |
| | Foochow | July 8 | Aug. 24 | Aug. 26 |
| | Formosa | | | |
| | Amoy | — | — | Aug. 26 |
| | Swatow | | | |
| | Hong Kong | July 16 | Aug. 25 | Sept. 2 |
| | Canton | — | — | Sept. 1 |
| | Macao | — | — | Sept. 1 |
| PHILIPPINES— | | | | |
| | Manila | July 10 | Aug. 24 | Aug. 26 |
| COCHIN-CHINA— | | | | |
| | Saigon | | | |
| SIAM — | Bangkok | July 8 | — | Aug. 26 |
| BORNEO— | Labuan | | | |
| | Sarawak | — | — | Aug. 24 |
| JAVA — | Batavia | July 16 | Aug. 25 | Sept. 4 |
| | Samarang | — | — | Sept. 2 |
| | Sourabaya | — | — | Sept. 1 |
| MALACCA STRAITS— | | | | |
| | Singapore | Aug. 5 | Sept. 6 | Sept. 10 |
| | Penang | July 30 | Aug. 30 | Sept. 12 |
| CEYLON — | Colombo | Aug. 13 | Sept. 8 | Sept. 19 |
| | Galle | Aug. 27 | Sept. 20 | Sept. 20 |

### THE MAILS, &c.

The above Mails were delivered this morning. Dates to the 29th Aug. have been received from Yokohama, via San Francisco, and we have included the six days' later news. The next Mails (French) are due on the 25th inst., and will bring seven days' later from Japan, China, Singapore, and Ceylon.

The Galle telegraphic line has not improved, messages occupying ten days. The latest dates to hand are Shanghai 9th, Hong Kong 16th, Singapore 24th Sept. Via Kiachta dates from Shanghai to the 25th Sept. were received on the 16th inst.

## List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per P. and O. steamer *Ceylon*, arrived Oct. 16.—From Shanghai: Mr. T. Wakutze. Mr. T. Kwaski. Mr. S. Luigo. Mr. R. Login. From Hong Kong: Mr. and Mrs. Thomas. child and servant, Mr. W. P. Galton, Mr. R. Hamilton. From Penang: Captain J. Dodds, Mr. H. W. Biddy. From Singapore: Mr. T. H. Gottlieb. From Galle: Mr. J. Greig.

By last Bombay mail to Southampton, per P. and O. steamer *Syria*, arrived Oct 15.—From Hong Kong: Mr. W. G. Furguson.

By *Great Republic*, arrived at San Francisco, Sept. 18.—For New York: Messrs. C. D. Williams, John H. Foote, Peter Bouze, Lucas Craig, Edward Baker, Michael Sing. For England: Commander E. W. Brook, Mr. Hallam.

PASSENGERS OUTWARD.

Per P. and O. steamer *Pera*, from Southampton, Oct. 16.—To Yokohama: Mrs. A. K. Brown and child. To Hong Kong: Mr. R. Bruce, Mr. C. D. Surman, Mr. G. R. Donkin. To Singapore: Mr. W P. Beck. To Penang: Miss Napier. To Ceylon: Mrs. Wilson, Mr. J. Hamilton, Mr. N. L. Bartholomenez, Col W. W. Cox.

Per P. and O. steamer *Ceylon*, from Marseilles, Oct. 24.—To Shanghai: Mr. John Fraser, Mr. and Mrs. J. F. Wallace, Mr. J. Holliday. To Hong Kong: Mr F. Hüchting, Mr. C. Holliday, Mr. P. Ryrie, Mr. A. Helland, Mr. H. G. Allen. To Singapore: Mr. R. C. Smith, Mr. J. Ogilvie. To Penang: Mr. G. M. Sandilands. To Ceylon: Mr. Garbutt, Mr. W. C. Brodie, Miss Payne, Mrs. Longley, Mr. H. D. Cunningham.

Per P. and O. steamer from Suez, Oct. 31.—To Shanghai: Mr. F. Müller.

Per P. and O. steamer *Nyanza*, from Southampton, Oct. 30.—To Hong Kong: Mr. E. S. Scott. To Singapore: Mr. P. McMaster. To Ceylon: Mr. Carson, Mr. E. Layard, Mr. R. A. B. Dobree.

Per P. and O. steamer *Bangalore*, from Marseilles, Nov. 7.—To Hong Kong: Mrs. Pauncefote, Mr. A. Bazley. To Ceylon: Mr. and Mrs. St. Albin.

Per P. and O. steamer from Suez, Nov. 14. To Batavia: Mr. Wilmer

## Summary of News from the Far East.

### JAPAN.

### YOKOHAMA.

#### THE GALE OF 20TH AUGUST.

The following account is from the *Japan Gazette*; later advices by the San Francisco mail to August 28 correct some of the reports on shipping, which will be found noted below :—

The strongest blow that Yokohama has experienced for years, passed over the harbour on the 20th. The state of the atmosphere on the 19th was such as to lead the weatherwise to look for a storm; and during the night the wind gradually rose, and the glass fell, in a manner to awaken apprehensions. About 9 A.M. the gale had so strengthened that two vessels arriving thought it wise to anchor far outside of the shipping; and the ships of war began to send down topgallantmasts and make all snug. About 10 most of the steamers in port got up steam, to be ready for whatever might happen; a little after 11, the *Nautilus*, having broken from her anchor, made an effort to get out of the midst of the shipping, but the force of the gale was now more than she could contend with, and after, as it appeared from the Bluff, she was driven against a sailing vessel.

The shore has more casualties than usual, for the houses on the Bluff have all suffered more or less. Some merely have a few tiles to repair or fences to restore, but a few of the residences are so damaged as to be but barely habitable, and the actual loss to the proprietors for their tenements and the furniture will certainly amount to several thousands of dollars. In the foreign settlement the casualties have been fewer, but the native town has had houses blown down bodily, and several persons have been killed thereby. One hotel in the native town was wrecked, and three persons buried beneath its ruins. The Bund has suffered greatly, from one end to the other; and the American and English Consulates were slightly injured. Afloat the damage has been considerable, but nothing like what might have been anticipated from such a tempest. The steamer *Nautilus*, having parted her cable, turned her engine a-head, but the force of the wind drove her against the *Bezaleel*, which she forced from her anchors and cast adrift. The latter then went on to the bow of the French barque *St. Germaine*, carrying away that vessel's bowsprit. The *Bezaleel* herself is almost a wreck.

The brig *Maggie* dragged, and came to close quarters with the steamer *Adeline*, receiving much injury. Meanwhile the *Nautilus* steamed about the harbour, in an all but unmanageable condition, and did further damage to other vessels. Some lighters belonging to the P. M. S. S. Co., loaded with coal, were wrecked, and several Japanese boats came to grief. But the greatest misfortune of all was the loss of the American ship *Naples*. She had sailed on Wednesday morning, and had lain becalmed for hours, about two miles below the anchorage. As the breeze sprung up, she bore merrily away, flying light, in ballast, alas—only to be caught before she could get out of the gulf, and driven back by the typhoon. She now lies dismasted on the beach at Homoco, about three miles from Yokohama. These were some of the more important losses experienced. As to minor ones their name is legion. Roofs untiled, buildings in frame blown over, rain penetrating and making all uncomfortable, shrubs and other plants torn up by the roots. Indeed, the effects of this typhoon are so great as to impress it strongly on men's minds. Yet, when we consider the crowded state of the harbour—with nearly one hundred ships in it, and all moored indiscriminately, without any superintendence, and many giving a foul berth to their neighbours—it is providential that the damage is no worse. The glass was 29·77, at 3 P.M. 29·30, at which it continued steady until 4 P.M., when it commenced to rise and the gale to abate. To-day (the 21st) is among the loveliest of the season, and the sea looks as if it never had raged since the Creation.

We have received a copy of the report of Mr. Adams, the Secre-

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tary to the Legation, on the silk districts, which we propose to notice in detail in our next.

The following on Municipal Reform has been published :—

To the Residents of Yokohama.

"Gentlemen.—We, the special committee appointed by you on the 8th of April last to address the Foreign Ministers, with a view to obtaining some measure of Municipal Reform which is so much needed in this settlement, have to report to you the progress we have made to that end. We have drawn up the memorial of which we annex a copy, and have personally presented it to the Foreign Representatives. This we did at the end of May last. We were courteously received by the Ministers, some of whom expressed a great desire to assist the community in the matter, and all appearing interested in the scheme we proposed. We left with each of them a copy of our memorial, but have up to this date received from no one of them any reply. Under these circumstances we have deemed it advisable to report progress through the medium of the public press.—We are, gentlemen, your obedient servants, (Signed) J. G. Walsh, A. Bovenschen, R. Godardd, H. J. Hooper, A. Milsom, R. J. Carst, Charles Rickerby."

There has been a good deal of talk in reference to the fitting-up of Hamagotan for the Duke of Edinburgh. The members of the English Embassy, it is said, have been making themselves "generally useful" in procuring furniture, &c., for the Japanese. Now, although we cannot find fault with the Embassy in rendering any advice to the Japanese in so gracious and liberal a work as preparing for the Duke's entertainment, we do object to their going so far as to negotiate the actual purchase of the goods required. No one knows better than Sir Harry Parkes the odium which has been cast upon his brother Ministers for becoming the actual transactors of the business of Japanese officials, and we trust that the particular member of the Embassy who has been guilty of such will be made an example of by Sir Harry. There are plenty of merchants and storekeepers in Yokohama to whom the Embassy could have recommended the Japanese, but it is not their province to transact such matters themselves.

The following relates to the United States Squadron in Japan and China.—Admiral Rowan's flagship *Piscataqua*, Captain English, is at Yokohama; also, the *Aroostook*, Commander Mahan; *Monocacy*, Commander McRea, who relieved Captain Carter (gone home); *Oneida*, Commander Williams; *Iroquois*, Commander Law. The *Idaho*, Commander Taylor, and *Ashuelot*, Commander Bradford, left Nagasaki for Yokohama. The *Maumee*, Commander Cushing, is at Foochow The *Unadilla*, Commander Hooker, transferred from the *Idaho*, is at Hong Kong. The expected movements are the vessels of war at Yokohama will go to Hong Kong, the *Oneida*, will leave soon for San Francisco, also the *Idaho*, store ship. The *Maumee* leaves for Hong Kong in October, the *Ashuelot* to come to this coast. Lieutenant Commander Smith and Dr. White, of the *Ashuelot*, go home; Dr. Boyer, of the *Iroquois*, detached to the *Ashuelot*.

A correspondent writing on the 28th August (*via* San Francisco) says :—

Admiral Keppel will proceed home by the next Pacific mail steamer. Mr. Frederick Lowder, for some time Consul at Nee-e-gata, has taken up the post here vacant by the death of Mr. Fletcher. Sir Edmund Hornby is here, and the case of Venede *v.* Hudson is to be again referred to him.

The contest between the Japanese and the Italian buyers of silkworm egg cards still goes on, and the Japs say if they cannot get the price they will go themselves to Italy with them.

The Government have issued a notification about the *neboos*, calling those in held by Foreigners to the Government office, where they will be schroffed and stamped, and handed back to holders, and then will be received for duties.

The Daimios have handed over their armies, navies, and lands to the Mikado, and will themselves become just the Governors of provinces. This, I am inclined to think, is a good move, and at a right time. Some foreigners think not. It is the right time, because the Southern Daimios are the great advocates, and the Northern Daimios, now only a few in number, and after the civil war, could not oppose it. The Daimios will now be able to turn their attention to those businesses which make a country—mining, farming, and the like.

Mr. Kramer, an experienced florist, has established at Yokohama, and we are assured is a competent and reliable person to entrust with orders for Japanese plants or seeds.

The damage done to shipping by the gale on the coast on the 18-20th August has been exaggerated. The *Jacoba* was dismasted, and put back into Yokohama on the 22nd August. The *Naples* (American), reported lost, sustained little damage beyond losing her masts. She was towed into Yokohama on the 28th. The small steamer *Flying Scud* has been sighted, but much damaged—no further details. The *Peruvian* (American) and *Aurora Australis* (British) are reported as on shore—no particulars. The P. and O. Company's steamer *Sultan* had gone out to look after them, but not returned when the mail left. The best description of the gale is that of the *Ocean Queen*, as follows :—

British steamer *Ocean Queen* left Yokohama at 10 P.M. August 18, with about 650 Japanese passengers. Passed Rock Island the following morning. Had light E.N.E. winds and fine weather. Steered S.W. by W. ¾ W. for Oosima. During the day wind freshened to strong breeze from same quarter. Running full speed, with topsails and foresail set; afternoon averaging about ten miles per hour. Had a heavy S. swell. At 6 P.M. the glass showed symptoms of falling, it then standing at 29.92; by 9 P.M. had fallen to 29.85. Raining heavily, but no signs of a further blow. At 11.30 P.M. barometer at 29.70. Hauled up foresail and lowered topsails. Suddenly the wind increased, before further precautions could be taken. These sails blew away at midnight, and other sails and awnings were shattered. Saw Oosima about ½ mile ahead. Hauled the ship's head off to S.E. At 12.30 P.M., wind N.E., the ship's head E.S.E, laying-to on the port tack. Blowing a hurricane, sea rising fast and raining heavily; the spray so heavy, impossible to see to windward. At this time the gig blew out of the davits. Nearly all the passengers put below, and the hatches put on. Bar. 29.30. At 1 A.M., 29.10; at 1.15, 29; at 1.40, 28.90; at 2 A.M., 28.70; at 2 30, 28.60; wind N.E.; ship's head E.S.E.; at 3 A.M., bar. 28.40, wind N. by E., ship's head E.; at 3.15, bar. 28.30., wind N., ship's head E. by N. The barometer remained at this point, blowing about 1-10th up and down. The carpenter and his assistant were standing by with axes to cut away masts from 1 to 4 A.M. At 2 A.M. the port life-boat was filled, the davits broke, and the boat was lost; the engine-room skylight blew overboard, drawing out the fastenings; also two main hatches blew off; also, binnacle on skylight and standard compass. The after-tackle of the starboard quarter-boat giving way, the boat fell into the water, but the wind took it and blew it inboard again, throwing it over the top of the davits and smashing it down on deck.

From this till daybreak (5 A.M.) the wind continued with unabated violence, when the glass began to rise. Tried to get the ship's head off to southward, but, her engines going full speed and having no way on her, it was impossible to set any head-sails, in their shattered condition, till about 6.30 A.M. Then set fore-staysail and got her off to the S.S.W., when the barometer gradually rose and the clouds broke to the S.W, and by degrees the storm broke up. Then wore round and hauled in for the land, and made Oosima at about 5.30 P.M. on the 20th. Saw the *Oneida* at the same time, and also again on Saturday morning. At about 8 A.M. saw the *Algerine*. Went into Osaki Bay and landed the troops and baggage. Left again at 1.15 P.M. Reached Hiogo at 6 30 P.M. on the 21st. At 10 A.M. on Thursday morning passed the *Ashuelot* about 25 miles W.S.W. of Rock Island, going in.

## HIOGO.

The following is from the *Hiogo News* of August 18 :—

Our Settlement was thrown into some excitement on Saturday last by various reports that were circulated during the afternoon. One was that several boats, with ronins on board, were anchored just outside, and that they would probably land during the night and attack the foreign residents. Another was that it was a party of fanatics, consisting of men who had leagued themselves together for the purpose of exterminating Foreigners, that they had landed down the coast, and were going to attack us from landward. Another that they were people called "Toi" (expellers of Foreigners), and that there were six boats outside, containing about thirty men each. As time flew by these reports assumed some shape, and evidence was soon obtained that a dangerous party was in our close proximity. Nakasima, the Vice-governor, communicated with the Consuls, and informed them that a large body of dangerous men were ashore and afloat, rendering it inadvisable for Foreigners to go out after dark; that the Government would take all steps to protect Foreigners, but in case they could not do so effectually, Foreigners would have to take care of themselves. This information was at once circulated by the Consuls to their countrymen, who received the news pretty coolly, and did not appear to apprehend anything serious, whilst considerable excitement prevailed among the Japanese, and many packed up their goods and made for the country.

Some anxiety was felt as night approached, as the Settlement was entirely unprotected. There was not a man-of-war or gunboat in the harbour; indeed, we have not had one in port for a fortnight past, and this fact should be brought to the notice of H.E. Sir Harry Parkes and Admiral Keppel, for the Settlement without a gunboat is quite defenceless, to say nothing of the Osaka residents, who, even with men-of-war in harbour, would necessarily, in any emergency, be a long time without assistance.

Several arrests were made by the Japanese, but nothing beyond that occurred. Most of our residents armed themselves, and some parties kept watch until early morn. On Sunday circulars were issued by the Consuls, stating that the Vice-Government had informed them that the Toi had left.

It has since transpired that the men belonged to the Princes of Chikuzen, Chosiu and Awa, and were returning from the interior of the country where they had been stationed, to their homes. It is also reported that some Toza men were amongst them, but our informant is only aware of the first three.

The Dutch steamer *Kebondalem* changed her flag last week. We hear she has been sold by the Netherlands Trading Society to the Prince of Kanga for $35,000.

## NAGASAKI.

A letter from this place of the 20th Aug. says :—

"The U.S.S. *Idaho*, after having been here some eighteen months, left on the 14th for Yokohama on her way home. Previous to her departure she received a new crew of two hundred and ninety men, and she is now called the U.S. frigate *Idaho*, and not hospital ship, as before. The Fête Napoleon was celebrated in grand style. There was Te Deum sung at the Catholic Church at eleven o'clock, and all the Consuls and the officers of H.M.S. *Icarus* attended. At noon the Japanese Government battery saluted with twenty-one guns, though I am sorry to say that an

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accident occurred which cost the life of a Japanese gunner, and two others seriously wounded. The man who was loading had his head and arms burnt, and was blown into the sea. In the evening Mons. Dury, the French Consul, gave a dinner to the Consular body and a few of the residents. The French Consulate was beautifully illuminated, and a large portrait of the Emperor in transparent paper was placed on the top of the roof, having a novel though rather effective appearance. Several bungalows, more especially that of Messrs. Walsh and Co. (Russian Consulate), were tastefully illuminated."

## CHINA.

—o—

### PEKING.

The English missionaries residing in the capital have united in presenting a memorial to Sir Rutherford Alcock. The object sought by the memorialists is to meet and confute the statement lately published, that there have been instances of "unseemly contests" with Romish missionaries in China, and to show that the policy of the English Government towards missionaries should not be to require them to confine their operations to the Treaty Ports.

A wing of the Emperor's palace at Peking has been destroyed by fire. It contained the printing blocks for most of the works issued from the Imperial press, and the loss is said to be incalculable.

### SHANGHAI.

(FROM OUR OWN CORRESPONDENT.)

SHANGHAI, August 26, 1869.

The P. and O. steamer *Sunda* arrived on the evening of the 15th inst, two days before time, with the English mail of the 2nd July and telegrams to the 24th ult.

The United States mail left this at noon on the 20th inst., carrying, with other cargo, twenty-five Chinese females for matrimonial purposes in San Francisco.

On the 18th the British ship *Dhollerah* arrived, 30 days out from Sydney, and 140 from London *via* Melbourne and Sydney.

On the 21st inst. London telegrams, trans-Mongolian and *via* Kiachta, to the 27th ult. were received. The same startling differences between the advices that I have before noticed were not wanting on this occasion either.

On the 23rd the French mail arrived with telegrams to the 30th July, and on the 25th (yesterday) we received telegrams, trans-Mongolian and *via* Kiachta, to the 3rd inst.

LEGAL.—The only purely legal case of importance decided since my last letter was the collision between the S. S. N. Co.'s steamer *Hangchow* and a lorcha under the British flag, which I mentioned before. Judgment was given on the 24th inst. in favour of the steamer, with costs.

COMMERCIAL.—An extraordinary general meeting of the Union Steam Navigation Company was held on the 13th inst., when Messrs. Ashton, Baker, Groom, Hagg, Probst, Amook and Hip Maw (natives) were elected directors for the current year. The resolution passed at the last meeting depriving the directors of the power to purchase new steamers was rescinded.

An important case has recently been decided in the Mixed Court. Messrs. Gundry and Co. sold to one Tai fung 10,000 pieces shirtings, Eagle chop; no muster was shown. On the day after the contract had been closed Tai fung objected to abide by it, on the ground that there was a new chop on the bales in addition to the old one; and two days after (Sunday intervening) he returned the contract note. Messrs. Gundry and Co. sued for Tls. 1,000, bargain money, but after the examination of Messrs. F. B. Johnson (Jardine Matheson, and Co.), E. Elias (Barnet and Co.), and A. Mickie (Chapman, King, and Co.), all of whom stated that the alteration of or addition to a well-known chop was sufficient to depreciate the goods in Chinese eyes, the Court gave judgment for the defendant. There can be little doubt of the justice of the decision, but it should be a warning to shippers unacquainted with the unreasonableness of native prejudices. It is, in fact, a reproduction in another form of the old Mexican and Carolus difficulty.

In the matter of the proposed line of telegraph from Shanghai to the Kin-toan Beacon, the Taoutai has again addressed the Consuls, refusing to communicate the recommendation to his superior officers.

GENERAL.—The British ship *Hamilla Mitchell*, from London, with a general cargo and £40,000 of treasure, struck on Luconia at midnight on the 10th inst., the wind being light and variable and the weather very thick. The captain attributes the disaster to the unexpected set of currents. Immediately after she struck eight feet of water was found in the well. The boats were got out, and the crew lay a short distance from the vessel until daylight; by that time the water was over the mizen top, but the bow was high and dry, apparently jammed on the rock. The boats made for Shanghai, and the steamer *Quanshing* (revenue cruiser) at once started for the scene. Arrangements were promptly made to send down raising apparatus, but the success of any attempt to save the cargo must be at least doubtful. The Consular clerk sent down to report found her stern immersed to the cross-jack-yard, and the surf breaking over her. Wreckers had already been at work, and had saved quantities of cargo; but six at least had been suffocated during their attempts, their bodies having been found in the hatchway. Close to the stern the soundings varied from fifteen to seventeen fathoms, so that the only chance of saving anything lay in a continuance of calm weather. As it turned out, however, a storm from the north sprang up on the 19th inst., and the surf was so heavy that she broke across at the forecastle, and then parted down the middle. The deck floated out, so that now the chief obstacle in the way of saving the treasure is the depth (seventeen fathoms) at which it lies. H.M.'s *Zebra* sailed for the Luconia island on the 23rd inst., and we have just heard that enormous quantities of cargo have been recovered by the natives since the break up.

On the evening of the 12th inst. Captain Bell, of the British barque *Lorton*, was accidentally drowned while stepping from a sanpan to his ship's ladder. The chief officer, seeing the occurrence, flung a life-buoy overboard and threw himself into the river; but the ebb tide was running with such strength that it was impossible to overtake and seize the drowning man.

On the 14th inst. Messrs. Farnham and Co. launched a lorcha-rigged vessel, seventy feet long, nineteen feet beam, and seven feet depth of hold. She is intended to perform all the duties required in the river by the Harbour Master's Department. Accordingly she is fitted on the stern with a derrick for hoisting heavy anchors, buoys, moorings, &c. As she is likewise intended to visit the various lighthouses, light-vessels, &c., she is appropriately named *The Relief*.

A meeting of the general community was held on the 16th inst at the British Consulate, H.B.M.'s Consul in the chair, to consider what measures should be taken to receive suitably H.R.H. the Duke of Edinburgh on his approaching visit. There was a large attendance of members of all nationalities. Nothing was decided upon, save to elect a committee for the purpose of elaborating a scheme to be submitted to a future public meeting. The following British subjects have consented to act: Messrs. Medhurst, Butcher, F. B. Johnson, A. Mickie, J. McDonall, F. H. Bell, F. A. Groom, F. H. Porter, D. Reid, and W. F. Lewes. These have been authorised to add to their number by inviting the co-operation of persons of other nationalities. The German community are said to be about to organise a magnificent (for Shanghai) theatrical entertainment at the Concordia Club, wherewith to regale the Duke.

On the 15th the Fête Napoleon was celebrated by a Te Deum, chaunted at the French Cathedral, and illuminations of a very tasteful character on the French bund. The Consul-General was unfortunately absent, but his place was well supplied by Mr. Dillon, his *locum tenens*. The day was the first secular anniversary of the great Napoleon's birth, yet this seemed to add but little zest to the demonstration. On the whole, it was "slow;" but it must be remembered that the French residents in Shanghai are few and far between.

Ting. Futai of this province, has issued a proclamation decrying extravagant religious processions, which in the present impoverished condition of the people tend still further to pauperise them for the benefit of a set of lazy priests. He threatens the infliction of the statutory penalty upon all civil and military officials who encourage such processions by their presence.

It is unofficially announced that Mr. Hart will not leave Peking this year. Various opinions are expressed as to his reasons, some asserting that the gross and notorious failure of his Legation and university scheme has opened his eyes to the limited extent of his influence, and has made him reluctant to leave the capital for a moment, lest some other person should step into the very desirable position he holds. It can hardly be believed that he is now required to act as a buffer between the native officials and the board of Foreign Ministers, for the Western representatives now "aggravate their voices so that they roar as gently as any sucking dove." It was long believed that the Chinese would not allow him to make any lengthened stay away from Peking, but this notion is exploded. However, as he is certainly a political agent, and no longer merely head of the Customs, it is possible that the final arrangements connected with the Austrian treaty, and the devices being concocted to postpone the revision of the existing treaties are sufficient to make his presence invaluable to the Cabinet. We are told by rumour, apparently well supported, that the Government have ordered Mr. Hart to cease the supplies hitherto devoted to the Burlingame mission. It would seem that the mission having fulfilled its purpose of staving off a reckoning for a few months is now condemned as a needless extravagance. I should mention that there is a hitch in the conclusion of the Austrian treaty, the Chinese insisting on no merchant consuls being appointed. This the Austrian Minister is willing to accede to, but will not agree to its being made a stipulation *in the treaty*. He holds out for a separate article, and the Chinese are as obstinate on the other side.

Sir Rutherford Alcock has confirmed the sentence of death passed on George, who was convicted recently of the murder of a native carpenter.

OFFICIAL.—Mr. Man, Commissioner of Customs at Takow, goes home on eighteen months' leave, and will be replaced by Mr. Jones, at present Acting Commissioner at Amoy. Dr. Jamieson has been ordered from Shanghai to Hankow to take medical charge of the "Customs" staff.

By next Pacific Mail, Mr. G. F. Seward, U.S. Consul-General

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in China, will leave on two years' leave of absence. There is a hope very generally expressed both by his own nationals and by the British residents, that after doing his share in the explosion of the Burlingame delusion he will return to this country as U.S. Minister.

The Ports.—From Hankow we have received no confirmation of the report, transmitted some weeks ago as a well ascertained fact, namely, that a large number of French missionaries were lately murdered at Szechuen. On the contrary, it is said that up to the present the Catholic mission at Hankow have heard nothing of the occurrence, but disbelieve it utterly, on the ground that the massacred priests still draw their salaries with regularity. An outrage was committed some days ago at a place called Tienmun (Heaven's gate), a short way from Hankow. Defamatory placards were posted, and a mob collected and sacked the Catholic chapels. No lives were lost, but a great quantity of property was destroyed, for which, I hear, the French Consul is claiming heavy damages.

A fortnight ago the water at Hankow, which had previously been falling steadily, again rose to a height of three inches, in consequence of heavy and continued rain. It is now, however, again rapidly falling. Mr. F. Major's circular of the 21st inst. reports a declining market in all descriptions of imports.

The following notice in Chinese was posted up in several places in Hanyang a few days ago:—"All Foreigners who sell eatables and drinkables of all kinds are guilty of mixing them up with some hidden, inscrutable poison. After a time, those who have eaten of these five coloured beans (confectionery) fall ill, and in a few days more their faces swell. Do not allow yourselves on any account to eat any of them. Believe me, my fellow-Chinamen, they have been tested. It is high time instantly to cut short the nuisance."

The Protestant missionaries at Peking have addressed a letter to Sir Rutherford Alcock protesting against the representations made by him in recently published despatches. This letter has been published in the *Daily News*. The writers join issue with the Minister on the points of their assumed want of judgment, and the general offensiveness of their conduct to the natives: of the demoralising and degrading influence of foreign trade, in the wake of which they are recommended to follow; and finally of the defective education of a large number, if not of the greater number, of the missionaries. They assert that they have invariably suffered as Foreigners and not as missionaries, that the annual import of Opium nearly equals in value the total export of Tea and Silk (an argument of which you may see the application, but I confess I do not), and that far from being uneducated, all the dictionary compilers and most esteemed authors of works on Chinese subjects have been missionaries. This last statement is doubtless true, but it does not affect the question at issue. The lexicographers, grammarians, and so forth are exceptions to the general rule, which is, that the Protestant missionary in China is an uneducated man supplied with zeal only, destitute alike of the subtlety of mind requisite to meet and conquer the objections raised by intelligent natives, and of the adaptability of intellect necessary to anyone who, at an adult age, attempts to overcome the difficulties of the Chinese language.

In the absence of all commercial intelligence from Newchang, the newspaper correspondents confine themselves to reports of the weather, which has been exceptionally cool during the entire summer.

## HONG KONG.

Dates are down to the 2nd September. The P. and O. mail of 16th July arrived out on the 25th August with telegrams to the 6th August. The following items are from the *China Mail*:

The official Reception Committee for the Duke of Edinburgh, presided over by his Excellency the Governor, have not yet published, or, we believe, even finally decided upon, the programme, but we are able to state that no efforts have been wanting on their part to put matters in train. As his Excellency the Governor is desirous that the inauguration of the City Hall should form a portion of the programme, those members of the official Reception Committee who are unconnected with the building have been busily engaged in obtaining estimates, &c., of the expense of the necessary arrangements for the inauguration; but the general programme, regarding which so many inquiries are made, will, we presume, be drawn up by, and published under, official authority.

A circular has been issued directing all heads of departments to pay all moneys into the Oriental Bank, instead of the Treasury, as hitherto. The Colonial Treasury will henceforth be no more than a check-office.

With much pleasure we copy the following announcement from the *Government Gazette*:—His Excellency Sir Richard Graves MacDonnell, C.B., has been pleased to appoint provisionally, until Her Majesty's pleasure may be known, Richard Rowett, Esq., to be a member of the Legislative Council of Hong Kong, vice the Hon. Henry John Ball, absent on leave.

M. Pedro Loureiro has, we understand, been finally released from prison at Macao.

The report of the delegates of the Shanghai Chamber of Commerce, upon the trade of the Upper Yangtze, has been issued. It is a most interesting and well got up compilation.

Rumour says that larger supplies than usual are being brought to Tientsin this year, to meet the wants of soldiers to be concentrated in the Chihli province. Several large cannon have been taken North this summer.

### FIRE BRIGADE PARADE.

The Colony can now boast of possessing as complete material for fire brigade purposes as any other city of similar size in the East. With active and intelligent European volunteers, a trained body of natives, and a police force of amply sufficient strength to keep the ground, we may fairly hope that Hong Kong will no longer be liable to such extensive and destructive conflagrations as have hitherto distinguished its somewhat short existence. Nothing, as regards the existing force, is in fact wanting but exercise and drill to accustom its members to act in concert, an object to which the fire-master and his assistants are evidently devoting their attention. The parade of last evening was conducted, it is but fair to say, under extreme disadvantages as regards the motive power recently brought to the colony. The two new engines and that of the Hong Kong Company lit fires within a few minutes of each other, and assembled at the Canton steamer wharf. Despite the great weight of the new acquisition they were drawn with comparative ease. Shortly after arrival the Hong Kong Insurance engine was moving ahead (time fourteen minutes from lighting fires; pressure of steam, 25 lbs., pressure on hose 10 lbs.). It rapidly ran up the steam, and in twenty minutes was under a pressure of 60 lbs. steam, and throwing two streams of some fifty-five or sixty feet in height, the bursting pressure on the hose varying from 52 to 65 lbs. on the square inch. The smaller of the two new engines threw its first jets of water in twenty-eight minutes from lighting the fires, under 50 lbs. of steam, the pressure on the hose being but little over 20 lbs. The larger engine was unfortunate; the pumps could not to be moved until 41 minutes had elapsed from the fires being lit, and no water was thrown until 51 minutes had passed. When, however, it got fairly into play the result was magnificent, and though the Hong Kong Insurance engine had hitherto overtopped its competitor, the giant, under 130 lbs. of steam, and a pressure of from 60 to 72 lbs. per square inch on the hose, threw its four powerful jets into the air above its rivals, eliciting signs of unmistakable admiration from the crowds around. The sight of the ten lofty streams from the three engines was really magnificent in its way, and we do not wonder that the fire-master and brigade feel proud of their new machines. It will never do, however, to take 51 minutes to get up steam, and so far as yesterday's trial went the insurance engine certainly carried off the palm for "rapidity and power combined."

### HONG KONG HOTEL COMPANY.

The adjourned half-yearly meeting of shareholders in the Company was held on the 23rd. Present: Messrs. Walker (in the chair), Delbanco and Belilios, directors; Messrs. Barton and Hodgson, auditors; Messrs. C. L. Davies and J. J. Francis, shareholders and Mr. E. Baker, secretary.

The Chairman, having answered several questions regarding the accounts put by Mr. Francis, proposed that the report be adopted.

Mr. Delbanco having seconded the motion, the report was accordingly adopted without a dissentient voice.

Mr. Davies then put the following resolution in a formal manner:—"That the thanks of this meeting on behalf of the Shareholders generally be offered to the direction for the energy and zeal they have so successfully displayed in steering the Company through its difficulties and placing its business in its present promising condition." This resolution was carried *nem. con.*, having been seconded by Mr. Hodgson, auditor.

The Chairman, on behalf of himself and co-directors, thanked the meeting for the resolution they had just passed, although so few were present. They now saw that the best thing was the farming of the Hotel to the Chinese; they had tried partial farming, and found that, while the farmed portion succeeded, that under the Company's control generally went to wreck and ruin. The directors had had meeting after meeting and consultation after consultation, and after great anxiety they had concluded that the only way to proceed was to let the place at the best rent to some respectable Chinese with trustworthy security.

Mr. Barton proposed, and Mr. Davies seconded, that Mr. Landstein be re-elected a director of the company; which motion was unanimously carried. The Chairman then said there was only one thing remaining, viz., to re-elect the auditors (Messrs. Barton and Hodgson), in whom he had entire confidence. This was seconded by Mr. Delbanco, and also carried unanimously. The proceedings closed by a vote of thanks to the chairman.

Her Majesty's vessel *Rifleman* and the gunboats *Weazel* and *Bustard* will be sold by auction at the Naval Yard, Hong Kong, on the 18th Nov.

A third dividend of 7 per cent. on all claims on the estate of Dent. and Co. is announced, payable by the trustees.

The Oriental Hotel, situate on the Praya Manduco, close to the wharf at which the Macao steamers discharge their cargoes and land passengers, has been completely destroyed by fire. It broke out on the night of the 18th Aug., at about half-past ten o'clock, in an upper story of the house, several people being inside the establishment at the time. Four or five gentlemen who were in the billiard-room describe the rapidity with which the flames spread as something unprecedented.

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Major-General Whitfield, Commandant of Her Majesty's forces in China and Japan, and Lieutenant-Governor of this colony, arrived by the last English mail. He took up his quarters temporarily at the Hong Kong Hotel.

The *Customs Gazette*, giving the returns of trade to June 30th, has been issued. The *N. C. Daily News* gives the following as the figures of the leading imports into Shanghai. For the most part they show a satisfactory increase over the corresponding period of 1868. Grey Shirtings, 860,000 pieces against 822,000; T-cloths, 432,000against 291,000; English drills, 71,000 against 14,000; and American drills, 66,000 against 43,000; Dutch, 84,000 against 5,000; Lustres 47,000 against 43,000; Camlets 29,000 against 12,000; Iron, 74,000 against 36,000 piculs; Coal (Australian), 17,000 against 7,000 tons; British Coal has fallen from 13,000 tons to 3,000; Brown Sugar also shows a falling off from 196,000 to 129,000 piculs, and White from 160,000 to 116,000.

## JAVA.

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### BATAVIA.

We *(Straits Times)* learn from the Java papers that the railroad from Samarang to Solo was opened on the 15th ultimo, on which day a fast train left the former for the latter place. The officials and the military, with a large assemblage of natives, were present at the opening. The Emperor, with the Ratu, and the Court of Solo, made a trial trip, and the *Locomotif* newspaper makes mention of many tokens of childish simplicity which the native great ones gave on the occasion. Sharing the general enthusiasm, the Emperor for a moment set *adat* aside, and in the midst of a vast crowd of natives he took a seat on a stool in a freight waggon, placed at his disposal. The *Locomotif* also speaks in high commendation of the manner in which the works have been completed, considering the ways and means and working powers by which they were put together. The regular transport of goods will commence in September, and the line to Solo will be finally opened for passengers, &c., in October next.

The English ship *Ouangondy*, Captain Emslie, has been finally got off the reef on which she stranded, and came into Batavia Roads on the 15th August. The captain reports that he saw, on the 17th, an English ship aground on the south-west side of Krakatoa Island, in the Straits of Sunda.

The Java papers give information that one of the most notorious and accomplished swindlers of modern times has made his escape from Sourabaya, where he had been imprisoned, and where he awaited his trial for extensive frauds on some of the first banks in Europe. He succeeded in escaping from the hospital, where he had been placed on account of sickness. He was formerly arrested at Sourabaya, in October, 1868, for fraudulently drawing on the Bank of Rotterdam for £700, of which he succeeded in receiving f.2567 50c. before further advices caused his arrest. He had passed a successful swindling career in the highest financial quarters, through Holland, Belgium, Egypt, Australia, Timor, &c. His display of official documents, articles of dress, passes, and even family albums, which he produced, having coats of arms, and inscriptions wearing every appearance of being genuine, may be in a great measure accounted for if we take over the statement of a correspondent of the *New York Herald*—namely, that the said swindler, whose real name is Kurt Schmalz, was originally valet to the real Count von Attems, and on the death of his master took up his effects and acted the part he has done.

## STRAITS SETTLEMENTS.

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### SINGAPORE.

Dates from this port are down to the 10th Sept. The London mail of 30th July arrived out by P. and O. steamer on 1st Sept., and that of 5th August, per French steamer, on the 6th. The following summary of news is from the *Straits Times*:—

There have been two meetings of the Legislative Council since the return of his Excellency from Penang, but the business brought under discussion has not been important. The Preservation of the Peace Extension Act has become law; accompanied, however, with a remonstrance from the Chief Justice and one of the unofficial members of Council. This opposition to the measure seems, however, to be based rather upon principle than upon any practical objection to its clauses; and it is noteworthy that the two unofficial members of Council present were not agreed on the subject. An amount of $20,000 has, on the motion of the Honourable Mr. Read, seconded by Mr. Scott, been placed at the disposal of his Excellency by the Council for the entertainment of his Royal Highness the Duke of Edinburgh. The Governor has been very liberally met on this occasion, and it is to be hoped that the reception given to his Royal Highness may be worthy of the colony. The Committee of the residents, who were appointed about two months ago at a public meeting, to secure the proper reception of the Prince, have placed their services at the disposal of the Governor, and there appears to be every probability of a hearty unanimity on this occasion.

The Governor has made another effort, and this time with success, to fill the vacant seats in the Legislature, the same having been accepted by Mr. W. R. Scott, of Messrs. Wm. Macdonald and Co., and Mr. W. Adamson, of Messrs. Gilfillan, Wood, and Co. It is generally felt, however, that the whole constitution of the Council must be altered before unofficial members can accept office with much good result to the colony. Even now the unofficial element is so small that it might as well be extinct. To the seven or eight official members there are four unofficial present in Singapore, the fifth member being resident at Penang.

The public service has lost a good man in Mr. J. D. Vaughan—who has resigned the post of Magistrate to enter upon the practice of law. Mr. Vaughan has been for nearly twenty-five years connected with the public service of this place, and his resignation cannot but be looked upon with regret. Mr. Dunman, another old public servant, goes home very shortly, vacating the post of Commissioner of Police for the Straits Settlements; Mr. W. Hoe takes Mr. Dunman's position temporarily, and it is believed may be confirmed in the appointment. Mr. Gottlieb, Police Magistrate, goes home by this mail on leave. The Chief Justice is at present in Malacca on circuit. The members of the Sporting Club have decided to hold an Autumn Race Meeting in October, about the time that the Duke of Edinburgh will be here.

Mr. Arthur Knight has lately been appointed Acting Head Clerk in the Auditor-General's office, *vice* Mr. A. W. V. Cousins, who is to act as Senior Sworn Clerk to the Registrar, in place of Mr. W. E. Maxwell, who will perform the duties of Sitting Magistrate at Penang.

The Chinese Festival given by the opium and spirit farmers here, at their residence at Teluk Ayer, passed off very successfully. A large number of ladies and gentlemen were present, among whom were his Excellency the Governor and Lady Ord, and several Government officials. The illuminations were on a very superb scale, there being no less than thirteen lamp-posts specially erected for the occasion.

The British ship *Berwickshire* was on the 9th September put up for sale by public auction, and realised $6,400.

The circulation of the banks was as follows:—Oriental Bank $220,400; Chartered of India, $193,850; Chartered Mercantile $190,518.

*Extinguisher* gives another of his amusing series of letters to the *Straits Times*.

A meeting of the shareholders on the Tanjong Pagar Dock Company (Limited) has been held; the report and resolutions of the meeting will be found in our advertising columns.

### PENANG.

The London mail of the 30th July arrived out on the 30th Aug Dates are now down to the 12th Sept. From the *Penang Gazette* we take the following items:—

The schooner *Lucretia* arrived in Penang Harbour on the night of the 29th from Anak Labu, bringing on the captain and crew of the *City of Edinburgh*. This vessel was bound from Rangoon to London, and when eight days out she sprang a leak. The captain, Mr. J. Dodds, then bore up for the Mauritius, which he expected to fetch, but all in vain; she sankon the 29th July, in about 3 N., 92.50 E. All hands were saved, and reached Anak Labu in their boats. A Court of Inquiry has since been held, the result of which will not be disclosed until approved of by H.E. the Governor.

The failure is reported of a Chinese firm, trading under the chop of *Hock Choon* for something like $40,000. The Chinese share with the European merchants in the loss. The assets are said to be nearly up to the amount of the debit.

Thursday, the 18th, was the first day of the yearly race meeting, and was very well attended. We missed many old familiar faces from the grand stand—officers of the regiment that have been removed, men who took a lively interest in the sport.

We are glad to learn that the Bill for the amendment of the Preservation of the Peace Act, lately brought into the Legislative Council when sitting in Pinang, has been passed in Singapore. We have not seen a report of the debate, but we hear that the learned Chief Justice offered some objections to the passing of the Act, bringing forward the only thing in the shape of argument that has yet been used by its opponents.

One of the largest assemblages of the principal inhabitants of all classes that we have ever seen in Penang took place at the Exchange-room, for the purpose of presenting to the Hon. Charles Bushe Plunket an address from the Europeans and Mahomedans, and another from the Chinese, on his departure from Penang to Singapore.

## CEYLON.

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### COLOMBO.

The buoys in connection with the breakwater have been laid down. Latest dates from London were up to 27th August, and telegrams to the 10th of September, which were 10 days in transmission, and most of the messages had been even longer.

Reports are current that Sir Hercules Robinson was to have the appointment of Governer of Madras, but there is no truth in it.

A meeting of the Policy-holders of the Albert Life Assurance Society is summoned at Colombo. There are eighty-five in this branch, the majority of them Enorpean descendants,

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on whom the failure of the Society will fall heavily. We can only hope that an event so disgraceful and so deeply to be deplored will lead to such legislation as will establish life assurance on a firm and safe basis.

Mr. P. W. Braybrooke, who has for eleven years so ably administered the affairs of the Central Province, which, from the presence within its bounds of the great majority of the European coffee-planters, is perhaps the most important of the six provinces into which the island is divided, takes a final leave of Ceylon, and goes to Europe by this mail. Allclasses have vied in doing honour to the retiring official.

(FROM A CORRESPONDENT.)

The Currency question is now agitating our little community. Among the new ideas imported by our returned Governor is one relating to our circulating medium, which his Excellency thinks should be rupees in account as it is in fact. He has, therefore, come out with an ordinance on the subject, the draft of which has just appeared in the *Government Gazette* and quite electrified the banking and mercantile community. Sir Hercules Robinson had tried his hand at currency in Hong Kong; and seems determined to keep it in practice here and immortalise his name by rectifying our method of accountancy. The merchants and bankers, on the other hand, and they are the parties most interested, deny the necessity for any change. Their chief transactions being with England, and not with India, the £. s. d. system of reckoning suit them very well; and although the rupee was the coin most in circulation, it had for thirty years or more been considered the equivalent of two shillings, and the tenth part of one pound, and therefore there was no difficulty and no inconvenience in keeping accounts in pounds, shillings, and pence. But the Governor, it seems, had found out that great inconvenience to the public service might arise if payments were demanded in pounds; and that any civilian having a claim on Government, or any Government officer, or other person to whom money was owing by the Government could demand payment in gold, as gold is a legal tender, although it can never be bought at par. Hence inconvenience and loss might arise which would hamper the Government. Therefore his Excellency, fearing danger to the State if he made known the secret before he was prepared with a remedy, entered into correspondence with the Home Government some three years ago, which correspondence has been maintained during the reign of successive Colonial ministers, with a view to obtain their sanction for an alteration in the currency. He appears to have encountered considerable difficulty in proving the necessity for any change; but at length, during his recent visit to England, his pertinacity has conquered, for he comes out armed with full power to make the required alteration, and, as before stated, he has promulgated an ordinance, in draft at least. That it will be passed into law if he is determined on it admits of no doubt, because, constituted as our Legislative Council is, the officials, who are as nine to six of the unofficials, are *obliged* to vote with the Governor, while the unofficials, his nominees, are *expected* to vote with him. There is just the possibility that the strong representation the merchants are forwarding to Earl Granville, the Secretary of State for the Colonies, may delay the passing of the ordinance, or, if not, may prevent its confirmation by the Queen. In supposing he has made a discovery which never occurred to any one else, the Governor takes credit for more *kudos* than most people are willing to accord him, for it was well-known in mercantile circles that where a pound sterling was promised whether in a bank-note, or in an agreement for salary, or in a contract, gold could be demanded; and hence it has long been customary to specify on the face of obligations pounds sterling or pounds currency as the case might be, the latter chiefly prevailing; for, as the merchants say, as well might a Ceylon dollar of 1s. 6d. value be taken to mean a Mexican dollar of three times that amount as a Ceylon pound to mean an English pound.

According to Sir Hercules Robinson, the rupee is only the equivalent of 1s. 10½d. sterling. Hence he thinks that to legalise it as worth two shillings would be to establish a *fictitious par*. More correct views have been taken by both Lord Carnarvon and the Duke of Buckingham, as appears from their correspondence on the subject. Lord Carnarvon writes per Mr. Elliot, "It is objected by Sir H. Robinson, to this measure of recognising the rupee at two shillings by Order in Council, and he seems to consider the objection a conclusive one; that it would enact a fictitious equivalent to the pound sterling, the rupee he considers being really worth only 1s. 10½d. Without going into the question whether this or that rating would more correctly represent the comparative value of rupees and sovereigns placed together in Ceylon, Lord Carnarvon must doubt the validity of the objection. For it is not to the English pound sterling, but to the Ceylon pound currency that the supposed order in Council would declare ten rupees equivalent. A Ceylon pound has meant nothing but ten rupees for the last 30 years, and the order in Council would adopt no fictitious, but the actual and undoubted value of the rupee, in declaring this value to be two shillings, not two shillings sterling, but two shillings of Ceylon currency."

The Duke of Buckingham, per Sir F. Rogers, says:—"Steps should be at once taken, not to alter, but to secure from convulsion the existing state of things, by giving undoubted legal validity to existing obligations, in the sense in which they have been uniformly understood by those who have contracted them."

Now, it appears that a difficulty had either arisen or seemed possible to a previous Governor of Ceylon as regards the value of a rupee; and a minute was passed by Sir Robert Horton in 1836, and approved by his successor, establishing the rupee as the fixed standard of value, and equivalent to two shillings. The Home Government, while disapproving the policy, consented to it, "in consideration of the interests which had grown up in the meantime," and "to avoid inconvenience to the public." Doubts have from time to time arisen regarding the legality of that minute; but they never took any opposing shape till conjured up by our present Governor, who has taken the island by surprise by his proposed Bill to meet the inconvenience, and counteract it. The merchants and bankers, and others interested in accounting, see great difficulty, inconvenience, and risk in altering the currency. And they prefer continuing the system which has, for upwards of thirty years, given universal satisfaction, and been well understood and acquiesced in by the whole community. Taking their stand upon this point, and backed up by the opinions above quoted from Lord Carnarvon and the Duke of Buckingham, they consider any supposed difficulty will be met by legalising the rupee, as of the value of 2s. Ceylon currency, and they ask accordingly.

# Commercial Report.

## CEYLON, STRAITS, JAVA, CHINA, AND JAPAN IMPORTS.

*(For dates see First Page.)*

YOKOHAMA, AUG. 28.*—There had been an improved demand for Grey Shirtings and Cotton Yarn, leading to fair sales of both staples at slightly higher prices. Very little had been done in other descriptions of Cotton Goods, which, together with Woollen Manufactures, remained unchanged, but were more or less nominal in value. Slight inquiry for suitable sizes of Nail Rod Iron, other Metals nominal; Lead unsaleable. The current quotations were:—G. E. Grey Shirtings, 7 lbs., $2.35 to $2.40 per piece; 8¼ to 8½ lbs., $2.80 to $2.85; G. E. White Shirtings, $2.80 to $3.20; T-Cloths, $1.80 to $2.20; Cotton Yarn, Nos. 16 to 24, $46.50 to $47.0; 28 to 32, $47.50 to $48.0; Camlets, SS, $13 to $14; Cloth, medium and cloth, 80c. to $1.60 per yard; Long Ells, assorted, $8.0 to $8.75 per piece; Lead, $6.75 to $7.0 per picul; Iron, Nail Rod, $3.0 to $3.50. The exchange on London on 28th August was Bank Bills, 6 months' sight, 4s. 5d.; credits, 4s. 5¾d.

HIOGO AND OSAKA, AUG. 24.*—At Hiogo a marked improvement in demand had manifested itself, especially for Grey Cottons; the reported failure of the native cotton crop, owing to heavy rains, having doubtless influenced the market. Fears were also entertained for the rice crops, and native grain was daily advancing in value. Cottons: 8¼ lb. Grey Shirtings and No. 28/32 Cotton Yarn in good demand at advanced rates; market very firm, with an upward tendency. Turkey Red Cloth much wanted; no stocks on offer. Black Velvets in more demand. Woollens: Camlets in less demand. Black Lastings, Orleans, and Mousselines de Laine continued saleable. Black Cloth and Blankets in more favour. Metals: Tin Plates in fair demand, and Nail Rod Iron attracting more attention. At Osaka a considerable improvement had taken place, and for most staple articles a fair inquiry existed. The continued unsatisfactory state of the native currency, however, prevented much business being done. Yarn and Grey Shirtings were much wanted, and higher rates were looked for.

TIENTSIN.—The current quotations at date of latest advices were—8¼ lbs. Grey Shirtings Tls. 2.1.1 to Tls. 2.1.2; 8 lbs., 36 in. T-Cloths, Tls. 2.0.6; English Drills, Tls. 3.0.8; Grey Shirtings were firm; Drills and T-Cloths neglected.

SHANGHAI.—An irregular and somewhat speculative business had been transacted in the chief staple, but the demand for several articles had been much less than might have been looked for, and the general position of the market was not satisfactory. The total value of foreign goods sold from first hands showed a falling off of more than 25 per cent. when compared with the previous fortnight, and the current range of prices had generally shown no improvement. Grey Shirtings.—About 150,000 pieces of these goods had been sold from first hands at slightly fluctuating rates. Some of these were "Eagle chop" to arrive, at Tls. 2.18 and Tls. 2.20 per piece, but the bulk of the transactions had been for all kinds of goods on the spot, with ordinary or extended credit. Prices had ranged from Tls. 2.14 to Tls. 2.20 per piece for 8.4 lbs., and Tls. 1.93 to Tls. 1.97 per piece for 7 lbs. Heavy goods were dull, and had fallen to Tls. 2.45 to Tls 2.85 for 9 lbs. to 9.12 lbs. The market closed very firm, with a good demand. T-Cloths: Only moderate sales had transpired in all weights of these goods, and the market was very weak—6 lbs. entirely neglected; of 7 lbs., sales chiefly ordinary makes at low values; fine to finest cloths had been but little sought for, even at a reduction 8 lbs. had changed hands in small lots at Tls. 2.1.5 per piece. We quote 6 lbs. Tls. 1.4 to Tls. 1.6.8 per piece; 7 lbs. Tls. 1.6.5 to Tls. 1.8.8 per piece; and 8 lbs., 36 inch, Tls. 2.0.0 to Tls. 2.1.5 per piece. White Shirtings: About 2,500 pieces of these cloths had found buyers at quotations, but the general demand was very slack, and only best makes were saleable, even then only in small parcels. Quotations—Tls. 2.0 to 2.1 for 56 reed: Tls. 2.1.5 to 2.2.0 for 60 reed; Tls. 2.3.0 to 2.3.5 for 64 reed; and Tls. 2.4.0 to 2.4.5 per piece for 66 reed. Drills: Fair sales of English and Dutch at a slight advance on last values. The latter goods most sought for, and still wanted. Further sales of American goods at a drop on last mail's figures, and the quotation of Tls. 4.05 per piece for the best chop must be considered nominal. Sheetings: American Cloth in no inquiry at Tls. 3.6 to 3.7 per piece; one sale of English quoted at Tls. 3.2.0 per piece. Jeans: Sales of American at Tls 3.1.7 to 3.2.0; English declined to Tls. 2.8.5 to 2.9.5 per piece. Woollens, &c.: There had been rather more activity in this class of manufactures, prices

* The market reports from these ports are by the Pacific Mail, and are later than those to hand by the P. and O. Mail delivered this day.

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howing little or no change. Camlets: Sales of assorted quoted at last rates; scarlet slightly firmer, also green; but dark blue showed a small decline. Long Ells: Moderate inquiry, resulting in the sale of about 8,500 pieces at former values. Metals—Lead: Dull of sale; a small lot of L B sold for cash at Tls. 4.8.5. Coals: Arrivals—Rufine with English; Diamond from Cardiff. Few sales, and market quiet. Australian and American further declined, owing to excessive supplies; other kinds as last quoted.

Hankow.—Grey Shirtings: During the early part of the fortnight the demand was active, at steady rates. Later supplies came to hand on too large a scale, and sales were less readily effected. Closing quotations:—Tls. 1.96 to 1.99 for 7 lbs., and Tls. 2.15 to 2.19 per piece for 8¼ lbs. goods. For heavy makes no inquiry, and quotations nominal. White Shirtings: 60 and 64 reed in small demand, at previous rates. T-Cloths: No improvement, business confined to a few retail transactions. Drills: Sales again on a considerable scale, at about previous rates. Market closed rather quieter, in consequence of heavy receipts. Fancy Cottons: Moderate business, at steady prices. Camlets met with little attention, few sales being reported. Lastings continued dull of sale. Long Ells: Prices for assortments had given way 1 mace per piece, and the demand had been very limited. Scarlet dull, at 5 candareens per piece decline. Spanish Stripes in moderate inquiry; prices unchanged. Medium Cloth sold at lower rates, but without inducing much business. Figured Orleans: Sales to some extent at easy rates. Metals: Lead declined, and a slack demand was expected for some time. Quotation:—Tls. 5 to 5.3.0. Quicksilver: A slight inquiry apparent at Tls. 51 per picul.

Foochow.—The sales during the interval had been 120 pieces assorted Camlets, at $18 per piece, and 800 piculs Lead at $8 per picul. No business had been effected in Cotton goods. Quotations were:—Gray Shirtings, 8¼ lbs., $3. to $3.05, 7 lbs., $2.75; T-Cloths, 7 lbs., $2.50 to $2.55, 6 lbs., $2.20 to $2.25.

Hong Kong.—Messrs. Olyphant and Co.'s report contains the following remarks upon the condition of the market:—Cotton Yarn: Settlements have been restricted to some small parcels of Nos. 16 to 24 only, taken at previous rates. Dealers have shown but little disposition to operate, as importers are demanding still higher prices, and the advices from the Canton market are as yet unfavourable to purchases. Flower Tye brand, Nos. 38 to 42, is quoted $2.50 per bale dearer. Piece Goods: The improvement in the market for Manchester goods last noted has kept up, and in some instances values have further advanced, whilst sellers are firm in their increased demands. 7lbs. and 8.4 lbs. Grey Shirtings have been fairly dealt in at rather improved figures. The stock of 7 lbs. has become somewhat reduced, and with but small supplies of 8.4 lbs. arriving both these weights command ready sale, though the demand is not so much for other markets as it is that dealers are seeking to fairly supply themselves in expectation of the inquiry later on. Quotations for White Shirtings are unaltered, though the common kinds are very easy of sale, while the fine makes have receded in value. An enhancement of 10c. in the value of English and Dutch Drills is noticeable, as the demand for the northern trade is now setting in; American goods, however, have not participated in the movement, and with almost no inquiry prices are apparently somewhat weaker. 6lbs. and 7lbs. T-Cloth find a ready market at a rise of 2c. to 5c. per piece. Considerable quantities of 8lbs. are still held by native dealers, and the inquiry for this weight is very slack. Brocades and Spotted Shirtings do not find favour at a decline of 10c. for assorted. Turkey Reds have been moderately taken at an improvement of 5c. Woollens: The hoped for activity in this market has not shown itself, and no change for the better seems near at hand. The few settlements reported have, in most instances, been at lower or unchanged rates, and, with the exception of a slight improvement in Medium Cloths, no change has occurred worthy of noting. Metals: Nail Rod Iron is in increased supply, and has slightly declined; Bar Iron is rather dearer, though Soft is not inquired for; Hoop is only to be had in small quantities, and is firmly held. Wire and Steel continue without improvement. Lead nominally 10c. dearer. Tin has again advanced $1.50 to $2. Quicksilver is weaker. Coal: The arrivals have been 1,425 tons Sydney and 2,107 tons West Hartley; of the latter 1,400 tons come to consumers. Sales have been 990 tons Sydney at $7, deliverable in Canton, and 435 tons Sydney, deliverable in Hong Kong, at $6.10 per ton. Ginseng: Beyond a single sale of 64 casks Crude at $118 per picul no settlements have resulted, and offers made have been much below what holders are willing to accept. The market for the article both at this and Canton is very dull, and quotations are considered almost nominal. The following were the current quotations:—Cotton Yarn, Nos. 16 to 24, $132.50 to $137.50 per bale; 28 to 32, $140.0 to $145.0 per bale; Grey Shirtings, 7 lbs., $2.50 to $2.60 per piece; 8.4 lbs., $2.80 to $2.85; White Shirtings, $2.50 to $4.80 per piece; T-Cloths, 6 lbs., $1.90 to $2.40 per piece; 7 lbs., $2.17½ to $2.40; American Drills, 40 yards, 15 lbs., $5.20 to $5.50 per piece; Dutch Drills, 40 yards 14 lbs., $4.60 to $4.80 per piece; Spanish Stripes, Scarlet, $0.73 to $0.75 per yard; ditto, Assorted, $0.70 to $0.72 per yard; Medium, Ladies' and Habit Cloths, $1.15 to $2.0 per yard; Long Ells, Scarlet, $7.80 to $7 90 per piece; ditto, Assorted, $7.80 to $8.00 per piece; Camlets, SS Scarlet, $16.25 to $16.50 per piece; ditto, Assorted, $15.70 to $16.00 per piece. Iron—Nail Rod, $2.75 to $2.80 per picul; Lead, $6.75 to $6.90 per picul; Tin-Plates, $6.25 to $6.50 per box; Steel, $4.25 to $4.50 per tub; Quicksilver, $62.50 to $62.75 per picul; Coals, English, $8.50 per ton; ditto, Welsh, $9.50 to $10.00 per ton.

Batavia.—The only alteration to notice in Grey Shirtings is some improvement in the value of 39 in. 7 lbs., which had been in some request at 7¼f. short credit; stocks light, and other descriptions firmly held. Supplies of Madapollams in first hands reduced, and there was a better demand. Drills of Dutch make held for prices which dealers were unable to pay, and inferior qualities moving at some improvement. 36 and 40 inch White Shirtings dull, and values unchanged. White Madapollams in little inquiry, stocks of Dutch make being ample and difficult of sale; mediums, 24s. Cambrics in request for shipment to Samarang; finer qualities neglected; 15s. and 16s. sold at 4.90f. to 5f., short credit. Dyed Cloths only saleable at low rates; superior Dutch Turkey Red Cambrics placed at 8f.; plain orange Madapollams in request at 4¼f. Demand for Prints quiet, dealers having fully supplied themselves by late purchases. Prices low, and in most instances unremunerative. Grey Yarn advanced in value, stocks small and in few hands. Sales of 40s. at 450f.; a further advance demanded; lower counts comparatively neglected; Dyed Yarns saleable at about previous rates; Woollens very dull; Metals generally overstocked and difficult of sale.

Singapore.—The tendency of prices for most descriptions of Grey Goods was upwards, but transactions were comparatively small; some large sales at auction of sea-damaged cloth, moreover, had weakened the demand for sound goods. 8¼ lbs. Shirtings sold to a fair extent at $3 per piece; and in T-Cloths an advance of about 5 cents had been established. Drills in moderate request, prices nearly unaltered. Madapollams in more inquiry, prices maintained. Demand for White Shirtings limited to one or two makes of fine goods, no alteration in price. Imitation Irish Linens sold to a small extent at previous rates. Cambrics of finer makes neglected, price barely maintained. No transaction in Figured Shirting. Jacconets, Brocades, Damasks, Lappets, and Mulls in no demand. In Dyed Cottons scarcely any transactions to report, some small sales of Orange Shirtings, and the lighter weights of Turkey Red Cambrics at the same rates as last mail. Prints unsaleable, except for patterns of two and more colours. Sarongs very dull and in large stock. Grey Yarn again advanced about five dollars a bale, No. 40's quoted $152½. No. 30's sold on the spot at $135, and to arrive at $140. Coloured Yarn in moderate demand, some fair sales of Turkey Red at slightly higher prices. Woollens quite unsaleable. In Metals a moderate business had been done. Iron in large stock and unsaleable except at low rates. Pig Lead firmer, and fair sales at $6.25 to $6.35. Yellow Metal declined in price, sales as low as $21¾. Nails in large stock and unsaleable. Coal without alteration; the only sales being a cargo of 900 tons West Hartley at $7¼ cash, and of 200 tons Lancashire at $5½.

Penang.—The business in imports generally was, as usual at the season, dull. Grey Shirtings, 6lbs., weak, at $48 per corge. 7lbs. had gone off to a small extent, at $51½ to $52½ per corge. 8¼lbs. dull, at $62 to $63 per corge. Grey Long Cloths and Madapollams inactive, and nominal. Grey T-Cloths somewhat brisker—5lbs. at $31½ to $32½, 7lbs. at $45 and $46 per corge. Sale of White Shirtings very moderate, at $90 to $108 Fine, $65 to $88 Medium, per corge.

Colombo.—Messrs. Geo. Wall and Co.'s Circular is as follows:—Our market, which had closed very dull at the date of our last report, subsequently revived to some extent to receive the supplies brought in by late arrivals. In the beginning of the fortnight a considerable amount of business was transacted, and although prices tended in favour of buyers, no material change will be found, except in Grey Mule Twist, which has experienced a serious decline. For some days, however, business has been almost completely at a standstill. Dealers are advised for the ports on the coast of full supplies, with little inquiry, and late home advices check any disposition towards speculative business. Our quotations are derived from sales actually effected, but we close with nothing doing. Grey Mule Twist, 9s. 3d. per 5 lbs. bale. Grey Shirtings, 39, 7 lbs., 11s. 3d. to 11s. 6d.; 8¼ lbs., 14s.; 45, 9 lbs., 16s. 9d.; 10 lbs., 18s. 6d. to 19s.; 11 lbs., 20s. 6d.; 50, 10 lbs. to 11 lbs., 20s. 6d. to 21s. Grey Long Cloths, 1s. 5½d. to 1s. 6d. per lb. Grey Jacconets, 50, 7s. 6d. to 8s. 6d. White Shirtings, 45 by 40 yards, and White Cambrics, 45 by 12 yards, and 45 by 24 yards have found buyers at fair prices. Prints: A few of favourite styles have been placed at previous rates. There has been no inquiry for Printed Muslins, Handkerchiefs, or Dresses, nor for any description of Wove Goods.

## CEYLON, STRAITS, JAVA, CHINA, AND JAPAN EXPORTS.

### TEA.

Yokohama, August 28.—Business in Tea had been on a fair scale. Settlements amounted to rather more than 3,000 piculs, at prices which show but little alteration. Stocks estimated at about 3,000 piculs. Quotations:—Common, none; good common, $23.0 to $25.0 per picul: medium, $26.0 to $27.0; good medium, $28.0 to $30.0; fine, $31.0 to $33.0; finest, $34.0 to $36.0.

Hiogo and Osaka, August 24.—At Hiogo about 800 piculs of good medium to finest had been settled, at rates showing a margin on those ruling at Yokohama. Advices from that port, quoting an advance in price with large settlements, had caused teamen to demand higher rates than these asked at the commencement of the season, and which buyers refused to pay. Arrivals—About 2,800 piculs. Stocks estimated at about 3,000 piculs, principally consisting of the finer qualities. Musters of many of the late arrivals had not been shown, and it was difficult to ascertain the actual stock. At Osaka the settlements had been of a trivial nature, and quotations remained unchanged.

Shanghai.—Black: A large business had been transacted at rates showing upon the whole little alteration. Arrivals had been very liberal, and notwithstanding the important settlements, the stock was slightly increased; commonest descriptions remained very firm, and Shantaam kinds found ready sale at Tls. 20 per picul. The lower rates of exchange and freight had tempted buyers. Settlements, 32,800 chests; reshipments on owners' account, 4,800 chests; stock 112 chops, or 32,500 chests. Quotations, duty paid, exchange for credits, six months' sight, at 5s. 11d. per tael, and freight at £1. 10s. per ton:—Hohow, common to fair, 1s. to 1s. 2d. per lb.; Oonam, common to fair, 1s. 0¾d. to 1s. 5d. per lb.; Ningchow, 1s. 1¼d. to 1s. 5d. per lb.; Oopack, 1s. 2¼d. to 1s. 5d. Green: A considerable business had been transacted in Teenkai Teas at high but gradually weakening rates. A few chops of Fychow had also been bought, and a few parcels of Pingsuey likewise, the two latter kinds showing no alteration in rates. Quotations: Teenkai, Tls. 38¼ to 45½; Fychow, Tls. 35 to 37; Pingsuey, Tls. 33½ to 39. The bulk of the purchases had been on American account. The stock was increased. Settlements for the fortnight, 23,700 half-chests; reshipments on owners' account, 1,440 half-chests; Stock 64 chops, or 49,000 packages.

Hankow.—Messrs. Drysdale, Ringer, and Co.'s report is as follows:—Arrivals since our last have been on a larger scale than during the subsequent fortnight, or since the country has been flooded; contrary to anticipation, they are about equal to the quantity received during corre-

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sponding period of last year. We do not, however, think this must be considered a proof that supplies will continue to equal those of last season, as a considerable portion of the quantity just received has been detained up country by the high state of the water, and is not entirely an unexpected or increased supply consequent on the advanced rates which have now been current for some time, both here and in Shanghai. Natives are still very confident in their assertions that we shall see a considerable falling off, which, if true, will only allow of bare supplies from now till end of season. For the last three or four days they have been limited. The business of the fortnight has been about 10,000 chests and 1,500 half-chests, principally fair to medium second crop Oopacks, as nearly all the com-i mon and Shuntam packed teas have been, as usual, sent on to Shanghae without being offered to our buyers. Shipments to Shanghai on nativd account are nearly 22,000 packages, but little of which has been purchased here, as the Shanghai market has been less active and encouraging. Prices for the better grades declined shortly after date of our last, and have remained easier, but common grades are, if anything, a fraction dearerr. We quote fair to good second crop Oopacks, 17 to 20; Oonams, 16 to 18, but few on offer; and Shuntam packed Teas 15 to 16 taels per picul. Oanfas, none on offer. Settlements:—2,440 chests, at 1s. 1½p. to 1s. 2d.; 3,560 chests, 1,850 half-chests, at 1s. 2½d. to 1s. 3½d.; 3,860 chests, 700 half-chests, at 1s. 3½d. to 1s. 4¾d.; total, 9,860 chests, 1,550 half-chests.

Foochow.—Congou: In the early part of the interval, owing to paucity of supplies and eagerness on the part of Foreigners to continue purchases, a slight advance in prices was established; subsequently, however, arrivals from the country were on a more extended scale, and the Teamen became more willing to realise. A few parcels of better grade second crop Teas had come to hand, and found ready sale at full rates; but the bulk of the arrivals showed no improvement as regards quality. Souchongs had been in brisk demand, and prices had advanced 2tls. to 3tls. per picul from the lowest point. Oolongs had arrived freely from the country, but were held for rates far above the ideas of American buyers. Scented Teas in fair inquiry, at about previous rates. Flowery Pekoes: A few small parcels had been settled. Settlements for the fortnight had been:—Congou, 44,757 chests, at Tls. 9.5.5 to Tls. 29.8 per picul, ship off; Souchong; 8,901 chests, at Tls. 18.8 to Tls. 30.8 per picul, ship off; Oolong, 184 half-chests, at Tls. 22.3 per picul, ship off; Scented Teas, 6,085 boxes, at Tls. 8.5.5 to Tls. 26.8; Flowery Pekoe, 200 chests, at Tls. 32.8 to Tls. 48.3.

Kiukiang.—Blacks had been coming forward more freely, and a few small parcels had been taken at about former quotations, but the bulk of the Teas had been forwarded to Shanghai on native account, as had the only two chops of new Green Teas that had arrived.

Amoy.—Congous had continued in demand, and settlements for the fortnight comprised the whole quantity on offer, amounting to 6,889 packages, at $14½ to $16½ for ordinary, and $18 to $19½ for fair to good common. No further transactions in Oolongs were reported; arrivals were over 33,000 packages short of those to same date last year, and Teamen, in view of this, were demanding enhanced prices, to which buyers were not likely to submit. The Cresswell had sailed for London, and the Insulaire for New York, leaving the Polar Star loading for the former, and the Nantib for the latter port.

Canton.—Three chops Country Congou on offer had been taken at prices over the last received London quotations for similar teas. No transactions had taken place in District Congous, and in Scented Capers only a moderate business had been done, at prices slightly over previous currencies. Scented Orange Pekoes in some request, especially the finer grades, and some late settlements showed an advance of fully 2 taels. A limited quantity of Canton Made Greens had found buyers, partly for the Continent.

## JAVA PRODUCE.

Batavia.—Arrack: Sales at f.120 to f.122 per leaguer of 133 Imperial gallons. Coffee—Java: Sales of ordinary Green Java at Samarang at f.32 to f.32.50 per picul. Blue Bean worth f.36 to f.37 per picul. Padang: None in the market. Cassia Vera: Market barely supplied. Cubebs obtainable at Samarang at f.17 to f.18 per picul. Gum Damar still very scarce, and in brisk demand. Sales of No. 1 cleaned at f.48.50 per picul. Indigo: Sales of first quality at Samarang at f.5.25 to f.5.35 per Dutch pound. India-rubber obtainable at f.90 to f.100 per picul. Gutta-percha none in the market. Tin—Billiton: 5,000 piculs would be sold early in October. The average price realised at the last auction was f.71.42 per picul. Nutmegs: Sales of 110 to the pound at f.110 to f.115 per picul. Mace: In brisk request at f.100 to f.110 per picul. Pepper—Black: Market bare. White: None offered. Rattans: Padang f.8 to f.8.50. Borneo f.10.50 to f.13 per picul. Sugar: This staple was in keen inquiry. Sales as high as f.16.50 to f.16.75 per picul for No. 14; 10,000 piculs White Refined changed hands at a secret figure, supposed to be f.18 50 per picul, bags included.

## STRAITS AND CEYLON PRODUCE.

Singapore.—A fair business had been done, most produce coming to hand being readily taken up at slightly higher rates. Gambier advanced to $3.30 per picul, and about 550 tons contracted for. Black Pepper bought at $7 per picul. White Pepper in more inquiry, and $10.18 to $10.20 had been paid. Gutta-Percha of good quality asked for; price firmer. Pearl Sago advanced 10c. to 20c. per picul; some considerable purchases made. Sago Flour advanced; $2.62½ to $2.70 paid for Borneo and $2.72½ to $2.75 for Singapore. Tin advanced to $33½ per picul during the fortnight, but subsequently receded to $29 to $32.50.

Penang.—Tin in good demand; closing quotation $31 per picul. Pepper: $6.80 per picul was the closing quotation for East Coast and Acheen. A great part of the arrivals of Cutch secured at $5¼ to $5½ per picul. The balance offering at the higher price. Gum Benjamin in fair supply—No. 1, $42; No. 2, T. T. and Co., $20.90 and $28 per picul. Hides very scarce and increased in value. Buffalo $10.10, Cow $13.60 per picul. Horns: $10½ the last price paid, and in demand at that figure. Tapioca had changed hands at $4.55 per picul.

Colombo.—Cocoanut Oil at 3d. to 6d. cheaper since last mail; a considerable quantity waiting shipment. Cinnamon in good demand and firmer at 1s. 11d. to 2s.; good quilly pieces and clean chips also easily placed, the former at 6d., the latter at 3½ per lb. Coir: Full contracts reported in medium to fair yarn, at 18s. to 24s.; Fibre inactive, at 14s. to 16s.; Rope, 16s. to 17s. Plumbago: Fine bright lump, £14 to £16 chips, £6 to £6 10s.; fine dust, £4 to £4 10s.; considerable quantities waiting shipment. Cotton: Nothing passing. Coals continue without any inquiry.

## SILK.

Yokohama, Aug. 28.—There had been considerable activity, with scarcely any change in prices. Settlements had been large, but, owing to the quantity rejected on account of inferiority, they did not actually exceed 600 piculs; all Hank Silk, save about 50 bales Koshiu and a few bales Hamatzky Oshiu. Of this quantity 600 bales were shipped per P. and O. steamer Ottawa, on the 25th Aug. Unsold stock, 350 to 400 piculs. Arrivals of silk worms' eggs amounted to about 250,000 cards, and purchases to 40,000, settled at rates ranging from $3 to $3.80 per card for fair quality. The Japanese continued to ask very high prices, beyond the views of most buyers. The current quotations for Silk were—Mibash and Sinshu, $620 to $820; Koshu, $630 to $650 per picul.

Shanghai—The following is from Messrs. C. J. Skegg's and Co.'s Circular:—Early in the fortnight business was resumed at previous rates, but higher cost in the country; the enhanced price of dollars here, and a lower sterling exchange, combined with the general anticipation of better news from England, enabled the dealers to place about 1,600 bales, at an advance of Tls. 7½ to 10 on Chop Silks, and about Tls. 5 all round on Medium and Good descriptions. This, however, was checked on receipt of telegrams, and only a dragging business has since resulted, sellers being very strong in holding Fine Silk, but going back to about last mail's rates for Medium and Common sorts, whilst foreigners generally are holding out for a further decline. Settlements, including about 500 bales bought at the close of last mail, amount to about 2,600 bales, and the following are a few of the leading quotations:—In Tsatlees, Koo-fong-sing and Dragon chop thirds, at Tls. 565; Donkey, Tls. 560; Ya-kee, Taels 557½; Incense, Tls. 547½; and Red Peacocks, Tls. 465 to Tls. 470. No. 2 Fat-mow Hainins, Tls. 482½ to Tls. 485. Kahing and Chin Cum Taysaam unchanged; Long Reels, Tls. 395 to Tls. 400; and Skeins, Tls. 365. The P. and O. steamer has 1,900 bales engaged.

## SUNDRIES.

Macao.—The market was bare of Cassia, and further arrivals of consequence were not looked for. A small lot of inferior Cassia Buds on the market was unsold, no offers having been made for it. Cassia Oil was held but not inquired for at $135. Some 30 to 40 piculs of Aniseed Oil had been disposed of at $215, but for the supplies arriving holders had refused $220. Of Aniseed Stars there were none of really good quality in stock, but about 200 piculs of inferior were on offer at $22. The supply of Galangal Root was large, while inquiry was but slight.

Canton.—Cassia had advanced to $20.75 to 21 per picul for mats and boxes with moderate demand. Settlements 1,000 piculs, 400 piculs of which for America. Stocks 10,000 piculs, with more than an equal quantity to come forward. Cassia Buds: Quoted at $39 to $40 per picul. Stock 20 to 30 piculs. Cassia Oil: No stock. Aniseed Star: $23 to $25 per picul. No sales. Rhubarb: Sales 50 piculs at $50 per picul, leaving a stock of 550 piculs of common quality, for which $40 to $50 per picul was asked. Fire Crackers: Contracts reported for 5,000 boxes Manhing's best at 78 cents per box, and 5,000 boxes with another maker at a proportionate price. Shipments, per Chattanooga, 20,000 boxes of best and good quality. Matting: Manhing had taken some further contracts, making his engagements for new season's make about 12,000 rolls. Gowqua had 7,000 rolls contracted for; Ayoke, 9,000 to 10,000 rolls; Acheen, 3,000 rolls; Choey-sun, 10,000 rolls. A portion of these quantities were intended for shipment to England and South America, so that it was impossible to form a correct estimate of the probable export to America. Ginseng: No business doing; the native dealers reported trade in the country as being very dull. Stocks very small.

## EXPORT OF TEA AND SILK, SEASON 1869-70.

### TO GREAT BRITAIN.

| Date. | From Yokohama & Nagasaki. | From Shanghai and Hankow | From Foochow. | From Amoy. | From Canton, Macao, &c. | Total lbs. | SILK Total Bales & Cses |
|---|---|---|---|---|---|---|---|
| From June 1 to Aug. 31, 1869 | ... | 39207698 | 26025789 | 932920 | 5832350 | 71998757 | 17357 |
| Corresponding period last season | 605753 | 40109266 | 41291913 | ... | 7398304 | 89405236 | 25758 |

*Shipments Since;*

| | | | | |
|---|---|---|---|---|
| Aug. 17 per Chusan | From Foochow | ... 1,122,800* | | |
| — 19 ... Bengal (ml. str.) | ... Shanghai, &c. | ... — | | 292† |
| — 19 ... Conqueror | ... Shanghai | ... 714,528* | | |
| — 19 ... Joseph Sprott | ... Do. | ... 736,569* | | |
| — 19 ... Geriant | ... Do. | ... 1,520,247 | | 72* |
| — 19 ... Seawfell | ... Canton | ... 993,659* | | |
| — 19 ... Yangtsze | ... Foochow | ... 929,700* | | |
| — 27 ... Flying Spur | ... Do. | ... 895,600* | | |
| — 27 ... Corona | ... Do. | ... 1,677,900* | | |
| — 27 ... Creswell | ... Amoy | ... 551,231* | | |
| Sept. 9 ... Columbian (ml. str.) | ... Shanghai, &c. | ... — | | 2121 |

* Included in above total. † In addition to that last reported.

### TO UNITED STATES.

| | | | | | | | Pcls. |
|---|---|---|---|---|---|---|---|
| From June 1 to Aug. 31, 1869 | ... | ... | ... | ... | ... | 1882292 | 267 |
| Corresponding period last season | ... | ... | ... | ... | ... | 2120555 | 310 |

*Shipments Since;*

| | | | | |
|---|---|---|---|---|
| July 30 per China (str.) | From Yokohama | ... 140,689* | | |
| Aug. 3 ... Doon | ... Do. | ... 272,263* | | |
| — 19 ... Great Republic | ... Hong Kong | ... 43,386 | | 52* |
| — 20 ... Costa Rica | ... Shanghai | ... 144,534* | | |
| — 21 ... Mary Edie | ... Foochow | ... 363,100* | | |
| — 27 .. Insulaire | ... Amoy | ... 444,501* | | |

* Included in above total.

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TO THE CONTINENT.

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| From June 1 to Aug. 31, 1869 ..... | ... | ... | ... | ... | ... | 42720 | Bales. — |
| Corresponding period last season..... | ... | ... | ... | ... | ... | 2097660 | — |

*Shipments Since;*

Aug. — per Sea Mew — Cargo not circulated

TO AUSTRALIA.

From June 1 to Aug. 31, 1869 ... ... ... ... ... 8,566,853 lbs.
Corresponding period last year ... ... ... ... ... 7,724,104

*Shipments Since;*

| | | | |
|---|---|---|---|
| Aug. 14 per Hanover | From Foochow | ... | 375,000* |
| — — ... Margaret Campbell | ... Do. | ... | 148,600* |
| — 20 ... Bella Rose | ... Do. | ... | 248,200* |

* Included in above total

TO GREAT BRITAIN.

| | | | | Tea—lbs. | Silk bales China & Japan. |
|---|---|---|---|---|---|
| From 1843 to 1844..... | ... | ... | ... | 51,022,600 | ... |
| ,, 1845 to 1846..... | ... | ... | ... | 57,334,200 | 18,604 |
| ,, 1850 to 1851..... | ... | ... | ... | 63,972,000 | 22,143 |
| ,, 1853 to 1854..... | ... | ... | ... | 77,327,800 | 61,280 |
| ,, 1855 to 1856..... | ... | ... | ... | 92,240,360 | 50,481 |
| ,, 1857 to 1858..... | ... | ... | ... | 76,990,255 | 68,315 |
| ,, 1858 to 1859..... | ... | ... | ... | 65,789,792 | 83,134 |
| ,, 1859 to 1860..... | ... | ... | ... | 85,560,452 | 64,169 |
| ,, 1860 to 1861..... | ... | ... | ... | 90,066,160 | 70,644 |
| ,, 1861 to 1862..... | ... | ... | ... | 109,854,040 | 79,199 |
| ,, 1862 to 1863..... | ... | ... | ... | 121,273,580 | 72,887 |
| ,, 1863 to 1864..... | ... | ... | ... | 117,463,586 | 46,603 |
| ,, 1864 to 1865..... | ... | ... | ... | 121,236,870 | 82,313 |
| ,, 1865 to 1866 ..... | ... | ... | ... | 118,333 042 | 62,890 |
| ,, 1866 to 1867..... | ... | ... | ... | 118,423,290 | 50,052 |
| ,, 1867 to 1868..... | ... | ... | ... | 116,890,430 | 57,449 |
| ,, 1868 to 1869..... | ... | ... | ... | 142,789,804 | 70,917 |

## LIST OF SILK SHIPPERS FOR SOUTHAMPTON AND MARSEILLES.

| | Bales. | | Bales. |
|---|---|---|---|
| Adamson, Bell, and Co. ... | 70 | Meynard and Co. ... ... | 20 |
| Ashton and Co. ... ... | — | Milsom and Tod ... ... | 659 |
| Barnet and Co. ... ... | 1,082 | Nachtrieb and Co.... ... | — |
| Birley, Worthington, & Co. | 356 | Nachtrieb, A., and Co. ... | 554 |
| Birt, W. ... ... ... | 56 | Overweg and Co. ... ... | — |
| Bland, J. ... ... ... | 57 | Olyphant and Co. ... ... | — |
| Borneo Company ... ... | 100 | Parsees ... ... ... | 39 |
| Borntraeger and Co. ... | 263 | Petrocochino and Co. ... | — |
| Bourjau, Hubener, and Co. | 98 | Pustau, Wm., and Co. ... | 20 |
| Bovet, Brothers and Co. ... | 206 | Primrose and Co. ... ... | — |
| Bower, Hanbury, and Co. .. | 529 | Reid and Co. ... ... | — |
| Bradwell, Bloor, and Co. ... | — | Reiss and Co. .. ... | 51 |
| Brand, Monro, and Co. ... | 1,006 | Russell and Co. ... ... | 480 |
| Bull, Purdon, and Co. ... | 8 | Remé, Wm., and Co. ... | 333 |
| Carter and Co. ... ... | 880 | Sassoon, D., Sons, and Co. | 96 |
| Chapman, King, and Co. ... | 90 | Sassoon and Co., E.D. ... | 18 |
| Chinese ... ... ... | 18 | Scheibler, Matthai, and Co. | 147 |
| Coutts and Co. ... ... | 25 | Shaw Brothers and Co. ... | 355 |
| Cumine and Co. ... ... | 106 | Siemssen and Co. ... ... | — |
| Dickenson and Co. ... | 45 | Skeggs and Co. ... ... | 501 |
| Fogg and Co. ... ... | 15 | Smith, Archer, and Co. ... | 76 |
| Gamwell, F. R. ... ... | 450 | Smith, Jo. M. ... ... | — |
| Gibb, Livingston, and Co... | 363 | Textor and Co. ... ... | 242 |
| Gilman and Co. ... ... | 258 | Thorne Brothers and Co. ... | — |
| Glover, Dow, and Co. ... | 37 | Trautmann and Co. ... | 58 |
| Gutschow and Co.... ... | 25 | Turner and Co. ... ... | — |
| Heard, Augustine, and Co. | 164 | Westall, Brand, and Co. ... | 40 |
| Helbling and Co. ... ... | 277 | Miscellaneous ... ... | 498 |
| Hogg Brothers ... ... | 294 | | |
| Holliday, Wise, and Co. ... | 10 | Total bales... ... | 11,638 |
| Jardine, Matheson, and Co. | 420 | | |
| Jarvie, John, and Co. ... | 182 | | |

## EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

| At | Bank Bills. | Credits. | Documentary. |
|---|---|---|---|
| Yokohama, 6 m. s. ... | 4s. 6d. | 4s. 6⅛d. | 4s. 6⅛d. |
| Hiogo & Osaka ,, ... | — | — | — |
| Shanghai ,, ,, ... | 5s. 10½d. | 5s. 11d. | 5s. 11⅛d. |
| Canton ,, ,, | 4s. 5⅞d. | 4s. 6d. | 4s. 6⅛d. |
| Hong Kong ,, ,, | | | |
| Macao ,, ,, | | | |
| Singapore ,, ,, ... | 4s. 5d. | 4s. 5⅛d. | 4s. 5⅛d. |
| Manila ,, ,, ... | 4s. 3⅛d. | 4s. 3⅛d. | 4s. 3⅛d. |
| Colombo ,, ,, ... | par. | — | 1 to 2 dis. |

MISCELLANEOUS.

| — | At Shanghai. | At Hong Kong. |
|---|---|---|
| Bills on India ... ... ... | 300 | 226 to 228 |
| ,, Hong Kong ... ... | 23⅝ to 24¼ dis. | — |
| Bar silver ... ... ... | 111.5.0 | 7 prem. |
| Mexican dollars ... ... ... | 77.4.0 | par. |

Bons, at Yokohama, 338 to 347 per 100 dols.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, New, 15; Old, 29 to 30 per cent. prem.
Hong Kong Gas Company, 44 dols. per share.
Hong Kong and Whampoa Dock, 15 to 20 per cent. discount.
Union Dock Company, 35 to 40 per cent. discount.
China Traders' Insurance, 850 to 900 dols. premium.
Hotel shares, 50 to 60 per cent. discount.
Hong Kong and Macao Steamboat Company, 12 per cent. premium.

# Shipping Intelligence.

## ARRIVALS.

At Yokohama.—From Cardiff, Aug. 10, Australia; 11, Eastward Ho; 12, Immatra; 28, Shalimar; from Liverpool, —, Southern Belle; from Boston, 15, Horatio Sprague; from Baltimore, 9, Tabor from New York, 25, Moneka (str.); from Cardiff, Glamorganshire (reported by telegram).

At Hiogo.—None.

At Nagasaki.—No advices.

At Shanghai.—From London, Aug. 23, Pegasus; from Liverpool, 11, M. C. Nelson; from Sunderland, 23, Bufiner; from Cardiff, Diamond; from New York, 12, William Wilson; from London, Albuera, Lizzie, from Newcastle, Indian Empire (reported by telegram).

At Foochow.—None.

At Amoy.—None.

At Hong Kong and Canton.—From London, Aug. 29, Eastern Star; 23, Invincible]; from Liverpool, 19, Diomed (steamer); 31, Eugenio; from Newcastle, 23, Killarney; from Sunderland, 26, Brinkburn Priory; from Hamburg, 30, M. Louise Antoinette; from Cardiff, 30, St. Aubin; from New York, 21, America (steamer); from London, Elmstone (reported by telegram).

At Manila.—From London, Aug. 13, Angela; from Cardiff, Asterias, Catalina; from Liverpool, Nicolas; from Cadiz, 20, Espana, Cervantes; from Europe, Paquena Victoria.

At Singapore.—From London, Aug. 27, Christian Rankin; from Cardiff, Sept. 8. Nouveau Nomade; from Amsterdam, Aug. 28, Ruhtinas; from London, Roslin Castle, United Service (str.), (reported by telegram).

At Batavia.—From London, Aug. 29, Sperwer; from Amsterdam 20, Jacoba and Christina; 21, Insulinde Goede Verwachting; 23, Kaap Hoorn; 30, Elizabeth; from Rotterdam, 21, Erasmus; 23, Kinderdyk; 31, Helena and Anna; from Havre, 24, Josephine Amedée; from Newcastle, 24, Louisa.

At Penang.—From Liverpool, Sept. 11, Tycho Brahe.

At Bangkok.—From Hamburg, 21, Mosambique.

At Colombo.—None.

## DEPARTURES.

From Yokohama.—For Callao, Aug. 27, Harmonides.

From Hiogo.—None.

From Nagasaki.—None.

From Shanghai.—For London, Aug. 19, Joseph Sprott, Geraint; 21, Conqueror.

From Foochow.—For London, Aug. 17, Chusan; 19, Yangtsze; 25, Corona; for Boston, 21, Mary Edie.

From Amoy.—None.

From Hong Kong and Canton.—For London, Aug. 20, Scawfell.

From Manila.—For London, Aug. 18, Vincenza.

From Singapore.—For Marseilles, Aug. 8, Favourite; for Boston (*via* Penang), Rainbow.

From Batavia.—For Holland, Aug. 26, Cornelis Smit; 27, Kortenaer; 29, Cornelia Jupiter; 29, Antje; 21, Vesta; 23, Vrede; 25, Burg van Middleburg; 31, Asia.

From Penang.—None.

From Bangkok.—For Falmouth, Aug. 17, Water Lily.

From Colombo.—For London, Sept. 18, Skimmer of the Waves; 13 Hollinside.

## VESSELS LOADING.

At Yokohama.—For London, none; for New York, Glenclune, Aurora Australis, Cedric, Carobel.

At Hiogo.—No advices.

At Nagasaki.—No advices.

At Shanghai.—For London, Hindustan, L'Emperatrice, Mary Moore, Northampton, Prudhoe, Rollo, Sir Harry Parkes, Tamerland, Fiery Cross; for New York, Argonaut, Atma, Everhard, Nettie Merryman, Stanley Castle.

At Foochow.—For London, John Milton, Magellan, Devana, Queen of the Ocean; for New York, none.

At Amoy.—None.

At Hong Kong and Canton.—For London, Vanguard (full), Grasmere, Chetah, Cathaya, Invincible; for Liverpool, Veronica; for New York, Chattanooga, Game Cock, Dr. Petermann, Rome.

At Manila.—For London, Carin, James Aiken, Hindostan; for Liverpool, Oriana Catalina; for Cadiz, Pepita; for New York, George Peabody, Formosa, for Boston, Archer, Wild Rover.

At Singapore.—For London, Empress of India, Flora, Medway; for Liverpool, Ottawa, Toronto, Kinfauns Castle; for Channel, Alfred; for Boston, Joshua Loring.

At Penang.—For London, Albion, Ulleswater, M. Falconer.

At Batavia.—For Channel, Peerless, for Falmouth; Asia, Allahabad for Holland, County of Ayr, Ellen, Wallace, Kruse-Bjorn, Norna, Weljekset, for Amsterdam, Electric, A.M.E., Sydney, Tincha, Goede Verwachting; for Rotterdam, Zephir, Eudora, Kenilworth, County of Lanark; for United States, Inglewood, Gustavdolf.

At Bangkok.—For Europe, Benares; Indiana, Mikado, Solid, Thusunelda G. F. Vorwerk.

At Colombo.—For London, AlbertVictor, Passover, Blenledi, Ocean Rover, for Boston, Asphodel.

## FREIGHTS AND CHARTERS.

At Yokohama.—To London, nominal; to New York £2 10s. to £2 15s. per ton of 40 ft.

At Hiogo.—No advices.

At Nagasaki.—No advices.

At Shanghai.—To London the rate has declined to £1 10s. per ton; to New York £2 10s.

At Foochow.—Unaltered, £2 10s.

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At Hong Kong and Canton.—To London £2 5s. to £2 10s.; to New York £2 to £2 10s.

At Manila.—The Catalina will load at Cebu a full cargo of wet sugar for Liverpool at £2 5s. per 20 cwt. Hindostan, for London, sugar at £2 per 20 cwt., and the James Aiken has further engaged measurement goods for London at £4 per 50 cubic feet. The Formosa, for New York, has accepted hemp to fill at $11 gold per 4 bales.

At Singapore.—To London the rate is unaltered; to Liverpool, 32s. 6d. general cargo. The Kinfauns Castle is filling up for Liverpool and Glasgow with rattans at £3 10s. per 20 cwt.

At Batavia.—To Amsterdam. 80f. coffee. United States, sugar £3 5s., to load at three ports.

At Bangkok.—To Europe, £2 17s. 6d.

At Colombo.—Rates remain unaltered but with an upward tendency.

## VESSELS PASSED STRAITS OF SUNDA.

| Date. | Ship. | From | To. |
|---|---|---|---|
| Aug. 18 | Weljekset | Aden | Batavia |
| „ — | N. B. Palmer | New York | Shanghai |
| „ — | Wylo | London | Do. |
| „ — | Jacoba and Christina | Amsterdam | Batavia |
| „ — | Annie Bow | New York | Hong Kong |
| „ — | Belle | London | Tientsin |
| „ — | Ravenscliff | Cardiff | Singapore |
| „ 19 | William Fruing | Manila | London |
| „ — | Luzon | Cardiff | Singapore |
| „ — | Kate | Hamburg | Hong Kong |
| „ — | Francois Felix | Saigon | Bordeaux |
| „ — | Goede Verwachting | Amsterdam | Batavia |
| „ — | Tony | Hamburg | Singapore |
| „ — | Micado | Liverpool | Shanghai |
| „ — | Erasmus | Rotterdam | Batavia |
| „ — | Arracan | New York | Hong Kong |
| „ — | Beemah | London | Shanghai |
| „ 20 | Isabella Ridley | Do. | Hong Kong |
| „ — | Insulinde | Amsterdam | Batavia |
| „ — | Kaquine Victoria | Liverpool | Manila |
| „ — | Oliver Cromwell | Cardiff | Hong Kong |
| „ — | Ruhtinas | Amsterdam | Singapore |
| „ — | Christian Rankin | London | Do. |
| „ — | James Chreton | Cardiff | Yokohama |
| „ — | Jeverland | Newcastle | Bangkok |
| „ — | Humboldt | Brazils | Batavia |
| „ 21 | Cosmopolite | Cardiff | Manila |
| „ — | Josephine Amedée | Havre | Hong Kong |
| „ — | Symrna | Liverpool | Yokohama |
| „ 22 | Anno Marie | Bordeaux | Saigon |
| „ 23 | Unkel Brasing | Macao | Falmouth |
| „ — | Kaisow | Foochow | London |
| „ — | Jungfrau | Singapore | Boston |
| „ — | Maitland | Macao | London |
| „ — | Sultan | Singapore | Do. |
| „ 25 | Rachel | Do. | Marseilles |
| „ 26 | Blenheim | Do. | London |
| „ 27 | Ringleader | Manila | Do. |
| „ 28 | Elizabeth | Amsterdam | Batavia |
| „ — | Verona | Manila | London |
| „ — | Helena and Anna | Rotterdam | Batavia |
| „ — | Veronica | Cape of G. Hope | Batavia |
| „ — | Doune Castle | Singapore | Liverpool |
| „ 29 | Nouveau Nomade | Cardiff | Singapore |
| „ 30 | Miaco | London | Yokohama |
| — | Catharina Maria | Holland | Batavia |
| „ — | Westburg | London | China |

## SHIPPING POSTSCRIPT.

—o—

Arrivals not in the Tables.—Oct. 15, at Liverpool, from Bassein, Salsette; 16, at Deal, from Akyab, Maria Victoria; from Ceylon, Quinteros; at Falmouth, from Bassein, for Rotterdam, Amity; at Liverpool, from Rangoon, Polyxena; at London, from Colombo, &c., Queenof Ceylon; 17, from Foochow, Spindrift; at Queenstown, from Rangoon, Severo; 16, at London, from Galle, Couranto.

Departures.—From Rotterdam, for Batavia, Noach; Oct. 5, from Penarth, for Hong Kong, Solent; 10, from Shields, for Galle, Phillis.

Spoken.—St. Jan, Rotterdam to Padang. Aug. 17, 20 S., 31 W.; Isoline, Liverpool to Japan, Sept. 18, 13 N., 24 W.; Princess of Wales, London to China, Aug. 27, lat. 26, long. 29; Maxima, Penang to London, Aug. 2, 24 S., 52 E.; Fiega (?) (Prussian barq.), Hong Kong to Hamburg, Aug. 15, 35 S., 19 E.; Caribou, Clyde to Galle, Oct. 6, 49 N., 19 W.; H.N.Q.T. (Star of Shields), Singapore to Liverpool, Aug. 27, 18 S., 5 W.

## REUTER'S TELEGRAMS.

—o—

(Received Oct. 13.)

### CHINA.

Hong Kong, Sept. 16.—Grey Shirtings, 6½ catties, 8¼ lb., $2. 85c.; quieter; water-twist, 16-24, $1.40; active. Cotton, Bengal, fair medium, $18. Tea: At Canton business checked by holders asking advanced prices; total export (China and Japan), 77,750,000 lbs. Exchange on London: Bank bills, six months, 4s. 6¼d.

Shanghai, Sept. 10.—Grey Shirtings, 6½ catties, 8¼ lb., 2.25 taels. Cotton: Shanghai, 17 taels. Tea, Shanghai black, active; ditto green quieter and weaker. Silk less active, prices maintained; settlements since departure of last mail, 1,950 bales. Export to date (China and Japan), from commencement of season, 32,750 bales. Exchange on London: Bank bills, six months, 5s. 11d. Freights: Tea, £1 10s.

## BIRTHS, MARRIAGES, AND DEATHS.

—o—

### BIRTHS.

Barnes—On the 16th Aug., at Shanghai, the wife of F. D. Barnes, Esq., of a son.
Bowra—On the 22nd Aug., at Ningpo, Mrs E. C. Bowra, of a son
Capel—On the 6th Sept., at Penang, the wife of V. Capel, Esq., of a daughter.
Cunningham—On the 14th Aug., at Chefoo, Mrs. Edward Cunningham, of a son.
Farbridge—On the 2nd Oct., at Chelford, Cheshire, the wife of Cridland W. Farbridge, of a son.
Friederichs—On the 5th Oct, at No. 4, Houghton-place, Ampthill-square, the wife of F. H. Friederichs, Esq., of Penang, of a daughter.
Frida—On the 13th Sept, at Colombo, the wife of Mr. G. R. Frida, accountant of the General Post office, of a son.
Good—On the 12th Sept, at Jaffna, the wife of the Rev. Thomas Good, of a son.
Goonetillike—On the 16th Sept, at Ratmalaney, Cinnamon Estate, the wife of Don Louis Goonetillike of a son.
Helland—On the 25th Aug., at Craigellachie, Hong Kong, Mrs. George J. Helland, of a son.
Louis—On the 17th Aug, at Fukwing, a daughter to the Rev. W. Louis, Rhenish Mission.
Murray—On the 15th Sept, at Primrose-hill, Kandy, the wife of W. Murray, Esq., Gilgarron Estate, of a son.
Plunket—On the 24th Aug., at Penang, the Hon. Mrs. C. B Plunket, of a son.
Shipton—On the 16th Sept, at Kandy, the wife of John Shipton, Esq., of a son.
Silverthorne—On the 15th Aug., at 9, Wangpo-road, Shanghai, the wife of Mr. Silverthorne, of a son.
Tringham—On the 9th Sept., at Malgoola Estate, Gampola, Ceylon, the wife of Walter Tringham, Esq, of a daughter.
Trotter—On the 17th Sept., at Colpetty, the wife of Henry Trotter, Esq., of a daughter.
Zecharlah—On the 7th Sept., at Singapore, Mrs. G. I. Zecharlah, of a daughter.

### MARRIAGES.

Gibsone—Black.—On the 11th Sept, at Galle, Hugh Francis Hacket Gibsone, Capt. 75rd Regt, to Lizzie, daughter of the late John Black, Esq.
Grove—Novelli.—On the 5th Oct, at St. Andrew's, Wells-street, by the Rev. Gilbert Procter, incumbent of Egton-cum-Newland, assisted by the Rev. Charles Grove, Florence Craufurd, eldest son of W. R Grove, Esq., Q.C., to Louisa Harriet, daughter of the late Lewis Novelli, Esq., of Prestwich.
Master—Creasy—On the 5th Sept., at Trinity Church, Colombo, by the Rev. A. P. Loveklin, Robert Pulvertoft, second son of Alfred Master, Esq., of Norwich, to Amy, second daughter of Sir Edward and Lady Creasy.
Stevens Collister.—On the 31st Sept, at the parish church, Feniscowles, by the Rev. J. Beilby, George Richard Stevens, of Nagasaki, to Mary Radclide, elder daughter of the late John Collister, Esq., C.E., of 28, Great George-street, Westminster, and 31 Victoria-road, Kensington.
Whitehead—Foster.—On the 21st Aug, at St. John's Cathedral, Hong Kong, by the Rev. Canon Beach, M.A., Colonial Chaplain, assisted by the Rev. J. Piper, Rev. Silvester Whitehead, of Canton, to Miss Isabella Foster, of Moorhouse, Niddersdale, Yorkshire.

### DEATHS.

Bell—On the 12th Aug., at Shanghai, Captain Bell, of the *Lorton* (drowned).
Bostock—On the 4th Oct., at Southampton, on his arrival from Bombay, Harry Scudamore Bostock, P. and O. Company's service, aged 30, son of Henry James and Joanna Dunkin Bostock, 130, Adelaide-road, St. John's wood.
Carey—On the 6th Sept. at Galipot, Ceylon, Alice, daughter of John Carey, Esq., Batticaloa, aged 18 years and 11 months.
Clarke—On the 21st Aug., at the General Hospital, Shanghai, William Clarke, chief mate of the ship *Lord Macaulay*.
Downie—On the 20th Aug., at Shanghai, Alexander Downie, late of Kiuklang, aged 33 years.
Quirk—On the 22nd Aug., at Shanghai, John Quirk, lately belonging to the ship *Weymouth*.
Peterson—On the 14th Aug., at the International Hospital, Yokohama, Nils Peterson, aged 28 years.
Record—On the 27th Aug, at West Point Foundry, Thomas James Record, moulder to Her Majesty's naval yard, aged 41 years.
Smedley—On the 17th Sept, at Clifton, aged 13, Francis Bellas Power, third son of the late Edward Hume Smedley, Esq, Ceylon Civil Service.
Smith—On the 21st Aug., at the General Hospital, Shanghai, Charles H. Smith, of the ship *Mary Moore*

## NEW STEAMERS FOR CHINA AND JAPAN.

Messrs. Denny and Co. have a screw steamer in hand for Messrs. Jardine, Matheson, and Co., similar to the *Lismore*. Captain Dearborn is also superintending the building of two steamers for the Shanghai Steam Company; one is a paddle on the American principle for the Yangsze, and one a screw for the Tientsin trade. The builders are Messrs. Inglis, on Clyde, and we hear they will be very fine boats.

Messrs. Randolph, Elder, and Co. are just finishing off a screw for the Tientsin line of Messrs. Trautman and Co.

The Union Co. of Shanghai will probably soon give an order for one. The *Erl King* is being thoroughly overhauled, and will soon proceed again to China.

Messrs. Hall, of Aberdeen, are building another gunboat for Japan. A tug is being built at Newcastle, intended for the Shanghai river; she will be a strong little vessel of about 60-h.p., capable of burning any coal, and able to perform towing trips on a much reduced scale; the consignees will be Messrs. Hall and Holtz, Shanghai.

The William Miller, screw collier for the Oriental (Labuan) Coal Company, will be put on the berth for a port in the Straits or China, and afterwards proceed to Labuan. She carries out coal waggons, and two road steamers for the conveyance of coal, as described in our last issue.

There are still, however, some shipowners who do not consider the days of clippers as numbered. Messrs. John Willis and Sons have one on the Clyde and two on the Thames nearly ready for the China trade.

The *Great Republic* arrived at San Francisco on the 18th Sept., having left Yokohama on the 29th August, and Hong Kong 19th. Shanghai dates also to the 19th. The items from Japan are later than to hand by the P. and O. mail, but their value is very materially destroyed by the extraordinary mixture of old news already received. This arises from the want of knowledge on the part of the agent in San Francisco who makes up the messages. They should be made up in China and Japan, and forwarded on to San Francisco, there to be wired immediately on arrival. We hope the Associated Press of New York, who have charge of these messages, will see to this.

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Captain Jones, of the P. and O. steamer *Carnatic*, is expected from Bombay about the end of the month, when the Board of Trade inquiry will commence. The Salvage Association have not yet received any of the treasure, &c. The officer sent out writes, on September 30, from Shadwan:—

"On my arriving here I found that everybody had left the wreck; the Egyptian gunboat, which had been here, had also left. I saw only that bale goods and cases were being washed up on Shadwan; but as they broke in landing, and some difficulty might be found in recovering them, they were not thought worth the trouble of salving. The captain of the *Tor* (Egyptian Government vessel), acting under my advice, chased a number of Arab dhows, which we found filled with cloth, muslins, &c., and one had some of the letters, which I have addressed to the Postmaster at Bombay. The foreyard of the *Carnatic* is above water. It is blowing fresh now, but we shall not lose a moment's time in ascertaining the actual depth, and work at the specie."

Our London, Hamburg, and Rotterdam, market reports are now supplemented by reports from New York and San Francisco.

## THE NEW SEASONS' TEA CLIPPERS.

In our issue of the 4th inst. we gave the particulars of the passages of some of the clippers. We have now to announce the arrival of the *Leander*, Captain Petherick, owned by the Merchant Shipping Company, from Foochow, off Scilly, in 98 days; the *Ariel*, Captain Courtenay, owners Shaw, Maxton, and Co., off Plymouth, in 100 days; the *Lahloo*, Captain Smith, owner Captain Alexander Rodgers, off Eddystone, in 98 days; the *Sir Lancelot*, Captain Robinson, owners MacCunn and Co., in the Downs, in 88 days; the steamer *Nile*, Captain Gaine, owners W. Gray and Co., in the Downs, in 86 days; the *Spindrift*, Captain Innes, owners Findlay, at Gravesend in 105 days; the *Eliza Shaw*, from Hankow, Captain Gaye, owners Charles Shaw and Co., in the Downs, in 121 days; the *Taitsing*, from Hankow, Captain Blomfield, owners Findlay, in the Downs, in 112 days.

The passages this season excel on the whole those of previous years, and it seems impossible to predict to what greater speed sailing vessels can attain. The passage from Foochow can be put down at 15,000 miles, and the actual distance sailed over, allowing for head winds, must be about 16,000 miles. This in 90 days is an average of 178 miles per hour, the maximum speed of some of the vessels ranging as high as 15 knots per hour. Some of the passages have been made by what is commonly called the Eastern passage. The *Lahloo*, *Ariel*, *Spindrift*, and *Eliza Shaw* came by this route, while the *Thermopylæ*, *Leander*, *Taitsing*, *Sir Lancelot*, and *Titania* came down the usual beat of the China Sea to the Straits of Sunda, reporting at Anjer. The *Sir Lancelot* is the champion ship, her passage to the Lizard being 85 days, Downs 88, docks 89. The passages into dock are as follows:—

| Steamers. | From | Dock | Days |
|---|---|---|---|
| Nile ... ... | Foochow ... | Oct. 12 ... | 87 |
| Clippers | | | |
| Leander... ... | Foochow ... | „ 12 ... | 103 |
| Ariel ... ... | Foochow ... | „ 12 ... | 103 |
| Lahloo ... ... | Foochow ... | „ 12 ... | 101 |
| Sir Lancelot ... | Foochow ... | „ 14 ... | 89 |
| Taitsing ... | Hankow ... | „ 14 ... | 113 |
| Eliza Shaw ... | Hankow ... | „ 14 ... | 122 |
| Spindrift ... | Foochow ... | „ 18 ... | 106 |

The *Glasgow Herald* has the following comments on the passage:—Special intelligence was received by Mr. MacCunn, the owner in Greenock, that the celebrated Clyde-built ship *Sir Lancelot*, Captain Robinson, had arrived in the Downs from Foochow after a passage of 88 days, the fastest passage on record. The *Sir Lancelot* left China on the 17th of July, and reached St. Helena on 11th Sept.—56 days out. The new Aberdeen clipper *Thermopylæ*, which arrived on the 4th inst., reached the Lizard from Foochowfoo this season in 88 days, but the sailing distance from the Lizard to London docks occupied upwards of two days; while the time occupied from the Downs to the docks being one day, the *Sir Lancelot* thus beats the *Thermopylæ* by fully 24 hours. The latter ship was 90 days from Foochoow to London docks. Under these circumstances the "blue riband" of this justly celebrated race is yet retained by a Clyde-built ship, and that after the performance of the most remarkable voyage that has ever taken place in the history of the China clippers. In 1867 the *Sir Lancelot* arrived in the Downs from Shanghai after a very rapid passage of 96 days. The same feat was performed this year by the Clyde-built ship *Titania*, which also arrived in 96 days.

### Vessels Expected.

| 1869. | Ship. | Port. | Tea lbs. |
|---|---|---|---|
| June 14 ... | Huntley Castle ... ... | Hankow ... | 840,500 |
| „ 18 ... | Lennox Castle ... ... | „ ... | 970,500 |
| „ 26 ... | Caller Ou ... ... ... | „ ... | 974,000 |
| „ 26 ... | Whinfell ... ... ... | „ ... | 1,017,900 |
| „ 28 ... | Helen Nicholson ... ... | „ ... | 984,500 |
| „ 29 ... | Burdwan ... ... ... | „ ... | 1,038 000 |
| July 1 ... | Argonaut ... ... ... | Shanghai ... | 1,203,260 |
| „ 6 ... | Golden Spur ... ... | „ ... | 920,789 |
| „ 7 ... | City of Aberdeen ... ... | „ ... | 748,963 |
| July 9 ... | White Adder ... ... | Shanghai ... | 1,308,414 |
| „ 9 ... | Taeping ... ... ... | Foochow ... | 1,129.000 |
| „ 9 ... | Belted Will ... ... | Canton ... | 1,053.093 |
| „ 11 ... | Ziba ... ... ... | Foochow ... | 694,900 |
| „ 13 ... | Douglas Castle ... ... | Canton ... | 941.237 |
| „ 16 ... | Guinevere ... ... | Shanghai ... | 1,207,177 |
| „ 16 ... | Decapolis ... ... | „ ... | 923,867 |
| „ 17 ... | Miranda (str.) ... ... | „ ... | 1,195.301 |
| „ 17 ... | Melbreck ... ... | „ ... | 1,069.626 |
| „ 17 ... | Maiden Queen ... ... | „ ... | 1,116,479 |
| „ 17 ... | Weymouth ... ... | „ ... | 1,131,020 |
| „ 18 ... | Kaisow ... ... ... | Foochow ... | 1,141,800 |
| „ 20 ... | Black Prince ... ... | „ ... | 1,000,300 |
| „ 22 ... | Windhover ... ... | „ ... | 1,152.900 |
| „ 24 ... | Maitland ... ... | Canton ... | 1,109,671 |
| „ 24 ... | Juanpore ... ... | Shanghai ... | 559,413 |
| „ 25 ... | Serica ... ... ... | Foochow ... | 908,900 |
| „ 28 ... | Wild Deer ... ... | Shanghai ... | 1,334,788 |
| „ 30 ... | Falcon ... ... ... | Foochow ... | 1,117,700 |
| „ 29 ... | Star of China ... ... | Shanghai ... | 968,498 |
| Aug. 1 ... | Hopewell ... ... | „ ... | 661,784 |
| „ 1 ... | Clara ... ... ... | Foochow ... | 1,200,000 |
| „ 5 ... | Dilkhoosh ... ... | „ ... | 1,214.713 |
| „ 5 ... | Charmian ... ... | „ ... | 657,918 |
| „ 5 ... | J. R. Worcester ... | „ ... | 1,092,807 |
| „ 5 ... | Challenge ... ... | „ ... | 782,106 |
| „ 5 ... | Dunmail ... ... | Canton ... | 1,086,304 |
| „ 6 ... | Gleam ... ... ... | Amoy ... ... | 381,685 |
| „ 7 ... | Min ... ... ... | Foochow ... | 871,800 |
| „ 12 ... | Silver Eagle ... ... | „ ... ... | 1,155,900 |
| „ 17 ... | Chusan ... ... | „ ... | 1,122.800 |
| „ 19 ... | Conqueror ... ... | Shanghai ... | 714.528 |
| „ 19 ... | Joseph Sprott ... ... | „ ... | 736.569 |
| „ 19 ... | Geriant ... ... ... | „ ... | 1,520,247 |
| „ 19 ... | Seawfell ... ... | Canton ... | 993,659 |
| „ 19 ... | Yangtsze ... ... | Foochow ... | 929.700 |
| „ 27 ... | Flying Spur ... ... | „ ... | 895.600 |
| „ 27 ... | Corona ... ... ... | „ ... | 1,677,900 |
| „ 27 ... | Creswell ... ... ... | „ ... | 551,235 |

## AMERICAN TRADE WITH CHINA.

The *New York Herald* is doing its best to call attention to the expected increase in the trade with China to be developed by the Pacific railway and steamers. A full and detailed account of all the ports in China has been published, which contains the usual amount of ignorance of localities, &c. A letter, purporting to be written by a governor-general of *several* provinces in China, has also been published, from which we give an extract as a specimen:—

"It may be said in general that, during many centuries past, the inhabitants in Western lands have been striving to encroach on each other's kingdoms; and in every case one has tried to possess itself of the profits of the other's trade, as a preliminary to getting hold of its territory. They have established places of business throughout China, and trafficked or become carriers in all kinds of produce, simply that they may carry out their unscrupulous schemes of injury, which will end in depriving our merchants of their means of livelihood. Since the time when we raised troops against them our people have long suffered every grievous calamity. If we now open three or five more ports to their trade, and the entire length of the Yangtsze river, it will daily add to the distress and indigence of our poor people, who, alas! are now nearly quite driven to the wall.

"Among all the various demands which they make, however, that of opening coal mines should be excepted; for by working mines in the foreign way, and employing machinery, our own country would be permanently benefited, and it appears to me, therefore, worthy of a trial In regard to the two proposals of steamers going up all our rivers, and of building railroads, if Foreigners are allowed to carry them on, the profits and advantages of our own country will gradually be carried off to other lands; and even if our own subjects join such enterprises, and get Foreigners to conduct them, the rich and the strong will then engross the labour of the poor. Neither of them, therefore, is admissible. If, however, the Foreigners press for their adoption unceasingly, it will be desirable to let them know that even if they should be able to force the authorities at Peking to consent, the provincial rulers, like myself and others, would still resist their introduction with all our strength; and if, by some means, we too should be compelled to give our consent, there would still remain the myriads of common people, who, in the extremity of their poverty, would see how they could better themselves, and rise to oppose the Foreigners in a manner that all the authorities in China could not curb or repress. The princes and magnates of the middle kingdom need have no lack of argument in pleading for the lives of their people; and even if our course should bring about a rupture, and we resort to force to preserve the rights and employments of our people, the struggle would not be owing to a mere empty discussion on things of no importance. On the one hand, we could appeal to heaven, earth, and our sainted emperors, and on the other to the inhabitants dwelling within every sea (for the justice of our cause). We, in fact, between these parties ought to fear nothing as to the result, as after it we would have nothing to repent of. Upon the question of granting an audience, sending Ministers to foreign Courts, and permitting the propagation of religion, I did not make any observation in the despatch forwarded to Peking. I have humbly ascertained, however, that in the year 1676 our canonised Sovereign, the Emperor Humane (Kanghi), admitted the Russian Nicholas and others to the presence, but the offering given and ceremonies then practised cannot now be fully ascertained. Though it is certain that the Russians were then discussing the frontier between our two countries, and the conditions of trade between us and them, they were still treated as an Empire of equal position, and in a manner totally different from the usages practised toward the Coreans and other outside tribes."

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JAMES WEST, PUBLISHER,
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# The London & China Telegraph.

*LONDON, MONDAY, OCT.* 18, 1869.

## OUR POLICY IN CHINA.—RETROGRESSION.

Evidence in support of our position that the real policy of the Chinese Government is one of retrogression rapidly accumulates; in vain does Mr. Burlingame utter bombastic eulogiums on his employers—every act of theirs falsifies his words. In vain does Prince Kung assure us that he is eager to welcome foreign civilisation and improvements, and that only the wrong-headed obstinacy of the people stands in the way—the manner in which all suggestions for railways and telegraphs is received is alone sufficient to refute his assertions; In vain do the mandarin-worshippers insist that China is progressing, and point to the Anglo-French College at Peking and a few other myths of the same sort, as proofs of their accuracy; the college is tumbling to pieces, and the only establishments based on foreign aid that are likely to receive any permanent countenance are the Customs—wherein the foreign element is indispensable seeing that the Government has grown too wise to entrust any of its native officials with the handling of the vast sums that are now collected in the way of duties—and the Arsenal at Kiangnan, by means of which they doubtless hope some day to be enabled to turn the tables on their instructors in the art of war. The last-named establishment, by the way, is now being rapidly developed, its latest extension being the opening of a sort of school, or college, for the tuition of the native youth in the higher branches of science, the medium of instruction being Chinese. This innovation, however, is as yet only in its infancy, and awaiting approval at Peking, which is pretty sure to be accorded, considering that Mr. Hart's college at the capital is (as already observed) in a moribund condition. The causes of its failure are not far to seek. From the first, its foundations were of sand; the Chinese were not ready for so long a stride in advance; they consented to it at a time when England and France seemed inclined to enforce a literal fulfilment of their treaties, and their respective Ministers were hoodwinked by the movement, regarding the promised college in some sort as a pledge that *this* time the palaver about a new era of progress was not destined to turn out all moonshine. Then, again, the Chinese wanted to gratify Mr. Hart, and this was a pet scheme of his; they knew the thing could give but little trouble, and might be "burked" at any moment. Their calculations were verified; it served its purpose by helping to stave off an unpleasant crisis, and being thoroughly rotten in itself will now be left to perish of sheer inanition. For all this, we doubt not that Mr. Hart himself entertained a sincere conviction of the benefits to accrue from the college, and indeed some good must have come of it, even in its unexpectedly brief career, had the "professors" been better fitted for their posts. Of their individual merits or demerits our aversion to personalities forbids us to say anything, whatever we may think. But some demands they recently made (as a body) on the Government may be briefly alluded to. One was, that they should be at liberty to wear the Chinese official costume when lecturing; another, for runners to precede their chairs; a third, for Chinese rank of the fifth grade (equal to a prefect); with others of the same sort. Just fancy a Chinese professor at an English college insisting on being made a magistrate, lecturing in a court suit, and requiring the Foreign-office to provide him with outriders to precede his carriage! It is no difficult task to gauge the value of a college when its "professors" are occupied with such childish puerilities as these. The condition of the Peking College is clearly a symptom, not of progress but of retrogression.

Another instance is the renewed rebuff met with at Shanghai regarding the proposed line of telegraph between that settlement and the Kintoan Beacon. The impudence with which the Taoutai brings forward arguments that he knows to be worthless as though they were all-sufficient and convincing, shows that he is quite sure of support from headquarters, and is far from encouraging to those who are inclined to hope for any good from the Burlingame Mission. How Lord Clarendon can retain his present infatuation in the face of such facts as these, and of such opinions as those lately expressed by Sir Rutherford Alcock, and still more recently by Mr. Hugh Matheson, it is hard to understand. To all who are not blinded by party feeling or "peace-at-any-price" sentiments, it is as clear as daylight that the Chinese, after throwing dust in the eyes of the Western Powers by such outward similitudes of progress as a college and a mission, are entering on a determined policy of retrogression; and in this they are unhappily aided and encouraged by what Mr. Ross Browne forcibly but justly terms the "the folly and imbecility" of our present Cabinet. There can be no doubt that the policy of Lord Clarendon must entail consequences that he and his colleagues little dream of; and the responsibility they assume, by thus obstinately disregarding the many warning voices raised by those who are capable of foreseeing these results is a very heavy one. For thus pursuing a course utterly at variance with both common sense and expediency, they have no better justification to offer than the constantly-repeated affirmation that "we have "no right to force ourselves, our civilisation, or our com-"merce on the Chinese against their will;" in reply to which it cannot be too often repeated that our presence in China is not against the will of the people, but of a section of the governing classes only, who find it producing results inimical to their own selfish interests. And even if some degree of pressure be necessary to maintain and improve the *status* of Foreigners generally in that country, would it be right on that account for England to withdraw, and leave a rich field of commerce and enterprise, created by herself, to other less scrupulous competitors? We say emphatically, No. And yet this is what the Clarendon policy, if consistently pursued, would bring us to in the end.

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We are informed that the dues from the light vessel moored off the Little Basses Rock, Ceylon, are to be appropriated towards the construction of the lighthouse on the Great Basses Rock, the remainder of the necessary funds being provided by a loan from the Lighthouse Commissioners. The works will be proceeded with forthwith, a quantity of available materials being already on the spot, and the remaining portion will shortly be despatched in the charge of Mr. Douglas, the constructor of the celebrated Wolf Rock Lighthouse on the east coast of Scotland, who has been appointed engineer to the undertaking.

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Mr. Wm. Muirhead, an old and much respected resident of Shanghai, a Chinese scholar and a missionary, addresses us on our present relations with China. Mr. Muirhead entirely condemns the policy pursued by our Foreign-office, and upholds the reasonable demands of our mercantile residents in China. Such expressions of opinion from a man of Mr. Muirhead's long experience and Christian principles are indeed worth reading, and, coupled with the opinion of Mr. Matheson—given in our last—must surely carry weight, and tend to open the eyes of Lord Clarendon.

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We understand that a Memorial has been forwarded by the Chamber of Commerce of Mauritius to the Secretary of State for the Colonies, praying for the establishment of mail communication with Galle, by which means they can connect with the lines to India and China on the one side, and Europe on the other. The tender of Mr. Holt to perform the service for $20,000 per annum is probably the cheapest that will be received.

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Sir James Elphinstone proceeded by the last mail to Ceylon, and Judge Smale to Hong Kong by the Bombay mail of the 17th inst.

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## TELEGRAPH SCHEMES FOR INDIA AND CHINA.

The *Great Eastern* is to leave on the 23rd inst. with about 2,000 miles of cable for the section between Aden and Bombay, to be laid in one line. The cable is manufactured by the Telegraph Construction Company, of which Captain Sherard Osborn is the managing director. The steamers *Hibernia* and *Chiltern*, with the Suez-Aden section will also leave with about 1,500 miles of cable in about a month. The *Chiltern* is to remain out to effect any repairs necessary. The same company will lay down, about next August, the cable from Falmouth to Gibraltar and Malta. We shall thus have an entire submarine from England to Bombay, and we may then hope to enjoy some regularity in telegraphic communication instead of the present wretched line through Turkey and the Persian Gulf, which seldom delivers a message in an intelligible shape, and is generally out of order in some section, causing a delay of a week to two weeks in the transmission, and for this miserable performance we have to pay £3 per message. The concessions and general interests of Mr. Read and Mr. Patterson have been merged with the "Telegraph Construction Company." The intention is not only to connect the Indian wires with Siam and the Straits, but to lay a submarine from Galle to the Straits, and ultimately to China, Java, and Australia. The Galle and Straits cable will be laid before the end of the year 1870, and on to China in the following year.

The companies now in existence for carrying out the new lines we describe are the British India Submarine Company, the Anglo-Mediterranean Company (from Malta to Alexandria), and the Falmouth, Gibraltar, and Malta Company. For laying the cable from Galle to the Straits and China another company, with a distinct capital, will be formed and put on the market. Sir James Anderson is the managing director of the three companies now in existence. Between these companies and the Telegraph Construction Company there is also a combined working arrangement.

The scheme which has been already noticed by us to connect Saigon with the Indian system by Burmah, Cambodia, and Siam is likely to be carried out in a short time. The remainder of the line, about 1,000 miles, with apparatus, &c., has been shipped by the steamer *Nestor* for Singapore. When these sections are working the submarine from Saigon (or probably a nearer point) to Hong Kong will be undertaken and laid without delay. Up to this point the operations have been carried out by private resources under the management of Messrs. Augustine, Heard and Co., of Hong Kong, and Messrs. Fearon and Co., London. When the time arrives for laying the cable on to China the company will be placed on the market, and the necessary capital invited by shares in the usual way.

In addition to the above projects, there is one to lay a submarine from Possiet Bay, in the locality of the Amoor River, to Nagasaki, thence to Shanghai and down the coast ports. The land lines of Russia are now being extended towards Possiet Bay, and will be completed probably before the winter sets in. There is another scheme in training under American auspices, which we noticed some months ago, styled the "East India, Asiatic, and American Company," which proposes to lay cables down the coast of China on to Singapore, and by the Pacific to North America. The China Submarine, which proposes to carry a submarine from Rangoon to the Straits, and thence to Hong Kong and Shanghai, is, we understand, well supported, and may be brought out at any moment. It will be perceived by our readers that some of these schemes are rival ones, and it is quite uncertain which will get the lead, but it seems pretty certain that amongst them we shall have telegraphic communication with China. The company formed to lay the light Varley cable from Galle to the Straits is not abandoned, although the capital is not all raised.

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The Messageries Imperiales will despatch the *Godavery* for Alexandria, which will take passengers for the ceremony of the opening of the Suez Canal, and afterwards proceed on to Calcutta. The extra service for India, China, and Japan will not commence before July, and the new vessels necessary to maintain it will pass through the Canal.

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We understand that Admiral Sir Henry Keppel, Commander-in-Chief on the China and Japan station, is expected home by the next Pacific mail, *via* San Francisco and New York.

## CHINESE LABOUR FOR THE UNITED STATES.

An article in *The Times* of the 11th on this subject indicates that the United States will be speedily flooded with Chinese emigrants; but from our information on the subject the statements are somewhat in advance of the actual position of the case. That the planters of the Southern States are anxious to procure Chinese labour, and that even the Northerners desire them for domestic purposes in preference to the Irish, whom they find become in a short time intolerably lazy and impudent, is not to be surprised at; but the other side of the question requires to be understood. For many years the Chinese have been cajoled into agreements for working in the plantations of Cuba, and we know the result; they have been cruelly treated, and their agreements flagrantly broken. The accounts of their sufferings have been told in China, and it is now most difficult to induce the Chinese to enter into any agreement for emigrating. The last mail from the States brings accounts of an attack by a party of Americans on Chinese who were building a railway in the State of Nevada. The present traffic to San Francisco has altogether different features; it began with the discovery of gold in California, and large numbers of them went over in bands from the different southern provinces of China, assisted by a few of the elders or moneyed men of their district, under a promise to return them the sums so advanced with good interest. But the emigration was a perfectly free one. A few of their number had the sagacity to set up stores, and import such articles of food and clothing congenial to the Chinese at the gold mines. Thus gradually a trade sprung up, which has increased with the running of the Pacific Mail Co.'s monthly steamers; but that the company intend to run a *weekly* service we know is not the case at present. When the passengers offering at Hong Kong partake of the nature of an emigration to all parts of the United States, the company may find it desirable to put on an extra steamer occasionally during the summer months, but, as we have before said, the business is not yet so far advanced With the winter now setting in no progress will be made until next spring, for the Chinamen will be cute enough not to cross the Rocky Mountains in winter. Indeed, it would be very injudicious to induce them to do so, for the accounts of suffering from cold would increase the difficulty of procuring emigrants. It must also be borne in mind that Chinese passengers alone, even at the present rate of $35 nett, including provisions, &c., will not pay the run. It is with freight, and the subsidy from Government of $500,000 per annum, that the Pacific Mail Company make the present service pay. It is stated that the company have applied for an increase in their postal subsidy, but there is little chance of the United States Government granting it. The following is the extract from *The Times*:—

Notwithstanding the opposition raised by a powerful party in California to the introduction of Chinese labourers, there now seems to be little room for doubt that a large and continuous influx will set in, not only to that and the adjoining States, but also to the cotton-growing sections of the Union, and that in this respect the world is likely to see during the next ten or twenty years some of the most important changes ever witnessed from the distribution of races. It is understood that the Pacific Mail Company of New York intend to put on weekly steamers to China to import labour at a low price, rendering it entirely feasible for Southern planters to procure hands directly from China *via* the Pacific Railroad, which will co-operate with the company in the project, the company will also, it is understood, petition Congress for subsidies for a weekly instead of a monthly mail, but it is asserted that, irrespective of Government support, there is little doubt that the passenger and freight business between San Francisco and Japan and China will soon be fully sufficient to sustain a weekly line across the Pacific, and that a large part of the money earned will come from the importation of Chinamen. From all parts of the South reports are almost daily received at New York of committees organising and subscriptions pouring in to procure Chinese labour. Even in New York a strong disposition is manifested in favour of a supply, and the *Journal of Commerce* says:—"We believe that in this city, to-day, ten thousand freshly imported Chinese would have no difficulty in finding kitchen work, chamber work, and other household service to perform, so high expectations have been formed of their intelligence and versatility from the authentic statements which have appeared in this and other papers." Among the most recent steps in connection with this movement has been the departure of a New Orleans merchant for China, *via* New York and the overland route to San Francisco, who goes out as the representative of a number of New Orleans commercial houses to establish an agency at Hong Kong, Peking, or some other advantageous point. He will be accompanied by a Chinaman of experience in the business, and will visit the various agricultural districts of China, to find which will furnish the best and cheapest labour for the cotton and sugar fields of Louisiana. His first importation, to meet the expenses of which he and his correspondents are stated to be fully prepared, will be from

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300 to 500 hands. Other Southern agents are already in China, and "it will not be many months, with the present and soon-to-be-increased facilities for importing Chinamen, before the tide of immigration will fairly set in to the South, and also, in some measure, to the Atlantic cities."

The correspondent at New York has the following on the same subject. Mr. Koopmanschaap, formerly of Hong Kong and San Francisco, has had considerable experience with Chinese emigration, but we think he is "counting his chickens before they are hatched:"—

The coolie labour question is approaching a solution in the South. Koopmanschaap, the coolie contractor, has again come East, and after spending some days in New York and Washington, has gone South to make his contracts for the importation of Chinese labourers. To an inquiry from a planter, he writes that it is the intention of his house to furnish Chinese labour wherever there is a demand for it, provided no objection is offered by law. They propose to import labourers direct from China to work under five-year contracts for $8 to $12 a-month and their board. The expense of bringing them over to this country, taxes, advances, and commissions will aggregate about $200 a-head, and is to be paid by the persons ordering them if the labourer faithfully fulfils his contract to its close; but if, after one or two years' labour, he should desire to throw up his engagement, the sum of $100 is to be deducted from his wages earned as a penalty for such default. Security for the prompt payment of expenses is to be deposited by the planter ordering coolies before anything will be done. During his visit to Washington, Koopmanschaap had an interview with the Secretary of the Treasury, when the Secretary stated that the Government had no intention of interfering with the scheme of Chinese immigration unless the laws were violated. Koopmanschaap states that he proposes to bring over none but voluntary immigrants, who came with the full knowledge and consent of the Chinese authorities. In this way violations of the laws will be avoided. The coolie labour project is evidently growing into more favour in America; opposition to it sensibly diminishes; and the probabilities are that next year will see a good many Chinamen at work in the cotton fields. Koopmanschaap in his journeyings through the south and his solicitations of contracts exhibits certificates showing that he has supplied the Pacific and other railways with 30,000 Chinese labourers, and that they have given ample satisfaction to their employers. He also states that he has already made contracts to bring over 10,000 Chinamen to work on Southern plantations and railroads.

## AMERICAN AND ENGLISH POLICY IN CHINA.

(SATURDAY REVIEW.)

The recall of Mr. Ross Browne, lately Minister of the United States at Peking, was a natural result of his open disapproval of the policy of his Government. It may be hoped that Sir Rutherford Alcock, who probably holds the same opinions with his late American colleague, will be less candid in his censure of Lord Clarendon's declarations and instructions. The success of Mr. Burlingame's mission, both at Washington and in London, happens to be utterly distasteful both to American and to English residents in China. The temporary popularity of Mr. Burlingame, when he appeared in his own country as a Chinese plenipotentiary, was perfectly natural. Politicians and journalists, with their ordinary instinct, discovered that the choice of an American citizen to represent the Imperial Court was at the same time a proof of confidence in the United States, and a slight to England; and there was some colour for the assumption that a protest against Western pressure was principally addressed to the Power which has opened China to intercourse with the civilised world. English statesmen, whatever may be their errors of judgment, are never influenced by prejudice against America. Lord Clarendon perhaps remembered that Lord Elgin had formerly advised the Chinese Government to send a mission to Europe; and although a Christian envoy had neither the need of learning nor the opportunity for teaching his employers which would have belonged to a native ambassador, Mr. Burlingame was welcomed in England, and his proposals of non-interference were in general terms approved. The sincerity of the English Government was proved by the stern reproofs which have been inflicted on naval and consular officers who have from time to time undertaken to redress the wrongs of their countrymen. Lord Clarendon has steadily insisted on the rule that the redress of grievances is to be sought from the Government of Peking through the Ambassador alone. If the strict doctrines of international law are applicable to China, there can be no doubt that the English and American Governments ought to concede the perfect equality which is demanded by Mr. Burlingame; yet it must be unsatisfactory to observe that enthusiasm for Chinese rights varies inversely with knowledge of the country and of the relations between natives and Foreigners. Merchants, admirals, consuls, and ambassadors all seem inclined to disbelieve in the beautiful sentiments which are exchanged between distant diplomatists.

Although the Chinese Government would probably not hesitate at its convenience to disavow a Foreigner who had been accredited as its ambassador, Mr. Burlingame's instructions represent with sufficient fidelity the traditional policy of isolation and exclusion. If the Treaty Powers will but renounce the right of remonstrance and of contingent interference, the Emperor and his advisers have no difficulty in pledging themselves to the prosecution of internal reforms. The Central Government will gladly accept a nominal responsibility for the acts of subordinate officers who might, in accordance with former custom, be made directly liable to consuls and to commanders of gunboats. It may be collected from the Foreign Office correspondence that the English ambassador at Peking entertains but little confidence in the efficacy of his own representations, and it is still more certain that the foreign merchants regard the fine phrases of Chinese dignitaries and envoys as a mass of worthless fiction. Their opinions have lately found an irregular expression in the form of an address to Mr. Ross Browne on the occasion of his recall, and it is not a little remarkable that the American merchants in China entirely agree with the Englishmen who are supposed to be their rivals. To the journalists of New York, of Washington, or of Boston, it is simply unintelligible that any American should, under any circumstances, fail to express ill will and jealousy to England; but for many years the foreign traders in China, and more especially those who speak a common language, have found that a perfect identity of interest tends to produce harmony in sentiment and in action. Shanghai is, in spite of the eminent domain which Mr. Burlingame claims for the Chinese Government, really an independent republic, administered by the mixed community of merchants. If a Chinese officer were to attempt an ejectment of the foreign residents, or to interfere too vigorously in their affairs, he would soon be convinced that the eminent domain of his Government exists wholly on parchment. Every American or English gunboat which is employed to prevent or redress an outrage adds to the security of the whole body of residents, and, with a scepticism not shared by their respective Governments, all the merchants of every nation unanimously disbelieve in the professions of intended progress and civilisation which are fluently uttered by Chinese functionaries.

In an elaborate reply to the address either of his own countrymen or of the English residents, Mr. Ross Browne declares that "reference of all important questions back to the Home Government before a single gunboat can be used, and where telegraphic communication is rigidly prohibited, is simply to nullify and bring into contempt all diplomatic power in China." It is not understood that the English Government has imposed any equally peremptory limit on the discretion of the Ambassador at Peking. The censures which have been addressed to Consular agents are for the most part founded on their anticipation of the decision of the Ambassador; but Lord Clarendon has intimated plainly enough his disapproval of a resort to force, except in the case of extreme necessity. It may be confidently assumed that Mr. Ross Browne's successor will, either immediately or after a time, adopt the views which he will find universally prevalent among his countrymen in China; nor is it improbable that Mr. Burlingame, when his mission is once terminated, will recur to the policy in which he formerly concurred with Sir Frederick Bruce. As the English trade with China, exclusive of the traffic in opium, is tenfold that of the United States, the result of the experiment which has been lately tried by the present Government will be still more important. The exploits of the Consuls and of navy lieutenants, as recorded in various Blue-books, are not a little startling. The capture of towns, the sinking of junks, the humiliations imposed on offending mandarins, seldom admit of a full justification, and in many instances official reproofs have been well deserved. One naval officer not long since burnt a considerable town, and put many of the inhabitants to death, because some idle vagabonds had fired upon one of his boats. In such a case there could have been little inconvenience in applying through the Ambassador for satisfaction; and Sir Rutherford Alcock was afterwards forced to submit to the mortification of a complaint, on the part of the Emperor's brother, to which he could give no sufficient answer. Mr. Ross Browne objects to this, or to some similar act of violence, for the singular reason that "so good an opportunity was lost of demonstrating beyond question the utter insufficiency of the policy declared both by the Government of the United States and by that of Great Britain The danger to the foreign community was not imminent, and the action of the consular and naval officers prevented what all experience had shown to be inevitable, failure to obtain redress by diplomatic means unsustained by force." It is interesting to watch the dissolution of cosmopolitan philanthropy as it crosses the Pacific or the Indian Ocean. The English Government reproves its agents for not trusting to the good faith of Peking; and the American Minister on the spot thinks they were censurable because they missed an occasion of exposing the absurdity of any similar credulity.

Eventually there will probably be a compromise between the philanthropic doctrines which prevail at home and the vigorous measures which are habitually demanded or practised by English residents in China. The enterprise of adventurers in half-civilised countries often inclines to lawlessness, which Governments at home, with greater impartiality and less local knowledge, attempt, with more or less success, to restrain. The civil and ecclesiastical authorities of Spain in the sixteenth century were incessantly occupied with attempts to protect the American Indians and the Negro slaves from the oppression practised by the colonists. In the aggressive days of the East India Company public feeling in England was on the side of the native princes who were successively reduced to subjection by English governors and generals. There is no such claim to sympathy on the part of the Chinese, who are but incidentally exposed to oppression; but, in the quarrels which occur from time to time, popular prejudice is aroused by proceedings which in a civilised State would be outrageous violations of law. It is not enough to lay down rules for the government of outlying communities which are exclusively concerned with the pursuit of their own interests or with provision for their own security. The English merchants will pay a certain deference to the opinion of their countrymen and to the regulations of their Government; but they will neither abandon their trade, nor submit to oppression on the part of the Chinese. It is impossible that their Government should refuse to give them reasonable protection. The adventurous spirits who display their energy in distant fields of enterprise are not the worst specimens of the English race. The Government could not, if it would, keep them at home, and it must follow them with its care, even at the cost of occasional inconvenience.

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Several inquiries have been made of us as to the formation of the "China Association," as proposed in Shanghai. We find that no steps have yet been taken by any of the China firms in London with a view to its establishment.

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## NEW YORK TO SAN FRANCISCO AND JAPAN.

From the description given by several travellers across the American Continent by rail, it appears that the fatigue of a seven days' ride is by no means so severe as might be supposed. As any information on this route is serviceable to our readers, we append the notes of a traveller just returned from China, which may be relied on. The Pacific steamers, which now consist of the *Great Republic*, *China*, *Japan*, and *America*, are all highly spoken of for general comfort. The Japan inland sea line to Shanghai is to be strengthened by the *Golden Age* and *Ariel*, to leave New York this month.

The agents of the Pacific Mail Company have undergone some change. We are pleased to see our old friend Capt. Lane placed at Yokohama at the head of them. A more competent and obliging man could not be found. Mr. Harris has been transferred from Acapulco to Hong Kong, and Mr. Bowman from the latter place to Shanghai. At Nagasaki Mr. Gibbons has been transferred from Yokohama. Mr. Irwin, from the New York office, has been appointed at San Francisco as sub-agent to Capt. Eldridge. In London the agents are Messrs. Starr and Co., Moorgate-street.

The fare across the Continent from San Francisco to New York is $112 gold. You proceed by steamer to Sacramento, distant 120 miles from San Francisco, starting at 4 P.M., and arriving at 2 A.M. next morning (the steamer fare is included in the $112). I had two trunks and a portmanteau, and paid nothing additional. The Depot (station) of the Central Pacific Railroad lies close to the steamer landing. The train starts at 6 A.M., and takes you over some charming mountain country (Sierra Nevada) to Promontory, the end of the line. Later in the day there is a second-class train. It took us from 6 A.M. of the 21st to 10 P.M. of the 22nd Aug. to reach Promontory. Sleeping cars are provided on this line, but you must book them at San Francisco. The charge for their use is about $1.50 a day.

At 1 A.M. of the 23rd we were on the Union Pacific Railroad. The "Depots" for the two lines are side by side. A run of four hours brings you to Uintah, where you have to get out if you wish to visit Salt Lake City. Stage coaches await the train and take you to the Mormon City, a journey of six hours, for from $2 to $3. Uintah is not marked on the map, but it is close to Ogden, whence they are laying a rail-track to Salt Lake City. If you do not stop at Uintah, fifty-six more hours will land you at Omaha, the end of the Union Pacific line. Sleeping cars are provided on this line also. Throughout the journey you have sufficient time given to eat three meals a day, the train stopping twenty minutes each time for such purpose. You can stand and walk about in the cars, and being able to get fair rest during the night in the sleeping bunks, you suffer but very slightly from fatigue. The bridge from Omaha to Council Bluffs across the Missouri River is not yet built, so you cross in coaches taken over on the steam-ferry. From Council Bluffs you have a choice of routes to New York, and can ride right through without further change; but it is of course necessary to make this choice when you take your through ticket at San Francisco. The total distance from San Francisco to New York (over 3,000 miles) is done in seven days.

From Shanghai to San Francisco, touching at Nagasaki, Hiogo, and Yokohama, takes twenty-six days, and from New York to Liverpool ten days. The fare to San Francisco is $300, and from New York to Liverpool $100 gold. Total from Shanghai to Liverpool $512. For summer transit no route could be pleasanter, but in winter it will be severe work crossing the Nevada and Rocky Mountains.

In California and along the Central Pacific Railway gold and silver are required for use, but onwards "greenbacks" are the currency. We got good exchange in San Francisco for Mexican dollars.

The first-class hotels in San Francisco, such as the "Lick House," "Occidental," "Cosmopolitan," &c., charge $3 a-day, and give you excellent fare. The climate is cool and delightful. Labour and coach hire are at enormous rates.

## MISSIONARIES IN CHINA AND JAPAN.

(NEW YORK HERALD.)

Our news from San Francisco, embraced the main points of an interesting budget of news from Asia, narrating, as it did, reports of the leading events transpiring in China and Japan to the 19th and 29th of August respectively. Financial distracting and class jealousies kept Japan still convulsed. The industrial and political situations experienced little or no change in either country, but from both we have intelligence of the existence of troubles with the Christian Church missionaries, of the murder of Catholic and other missionaries, the hunting up of missing or strayed or lost missionaries, as well as of the prevalent existence of a still more intense spirit of native fanaticism at different points of the vast territory. It is the old story—Confucius against the Bible and the ancient religions of Sin-Siu and Buddhism, with priests descended from the sun, against the apostles of Exeter Hall and the American Board of Foreign Missions, interesting and venturesome ladies, Brahmapootra explorers, writers for the magazines, and dabblers in the sale of naval stores. Confucius, it must be remembered, lays down some very excellent rules for the guidance of man during his journey through this terrestrial vale of tears, and his writings have been and are received as a "standard authority" by the Chinese, and, to a great extent, by the Japanese, and on all matters concerning both the here and hereafter of man from a period which had become hoary in its antiquity before the advent of the Christian dispensation. The educated Asiatics are most acute logicians and exceedingly subtle in their mode of reasoning on the spiritualities, facts of which Francis Xavier, with others of the ablest propagandists of Rome, became convinced at a very early date. One of the very first demands which the natives make of a foreign missionary is to prove to them the inspiration of the Bible from on high, and having listened, as they will, with great attention in such instance to his reply, they for the most part assure him, in other words, to the effect that his is a very nice theory, but not nearly so old or perfect in its connecting parts or unities as is that of Confucius; that the system of Confucius suits them very well, and that they are convinced the Foreigners have no regular commission to teach or preach, not knowing half as much as they do themselves.

It is no wonder, therefore, that we hear by telegraph of missionary troubles in China and Japan, and have been, and still are, compelled to print the doleful accounts given by our returned missionaries from these countries during anniversary week in each succeeding year since we commenced, being the first newspaper to do so, to spread the home anniversaries' proceedings broadcast before the world in our columns. Having learned a good deal about missionary "labour" in the East by our enterprise in this direction, we beg to day to say to the missionaries to leave China and Japan alone for a time, and permit the people of both countries to experience the good effects of the grand civilising agencies of the hour—of steam and the telegraph, the electric wire and the railroad, of the steam plough, the river steamer, and the rest. Let the Churchmen wait and see what the use of the "modern improvements" will accomplish. The missionaries and the Bible may follow, and will then, we doubt not, accomplish a great work in Asia. It will be a day of "peace and harmony and bliss" when the leading newspapers will be telegraphing to New York the proceedings of the first Church anniversary meetings, attended alike by Europeans, Americans, and Asiatics, which will be held in Peking and Yedo. If the missionaries will only keep quiet this "day of jubilee is at hand."

## THE OLD ROMAN CATHOLIC CEMETERY AT PEKING.

BY REV. J. EDKINS, PEKING.

Among the many spots worthy of a visit in Peking are the three Catholic cemeteries, all outside of the west wall. These are the Portuguese cemetery, as it is often called, outside of the Pjing-tse men; the French cemetery, four miles further to the North-west; and another for native priests and converts outside of the Si-pien-men. Of the three, the most interesting is the first; for though in the French cemetery are buried Amyot, Gaubil, and many well-known French missionaries of the last century, they are not equal in fame to Ricci, Schaal, and Verbiest, who at an earlier date laid the foundations of Roman Catholic prosperity in China.

In summer the entrance court is made attractive by the vines trailed over poles in the native manner, so as to form a broad spreading shade. Passing through these, the cemetery itself comes into view. At the south end there is a mausoleum on the right hand to Ignatius Loyola, and on the left to Saint Joseph, the patron of China. These are very imposing structures, with Latin inscriptions. The path conducts the visitor between them, through long rows of tombs regularly arranged in four rows from north to south, to the end of the cemetery, where there is a marble raised terrace. On the east is the tomb of Ricci, and on the west that of Schaal. It was the Emperor Wan-li, who, in 1610, gave this land for the burial of Matteo Ricci, who died in that year, after thirty-two years' residence in China. Before that time it had been the custom to transport the bodies of deceased missionaries from the provinces to Canton. The companion of Ricci, Pantoya, petitioned the Emperor to grant a burial ground for the deceased, and the bestowment of a Buddhist temple for this purpose was the result.

The tomb of Ricci is at the head of two rows of tombs on the east side. Among those near him are Rho, Lombard, and Verbiest. After Ricci's death the opinions he had advocated on the worship of ancestors and of Confucius were strongly opposed by Lombard, who, after much study and inquiry, came to the conclusion that all the Chinese worship, whether of heaven, of ancestors, or of Confucius, ought to be forbidden to converts. The permission to retain these rites had been accorded to them by Ricci and his companions during the first three decades of the missions, and there had been a flow of prosperity. The number of neophytes of high and low rank had become very considerable, and doubtless this liberality of opinion which characterised the early Jesuits had powerfully aided in facilitating conversion. The symbols of Buddhist idolatory are found here, before the tombs of Ricci and others, and on the terrace. The incense urns, candlesticks and flower jars, cut in marble, and arranged in the order followed in all Buddhist temples, show how great a willingness there was at the time of the death of Ricci to avoid opposition to idolatrous customs. This was a consistent development of the practice in regard to the use of images of the Latin Church at home. Lombard, the successor of Ricci as superior of the missions, introduced a new set of opinions, which, after many years of bitter controversy, were confirmed by the Pope, and made binding throughout China. But these Buddhist symbols have never been removed, and no priest has ever ventured to deny that the old missionaries should be worshipped with incense and prayers. The prohibition from the Vatican only extended to the honouring of ancestors and the sages in this way. The laxity of the first Jesuits, though recommended by worldly prudence, was resolutely checked, and Roman Christianity undertook to extend her reign in China in a way as nearly as possible like that she has pursued in Europe. As a consequence, since that time she has made few distinguished converts from among the literati. Sü Kwang-chi and others were not followed by men so celebrated; neophytes of brilliant minds from the scholars' class ceased to join the Catholic community. It was in after years made a criminal charge against Christianity that it interfered with honour to parents. The Emperor Tung-cheng spoke in this way to the missionaries, and it was made a ground for persecution. The system of opposition to Confucianism, and the rejection of the old classical term for God which had been greatly favoured by the early Jesuits, have had much to do in modifying the subsequent history of the missions. The converts have become more and more foreign in their views, and in these times have come to look for protection and for every privilege very much to foreign aid.

The following account of the funeral of Verbiest illustrates the manner in which the obsequies of the missionaries are conducted. It took place March 11, 1688:—"The Mandarins sent by the Emperor to

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honour the illustrious deceased arrived at 7 A.M., and at that hour we proceeded to the apartment where the body lay in its coffin. The Chinese coffins are large, and of wood three or four inches thick, varnished and gilt on the outside, but closed with extraordinary care to prevent air from entering. The coffin was taken to the street, and placed on a bier within a sort of richly covered dome, supported by four columns. The columns were wrapped in white silk, that being the Chinese mourning colour. Festoons of many-coloured silk hung from one column to the other, with a very pretty effect. The bier was attached to two poles, a foot thick and long in proportion, and was borne by six or eight men. The Father Superior and the other Jesuits present knelt before the coffin in the street. We made three profound inclinations down to the ground, while the Christians present were bathed in tears.

"In front was a tableau twenty-five feet high and four wide, ornamented with festoons of silk. At the bottom was a red piece of taffety, inscribed with the name of the missionary, Nan hwai jen, and his dignities, in gold characters, Before and behind were bands of musicians and of standard-bearers. Then came the cross, in a large niche, ornamented with columns and various silk ornaments. Several Christians followed, some with flags and others with wax tapers in their hands.

"Then came an image of the Virgin Mary and the child Jesus holding a globe in his hand. A picture of the guardian angel followed, with more flags and tapers, and then a portrait of the Father Verbiest, habited as an official, with all the honours conferred on him by the Emperor.

"We followed immediately after in white mourning, according to the custom of the country; and at intervals we expressed our deep grief by loud weeping, in the manner of the people.

"The body came next, accompanied by the officers named by the Emperor to do honour to the memory of this celebrated missionary. They were on horseback. Among them were the Emperor's son-in-law and chief captain of the guards. The procession was closed by a party of fifty horsemen,"

The graves are made seven feet long and five feet wide, with a depth of six feet. They are paved, and built up with brick all round, and the coffin is placed in the centre upon two low walls of bricks a foot high. The graves are covered with a brick construction in vault shape and surmounted by a cross. The tombs have consequently a semi-cylindrical appearance—the ends of the cylinder facing south and north. A few feet in front of the tombs are placed upright marble slabs, inscribed with the name, date of arrival in China, date of decease, and age of the missionary.

The evidence to be gathered from the tombs in regard to the longevity of the missionaries is favourable, and shows the climate of Peking to be well suited to European constitutions. A few have lived forty years in China, a considerable number twenty-five, and a very large proportion sixteen. From a cursory view of these monuments, it may be concluded that a missionary may hope to live twenty-five years in this country.

The chapel has disappeared, but there is an old arbour for meditation at the north end of the cemetery. Schaal's tomb is on the west side. He was in disgrace when he died, but the Emperor Kang-hi, becoming aware that he had been a faithful servant of his dynasty, caused a handsome monument to be erected over his remains on the west side of the cemetery, where he heads a double row of tombs, as does Ricci on the east.

## THE CONFLICT OF OPINION ON OUR CHINA POLICY.

(To the Editor of the *London and China Telegraph.*)

Sir,—I have read your valuable paper for several months, and feel a deep interest in the condition of things now current in China. I am sorry there should be anything like dissonance between the home and foreign views on the subject, but it would seem as if such were the case to a large degree. The foreign or European opinion in China is that the country should be universally opened and increased facilities given to our commerce and intercourse with it. The home sentiment is expressed in a more cautious style, and tends apparently to lay restrictions in the way and impede the onward progress of things.

The first occasion of difficulty is the interpretation of the old treaty. Some construe it in a liberal manner, and especially on the ground of the favoured nation clause insist on the right of missionaries in particular to occupy the interior, and settle down wherever they please. This, as is well-known, is owing to the French Treaty, which entitles the Catholic missionaries to do so. The late troubles in the country are intimately connected with this. One feels very keenly that it is possible, and deemed right in the opinion of not a few, that such a construction should be made. Until very lately it was otherwise understood, and action was taken accordingly. Had it been supposed by parties long resident in China that this view was admissible, many would have rejoiced at it, and pursued a course more corresponding with it. The fact is, however, that our foreign authorities in China have all along announced a totally different view, and simply empowered merchants and missionaries alike to reside at the Treaty Ports, and travel under passport to all parts of the Empire. This has been occasionally broken through, but it was not supposed to be in harmony with treaty stipulations. About two years ago a gentleman applied to the Consul in Shanghai for a mandarin proclamation, warranting his establishing an English dispensary in Soochow, that no trouble might ensue. The Consul signified his high approval of the object, yet stated it was too serious a thing for him to make application for to the Taoutai, and he would require three or four days to consider it. Just at that moment our late Chargé d'Affaires was passing, and the Consul requested his advice on the matter. His counsel was, that though he wished to see such institutions dotting the country everywhere, he could not sanction a proceeding of the kind intended. Were missionaries to be sustained in their design of getting to Soochow, merchants would make the same demand, and the Chinese Government would not consent to such a request. This is only an instance of similar refusals on the part of our officials to allow missionaries to settle in the interior, and all the pleas that were adduced at the time bearing upon the French Treaty and the occupation of the country to some extent already by foreigners, would not be entertained.

It was well that in the late troubles at Yangchow such pusillanimity was not shown, and that the present consul showed that he was of a different mind as it regarded the English treaty. Still, the thing is now referred to as bearing upon the altered circumstances in which Foreigners were placed under a different official. There seemed to be not long ago another interpretation altogether of the old treaty, and those who were compelled to act according to it are not to be blamed now for asserting that it was not intended by it to warrant our settling in the interior. There was always stated in relation to the favoured nation clause that the British Government would no more sustain it in application to the Catholic right of living in the country than it would in the matter of priestly equality with the mandarins of the country.

But what is to be done now? Our opinion is that the merchants and others should not cease to agitate, agitate, agitate, until every reasonable claim is granted at the hands of the Chinese authorities. Their opposition to all progress and change is not to be wondered at in present circumstances, and from the very constitution of things. We should be more surprised at their ready concession of our demands than we are at their refusal of them. If we cannot get what we reasonably want, in the meanwhile let the matter be an open question, ever liable to be brought up by the proper parties. At home and abroad let this agitation of Chinese points be devotedly pursued, and we would urge one duty requiring to be no less performed in China than it was necessary in critical times among ourselves. The Chinese need enlightenment, and they are perhaps not more prejudiced against it than were thousands in England in reference to the slavery question, the Reform Bill, the Corn Laws, and the Irish Church. Ought not merchants interested in the opening of China and in the formation of railways, the laying of telegraphs, and such like things, endeavour to diffuse information about them? Allow it that the literary and ruling classes are opposed to these innovations, the very introduction of which would mightily dispel their narrow-minded and stereotyped ideas, yet, with a view to effect these innovations, might not our mercantile community do much by the dissemination of good, readable literature on the subject among the masses of Chinese? We doubt not that Foreigners might be got capable of doing excellent service of this kind, and the useful Chinese newspaper now in operation might be then more extensively read than it now is.

We only hope that neither our political representatives will recede from the demands they have made nor our merchants will cease to prosecute every well considered aim they have in view. If the old treaty will not do, or is of doubtful application, let the revision of it be expressed in the clearest terms, and all due provision make for the introduction of Western science in its most appropriate and needful forms.—I am, my dear Sir, yours truly, William Muirhead.

Edinburgh, 5th October, 1869.

## THE LETTER OF MR. KIERNAN.

(To the Editor of the *London and China Telegraph.*)

Sir—I have read, with much amusement, the letter you reprinted in your last issue which has been addressed by Mr. J. L. Kiernan to the *New York Herald*. One statement of his especially requires, in my opinion, to have some light thrown on it, for, as it stands, it would lead people to think that Mr. Kiernan had been a long time in China, and was thoroughly conversant with the manners and customs of the people. I allude to the statement that, "during his residence in China, he has had much experience among the Chinese, and travelled the Empire extensively." Now, Mr. Kiernan—I beg his pardon, Brigadier-General Kiernan—was for about twelve months U.S. Consul at Chinkiang, during the whole of which period I was a resident at that port, and I can state, without fear of refutation, that his *extensive travels* were limited to constant jaunts to Shanghai in the S.S.N. Company's steamers, and an occasional trip to Yangchow and Nanking, respectively fifteen and fifty miles distant from Chinkiang! Being entirely unacquainted with the Chinese language, the General was naturally eminently qualified to gain information from the natives.—Your obedient servant, China.

October 15, 1869.

## STATIONS OF THE ROYAL NAVY IN CHINA, JAPAN, &c.

Adventure, 2, screw troopship Capt. Henry J. Raby, V.C.—Japan.
Algerine, 3, screw gun vessel, Lieut. H. R. E. Grey—China.
Alligator, at Whampoa, lent to Consular Department.
Avon, 4, double-screw composite gun-vessel, Com. G. D. Fitzroy—China and Japan.
Banterer, 2, screw gunboat, Lieut.-Com. C. F. W. Johnson—China.
Bouncer, 2, screw gunboat, tender to Princess Charlotte—Hong Kong
Bullinch, 3, double-screw gun-vessel, Com. Edward F. Lodder—India.
Bustard, 2, screw gunboat—China.
Cockchafer, 2, screw gunboat, Lieut.-Com. Seymour S. Smith—China.
Cormorant, 4, screw gun-vessel, Com. Hon. Albert D. S. Denison—China.
Cossack, 16, screw corvette, Capt. John E. Parish—India.
Daphne, 4, screw sloop, Com. G. A. Douglas—India.
Dove, 2, screw gunboat, Lieut.-Com. M. J. Dunlop—Japan.
Dryad, 4 screw sloop, Com. P. H. Colomb—India.
Dwarf, 4, double-screw composite gun-vessel, Com. C. F. Walker—China.
Elk, 2, double-screw composite gun-vessel, Com. Algernon G. Wootton—China.
Firm, 2, screw gunboat, Lieut.-Com. John Hext—China.
Forester 2, screw gunboat, China, to be sold or disposed of.
Grasshopper, 2, screw gunboat, Lieut. and Com. L. C. Keppel—China.
Haughty, 2, screw gunboat, Lieut. K. H. A. Mainwaring—China.
Havock, 2, screw gunboat, Lieut. and Com. Yelverton O'Keefe—China.
Hornet, 4, double-screw gun-vessel, Com. Duncan G. Davidson—China.
Icarus, 3, screw sloop, Com. Lord C. T. M. D. Scott—China.
Insolent, 2, screw gunboat, China.
Leven, 3, gun-vessel, Lieut. and Com. H. H. Edwards—China.

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Manila, screw steam-vessel—Japan.
Meeance, hospital ship at Hong Kong.
Melville, hospital ship—Hong Kong.
Midge, double-screw composite gun-vessel, Com. Charles C. Rising—China.
Nymphe, 4, screw sloop, Com. Edward S. Meara—East Indies.
Ocean, 24, screw armour-plated ship, Capt. Wm. N. W. Hewett, V.C., flagship of Vice-Admiral Hon. Sir H. Keppel, K.C.B.—Japan.
Opossum, 2, screw gunboat, Lieut.-Com. A. C. May—Hong Kong.
Pearl, 17, screw corvette, Capt. J. F. Rosa—Japan. To be relieved by Barossa.
Princess Charlotte, 12, receiving ship, Commodore O. J. Jones—Hong Kong.
Rifleman, 5, screw sloop, Staff-Com. John W. Reed—China Sea, surveying service. Ordered to be paid off and sold at Hong Kong.
Rinaldo, 7, screw sloop, Com. Frederick C. B. Robinson—China.
Rodney, 72, screw ship, Capt. A. C. F. Heneage—China. Ordered home.
Salamis, 2, paddle despatch vessel, Com. Henry M. Miller—Japan.
Star, 4, screw gun-vessel, Com. Walter S de Kantzow—East Indies.
Starling, 2, gunboat, Lieut. and Com. Charles Crowdy—China.
Sylvia, 5, screw surveying vessel, Com. H C. St. John—China and Japan Seas.
Zebra, 7, screw sloop, Com. H. A. Trollope, China.

# Monetary and Commercial.

Again we fear we must record another bad year for tea and silk. How many more capitalists can stand is a question fraught with great importance to those engaged in the trade. The late public sales of tea show a fall in new season's of four-pence. The current market prices are now leaving losses on most chops, and with the heavy arrivals no improvement can be expected. The prices paid this year in China, although more moderate, were too much on the speculative. The principal mischief, however, has been caused by the indiscriminate manner in which the teas have been forced off at public sales here. The anxiety to press sales on the part of importers has amounted almost to a panic; every one wished their teas to be in. Had the large importers acted a little in concert, and allowed the trade to be supplied sparingly with the lots put on the sale by comparatively small holders, the market would not have given way so fearfully; it has been fairly "smashed" by the weight of teas pushed forward in advance of the proper sale days. There is now but little chance of the market recovering itself for at least a month, when we shall know more of the probable yield of the season. According to advices, the crop at Foochow will certainly be short. The most important question at present is, "Who shall hold the stock?" The dealers seem determined not to hold, and the importers also struggle against it. So long as the buyers in China ship off such enormous supplies in the first month of the season no improvement can be expected. In all other staple productions the purchases are regulated by the demand, clearances, and stock, and why should tea be an exception? The article will not deteriorate by keeping in China more or even so much as in the warehouses in England. If the orders from this side are sufficient in the aggregate to cover all the first crop teas as they arrive, the buyers at Foochow and Hankow are not to blame in that respect; the fault is on this side; but they are certainly to blame for their valuations and discrimination in giving the price of the fine and finest, say 2s. to 2s. 2d., for what turns out on arrival to be only medium, worth about 1s. 6d. to 1s. 8d. But even these errors—which will always take place—would be counteracted to a great extent if the early shipments were on a scale of about one-half the present quantity. The large collection of ships which now congregate for the opening of the season must be stopped, and the Chinese interested must have such lessons as will necessitate them to bring forward a better article, instead of the trash brought down this season, and for which the *chasee* should have had the power of rejecting as altogether unfit to buy as *first* crop tea. We know that some who had this power used it, but they were borne down by the weight of the majority.

We notice the intended despatch by the Messageries Company of the steamer *Godavery* for the ceremony of the Suez Canal, and that she is to pass through the Canal to Calcutta. This is taken to be an earnest of the opinion of the directors that the Canal will be in working order. It may be possible to get a vessel through like the *Godavery*, which is under 1,000 tons, but we still doubt its being ready for general traffic, with a depth of 26 feet, for several months. The London agent, Mr. Lange, writes that the directors have not modified their announcement. We know, however, that they will not guarantee shipowners that their vessels will be carried through after the formal opening.

We have received from the Yokohama and Hiogo Chambers of Commerce a copy of their reports for the half year. From the Yokohama report we find that during the period mentioned 59 American vessels entered Yokohama, and the same number cleared, while 154 English vessels entered and 132 cleared. North Germany ranks next to England, showing 43 vessels entered and 44 cleared in the six months. The amount of tea shipped to England during the period specified was 489,387 pounds, while the United States, including San Francisco, which is separately mentioned in the report, took 10,183,252.

From the Hiogo Chamber of Commerce report we perceive that during the year ended 30th June last, 362 vessels entered the harbour—205 British, and 120 American; and 329 vessels cleared—186 British, and 111 American. The value of the imports for the period named was $4,439,879, and of the exports, $1,945,205; the quantity of tea exported was 2,867,600 lbs.; of silk, 1,504 bales; and of silkworms' eggs, 28,517 cards. The imports for the six months ended 30th June amounted in value to $2,032,395, and the exports to $551,820, the tea exported being 782,133 lbs., and the silk 397 bales.

We are glad to find that the Home Secretary has directed the release from custody of Mr. Shipman, who was committed by the Court of Bankruptcy to a year's imprisonment in respect of certain speculations during his management of the Agra and Masterman's Bank. Mr. Shipman had served only half his term of imprisonment. There never was a clearer case of a man being made the scapegoat for other people's delinquencies.

The project which has been for some time in negotiation, and frequently noticed by us, of running a line of steamers from Java to Queensland and Sydney, is, we understand, to be undertaken by the British India Steam Company.

The line from Holland to Java by the Suez Canal, which has been noticed by our Rotterdam Correspondent, is still in training.

Mr. Joseph Freeling Wilkinson, late manager of the Joint-Stock Discount Company (Limited), who was some time ago released from custody, has been compelled to enter the Court of Bankruptcy. He is described as a bill-broker, Clement's-lane, City. The adjudication was made on the petition of Mr. E. H. Stanley, bill-broker, Lombard-street, a creditor for £140. Mr. R. P. Harding, the official liquidator of the Joint-Stock Discount Company, proved for £36,000, and was appointed creditors' assignee.

The directors of the Moyar Coffee Company (Limited) have declared a dividend of 3 per cent. per annum, free of income tax on the company's capital.

An interim dividend at the rate of 5 per cent. per annum has been declared by the Netherlands India Steam Company.

An extraordinary general meeting of the Singapore Gas Company (Limited) is called for the 26th inst., when a dividend is to be declared.

The amount of bullion by the P. and O. Company's steamer *Pera*, from Southampton, on the 16th inst., was—in gold, to Galle £117; to Bombay, £25,000; to Madras, £4,450; in silver, to Hong Kong, £12,365; total in gold, £29,567; in silver, £12,365.

## ARTICLES OF IMPORT.

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### TEA.

The market has been freely supplied during the week, and only, finest taken readily, as buyers believed the quantity can be but limited, hence their eagerness to buy. Other grades, both Red and Black, are very flat, and good medium to fine Black sells at 1s. 5½d. to 1s. 7½d.; Scented Foochow Orange Pekoe sells fairly, as prices are moderate. No Cantons yet arrived; first import of finest will sell well, of Capers more especially, as stock is small. Green difficult of sale, even at the low prices that would be taken by importers. Of new Pingsueys no further arrivals have come to hand, and the market is steady for them, with no particular change in value. No Moyunes offering. Japan (uncoloured): The Ariel has brought 6,000 half-chests ordinary common to fair quality; no sales reported.

The following is from Messrs. A. Capel and Co.'s Circular:—

The quantity offered of new season's being much larger than usual so soon after arrival, the result has been a further serious decline in prices, both of old and new Congou, for all but the finest descriptions, new black-leafs being fully 2d. per lb., 2d. to 3d. per lb. in Kaisows, 3d. to 4d. per lb. in Pak Lins, ½d. per lb. in common Congou, and 1d. per lb. in good to fine old season's black and red-leaf kinds. The demand still continues inactive, and quite insufficient to take off all Teas as they arrive, and if importers insist on pressing sales as they have done hitherto, we fear prices will rule still lower. The public sales of the 30th ultimo, 1st and 5th instant, comprised 38,359 packages, of which 36,141 packages were printed without reserve. The stock in the United Kingdom on the 30th ultimo was estimated at 68,200,000 lbs., against 67,000,000 lbs. last year, and the quantity afloat at 52,325,000 lbs., against 68,058,000 lbs.

Several parcels of siftings and broken-leaf Congous have arrived, and prices realised have been from 8d. to 10d. per lb. Broken-leaf kinds have sold ½d. per lb. lower. Fair to good common at 1s. 0½d. to 1s. 1d. show ½d. per lb. decline. Fair to good Kaisows of old season have sold from 1s. 1½d. to 1s. 2½d., being ½d. to 1d. per lb. lower. New have been very difficult of sale at from 1s. 3d. to 1s. 6d. per lb. for fair to good, 1s. 8d. to 2s. for fine, but finest from 2s. 2d. to 2s. 9d. per lb. have met with a ready sale. Pak Lins, except choice parcels, have been most difficult to move; half-chests have sold from 1s. 2d. to 1s. 11d. for common to fine; boxes from 1s. 6d. to 1s. 9d. for fair to

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good, 1s. 11d. to 2s. 4d. for fine to finest. Amoy kinds must be quoted ½d. per lb. lower. Good common black-leafs have been sold at 1s. 1d. per lb., being fully ½d. per lb. lower. Old season's good to fine sold from 1s. 2½d. to 1s. 6d. per lb., being fully 1d. per lb. lower. In new Teas, good qualities have sold from 1s. 4½d. to 1s. 8d., being 1d. to 2d. per lb. decline; finest, being scarce, command full prices, say 2s. 2d. to 2s. 6d. per lb. New-make Canton kinds have sold ½d. per lb. lower, from 1s. 1d. to 1s. 2d. per lb. Common to fair Oolongs have sold at low prices for old imports; in new some good quality has sold from 1s. 4d. to 1s. 7d., fine, 1s. 8d. to 2s. 2d. per lb. Souchongs show no material alteration; no really fine new season have come to hand. Flowery Pekoes remain unaltered. Scented Teas—Canton kinds: Capers remain much as before, in the absence of new arrivals. Foochow kinds have sold readily from 1s. 9d. to 2s. 2d. Orange Pekoes: Canton kinds have shown little change. Foochows of old season have been dull; new have been sold from 1s. 4½d. to 1s. 9d. for fair to good, 1s. 10d. to 2s. 2d. for fine to finest. Uncoloured Japans show no alteration. Green Teas: A considerable portion of those per Ajax have been sold, 4,000 packages at the auctions on the 30th ult. and 1st inst., and several invoices by private contract before these sales. The Ping Sueys have realised about 2d. per lb. less than those per Nestor. A few old season's fine Moyunes have changed hands at rather lower prices.

## SILK.

The market during the past week has been very flat; prices are lower; holders of both China and Japan have submitted to a reduction to effect sales. The deliveries continue unsatisfactory, and show no improvement whatever upon the previous month, having been in September 2,783 bales China, 442 Canton, 422 Japan, and 385 Bengal; total, 4,032 bales, and from 1st to 6th instant respectively, 523, 93, 76, and 65 bales; total, 757 bales.

London Quotations, October 16.

| | |
|---|---|
| China. | |
| Tsatlee, No. 1 | 30s 6d. to 31s. 6d. |
| ,, ,, 2 | 29s. 6d. to 30s. 6d. |
| ,, ,, 3 | 28s 6d. |
| Red Peacock | 23s. 0d. |
| Yuenfaa | 26s. 0d. to 25s. 6d. |
| Taysaam | 20s. 0d to 24s 0d. |
| Long Reel | 18s. 0d to 20s. 0d. |
| Canton | 14s. 0d. to 21s. 0d. |
| Chinese Thrown | 23s. 0d. to 27s. 0d. |
| Japan. | |
| Maibash and Sinshu (mixed) | 24s. 6d. |
| Ida | 22s. 0d. to 31s. 0d. |
| Sodai | 22s. 0d. to 26s. 6d. |
| Oshiu | 23s. 0d. to 31s. 0d. |
| Koshiu | 22s. 0d. to 27s 0d. |
| Eichizen | 20s 6d. to 22s. 6d. |
| Mashta | 20s. 0d. to 22s. 0d. |
| Hatchoji | None. |

THE CONTINENTAL MARKETS.

The Silk market of Lyons is still in a very unsatisfactory condition; there is scarcely any business doing, and prices continue to fall. There is scarcely any demand for manufacture, yet nearly all the looms in the country, as well as in the town, are at work. It is considered that the present lack of purchasers of Silk goods cannot last long, and then the manufacturers will be in a position to execute the orders which will certainly arrive before long in considerable numbers, and then there will be a corresponding change in the raw Silk markets. From a return of the quotations for September 1868 and 1869, it appears that the prices of raw Silks have fallen on the average 25f. in the twelve months; the value of Italian Silk has decreased by 26f.; that of the Levant, 28f.; while Chinese and Japanese Silk have not fallen more than 14f. or 15f. At Turin and Milan the markets are very heavy, and prices low, and holders at the latter place have been again compelled to make concessions in the case of raw Silk and current Organzins. The following are the last quotations received:—Organzins, first class, 18/20, 125f. to 127f.; do., fine current, 112f.; do., good, 20/22, 104f. to 106f.; do., seconds, 22/26, 96f. to 98f.

## COFFEE.

The quantities of Ceylon offered at public sale have been larger than for some time past, and being in excess of present wants prices have given way; the prices realised at the last sales were—Plantation Ceylon chiefly sold; triage, 40s. to 57s. 6d.; ordinary and small grey, 59s. to 63s.; low middling grey and dull, 64s. 6d. to 69s. 6d.; bold do., 70s. to 73s. 6d.; small coloury, 63s. 6d. to 67s. 6d.; middling coloury, 70s. to 77s.; good middling, 77s. 6d., to 81s. 6d.; pea-berry, 74s. to 79s.; native small, 47s.; ordinary, 51s.: good ordinary, 52s. 6d. good bold pale, 57s. to 58s. 6d.; pea-berry, 56s. 6d.

The quantity of Ceylon Coffee afloat for Great Britain on the 4th inst. was as follows:—Plantation, 123,818 cwt., against 85,002 cwt. at the corresponding date of 1868; Native, 34,300 cwt., against 30,677 cwt. The quantity afloat for Europe was—Plantation, 1,167 cwt., against 4,275 cwt. The quantity of Coffee landed in the forty weeks ended 2nd October, 1869, was, of Ceylon, 31,932 tons, against 37 465 tons during the corresponding period of 1868; of all descriptions, 58,111 tons, against 57 212 tons. The quantity entered for home consumption was, of Ceylon, 8,337 tons, against 9 686 tons; of all descriptions, 14,367 tons, against 14,971 tons. The quantity exported was, of Ceylon, 20,385 tons, against 22,864 tons; of all descriptions, 35,638 tons, against 33,478 tons. The stock on the 2nd October was, of Ceylon, 14,205 tons, against 14,902 tons; of all descriptions, 27,326 tons, against 25,095 tons.

Of Singapore good pale Bonthyne has realised 59s. 6d.; mixed, 52s to 56s. 6d. Of Manila the qualities offered do not appear suited to the present requirements of buyers; 7,115 bags mixed small palish, per Sir H. Havelock, and 500 bags ditto, per Sarah Scott, were all bought in, the first lot at 57s., the second at 54s. to 55s. per cwt. The only sale has been 400 bags by private contract, at 55s. per cwt.

In the Brazil market, according to the latest advices, an active business has been effected, owing to dealers having somewhat lowered their pretensions, and sales were reported of some 110,000 bags. Receipts continue slightly increasing, and stock was estimated at 110,000 bags Washed, 7,500r. to 9,500r.; fine superior, 8,000r. to 8,500r.; superior, 7,600r. to 7,800r.; good firsts to 6,900r. to 7,200r.; ordinary first, 5,400r. to 6,400r.; good seconds, 4,700r. to 5,800r.; ordinary second 4,200r. to 4,600r.

Cotton.—Both the London and Liverpool markets are very dull, and prices are depressed and irregular. The current quotations at Liverpool are:—Surat, 6½d. to 10½d.; Bengal, Scinde, &c., 7½d. to 8½d.; Middling Uplands, 12½d.; Middling Orleans, 12½d.; fair Dhollerah, 9⅝d.; fair Oomrawuttee, 9⅝d.; fair Broach, 9⅝d.; fair Pernam., 12½d.; fair Egyptian, 12½d.; fair Smyrna, 10½d.; fair Bengal, 8⅝d.

Cocoa-nut Oil.—Ceylon in moderate inquiry at £41 10s. to £42.

Camphor.—There is scarcely any inquiry, and we have no sales of Japan to report. Of China 96 cases rather dark colour realised 85s. to 86s. per cwt.

Coir Goods.—Good and fine qualities of Yarn continue in good demand; and at public sale, although a larger portion consisted of these qualities than usual, they sold readily at advanced rates; medium mixed and common, however, sold slowly at some decline. Of Yarn, 1,123 ballots 39 972 dholls (52 tons) Ceylon sold, low and very common, £24 to £24 15s.; common, £25 10s. to £26 15s.; medium, £32 10s.; good medium to good, £35 5s. to £38 15s.; fine, £43 10s. to £44 5s.; also 150 bales fine, £46 5s. to £54; very fine, £58; superior bright, £67 15s. to £71. Of Fibre, 4 tons Ceylon were bought in at £22, except 15 cwt., which sold at £22 10s.

Gums.—Benjamin.—45 cases Sumatra partly found buyers, fair seconds, £8, good fair thirds, £5 2s. 6d. Damar: 28 cases good Batavia obtained 98s. to 98s. 6d. Myrrh: 60 cases realised £6 5s. to £10 12s. 6d. for middling to good. Olibanum being largely offered is lower. ordinary to good, 70s. to 83s. Kowrie: 320 cases part sold, ordinary rough to middling, at 53s. to 57s. 6d., fine bold scraped, 101s. per cwt.

Galls.—We have no transactions to report, either in China or Japan.

Hides and Skins.—The following were the transactions at the recent public sales:—Batavia: 730 Batavia Buffalo Hides sold at 7½d. per lb.; 902 Java Buffalo, heavy, 6¼d.; light, 6½d.; seconds, 5⅜d.; thirds, 4d. per lb. Singapore, Penang, &c.: 2,874 Dry and Brined Penang Ox and Cow sold, dry light, 8¾d.; heavy, 7⅞d.; extra heavy, 7½d. to 7⅞d.; small, 9½d.; thirds, 6½d.; brined, light and small, 10¼d.; heavy, 7⅞d. per lb. 319 Rangoon, dry, heavy and light, 6½d. to 7d. per lb. 2,240 Singapore and Penang Buffalo, best, 5½d. to 6¼d.; seconds, 5d. to 5¼d.; light, 5¼d. to 6¾d. per lb.

Japan Wax.—The demand is less active than for some time past, but prices show no alteration. At auction, of 588 cases saucer offered, only 200 cases sold, realising 80s. for middling and 75s. to 75s. 6d. for mixed.

Manila Hemp.—There has been an active inquiry during the interval, at improving rates, £60 to £62 for fair to good roping, and £65 for Boluzan, being the current rates. A few lots of inferior white offered at the public sales have brought £59 to £62 10s., and a parcel of four bales Quilot has been sold at £65.

Plumbago.—The market for Ceylon exhibits no great activity, but prices are steady; at auction of 806 barrels offered only one fourth sold—fine bright lump, at 26s.; ordinary small lump and dust, at 14s.; chips, at 10s. to 11s.; middling dust, at 10s. 9d.; the remainder consisting chiefly of dust, being bought in at 9s. to 11s.

Pepper.—Black: At the last public sales Penang sold, fair, at 4d. to 4⅛d., including all the damaged; common, 4d.; common Trang sold at 4 1-16d., 285 bags 585 mats Siam sold, fair, partly damaged, 4¼d. to 4¼d. White: A good supply of Singapore, amounting to 2,105 bags, was offered, of which 800 bags sold at steady rates, fair, 5⅞d. to 6d., common, 5⅝d. to 5⅞d.

Rice.—There has been an improved inquiry for white Bengal, of which extensive sales have been effected at advanced rates, but for all other descriptions the market continues very dull. On the spot Necransie realises 8s. to 8s. 6d.; Rangoon, 9s. 3d. to 9s. 6d.; Saigon, 9s.; Siam, 8s. 6d. The cargo per Margaretha Delphina, 750 tons Rangoon, arrived off the coast, has been sold at 8s. 10½d. for the Continent. By private contract, 2,000 bags Rangoon have realised 9s. 3d. to 9s. 6d.; 7,000 bags low-heated Necransie, 7s.; and 200 tons damaged garden Siam, first-class, 8s.

Rhubarb.—Of 96 chests China at the auctions 38 chests sold, common at 1s., ordinary to good middling at 2s. to 3s. 10d. per lb.

Sugar.—The quiet tone we noted in our last has continued throughout the interval, and prices have slightly receded; low brown Penang has been sold at 26s.; soft brown China, 27s.; low damp Java, 26s.; clayed Manila, 30s. By private contract 1,000 tons unclayed Manila sold, price not reported. Afloat, a cargo of unclayed Manila (Yloilo) realised 20s 6d. for a near port.

Spices.—Mace has sold rather cheaper; 5 cases Madras common red, 2s. 6d.; 6 cases Java ordinary to good, 2s. 6d. to 3s. 4d.; Penang bought in at 3s. 4d. to 3s. 10d. per lb. Nutmegs: The demand does not improve, and of the parcels offered only part sold; 14 cases Madras, 160 to the lb., 1s. 2d. to 1s. 3d.; 114. 1s. 9d.; and 94, 2s.; and 5 cases Java 94, 2s. 2d.; 88, 2s. 4d.; and 69, 3s. 6d. per lb., Penang bought in. Cinnamon: Immediately after our last report was issued business was done at higher prices, but at auction more recently of 325 bales only part sold at easier rates; fourth sort, low, 1s. 4d. up to 1s. 10d for mid.; third, 1s. 8d. to 2s. 10d.; second, ordinary coarse to good, 2s. 1d. to 3s. 6d.; and first, good to fine, 3s. 2d. to 3s. 8d., with middling at 2s. 6d. per lb. Chips, being firm, prices are higher than those last quoted; 2,633 bags have been offered by auction and part sold, coarse bark 4⅛d. to 4⅞d.; thin do. 5d. to 5⅛d.; middling to good 8⅛d. per lb. Cloves are steady: 631 bags Zanzibar sold, dark to fair, 2⅞d. to 3d.; Penang, 11¼d. to 11½d. per lb.

Terra Japonica.—Cutch: The market is dull, and of 352 boxes good Pegue at auction part only sold at 24s. to 25s. per cwt. Gambier: There is a slightly improved inquiry, and about 1,000 bales have been sold privately at 17s. 1½d., per cwt. ex ship.

Tin.—There is scarcely any business doing in Straits; nominal quotation, £126 per ton.

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## NEW YORK MARKETS.

Tea.—An active demand has sprung up for desirable invoices Green, and Japan and Black have also attracted more attention. Pretty full values have been realised, the more settled state of the Gold market affording a safer basis for trade operations, and imparting confidence to operators. A portion of the sales of Green in fine new crop Pingsuey, received *via* California, bringing satisfactory prices. The sales are 6,056 half-chests and boxes. Green, per Horatio, Anglo-Saxon, Dartmouth, Monkchester, and steamer from California, 1,217 half-chests Oolong, per Glenaros, 1,398 new crop do., *via* California, and 6,743 half-chests and 168 boxes old and new crop Japan, per Pallas, Caractacus, and steamer from California, a small portion for Canada. These sales were effected at the current rates which rule as follows:—Hyson: Common to fair, 90c. to $1.10; superior to fine, $1.15 to $1.35; extra fine to finest, $1.40 to $1 65. Young Hyson: Canton made, nominal; common to fair, 82c. to $1.65; superior to fine, $1.15 to $1.35; extra fine to finest, $1.40 to $1.70. Gunpowder and Imperial: Canton made, nominal; common to fair, $1 to $1.15; superior to fine, $1.25 to $1.50; extra fine to finest, $1.60 to $1.90. Hyson Skin and Twankay: Canton made, nominal; common to fair, 75c. to 80c.; superior to fine, 85c. to 88c.; extra fine to finest, 90c. to 95c. Uncoloured Japan: Common to fair, 80c. to 90c.; superior to fine, 95c. to $1.05; extra fine to finest, $1 10 to $1.25. Oolong: Common to fair, 70c. to 78c.; superior to fine, 85c. to $1.15; extra fine to finest, $1.20 to $1.60. Souchong and Congou: Common to fair, 79c. to 80c.; superior to fine, 90c. to $1 05; extra fine to finest, $1.25 to $1.50. Orange Pekoe: Common to fine, 70c. to $1. The total receipts of Tea from China and Japan in the United States from the 1st January to the 21st Sept., 1869, were as follows:—Greens, 18,382,541 lbs.; Japans, 9,380,140 lbs.; Souchongs, 1,810 096 lbs.; Oolongs, 9,569,722 lbs.; other sorts, 263,748 lbs.; total 39,397,247 lbs. The stock on the 1st January was 9,577,014 lbs.; which, added to the above total, gives a result of 48,974,261 lbs. Subtracting from this total the exports from 1st January to the 21st Sept., 4,681 815 lbs., and the withdrawals for home consumption during that period, 30,285,754 lbs., there remains a total of 14,606,692 lbs., representing the stock on the last-named date. The receipts from Sept. 8th to Sept. 21st amounted to 4,635 lbs., the withdrawals for home consumption to 1,406,649 lbs., and the exports to 427,892 lbs.

Silk.—The following is from Messrs. Haywood and Co.'s Circular:—Manufacturers continue for the most part to buy very sparingly. Prices are a little weaker, and though some firmness is manifested by a few importing houses, the general feeling is a want of confidence in the present rates being maintained. Good Re-reeled, Tsatlee and Taysaam are selling steadily. Usual Reel Tsatlee and Taysaam of the best descriptions are fairly in demand. Japans remain quite neglected. Canton Re-reeled are selling fairly, but at lower rates. The current quotations are as follow:—Tsatlees, No. 1, none; No. 2, $11; No. 3, $10 to $10.50; Nos. 4 and 5, $8.50 to $8.75; Taysaam, No. 1, $9; No. 2, $8.50; No. 3, $8; Nos. 4 and 5. $6.50 to $7; Re-reeled Tsatlee, No. 1, $10; Nos. 2 and 3, $9.50 to $9.75; Re-reeled Taysaam, No. 1, $9 25 to $9.50; Nos. 2 and 3, $8 50 to $8.75; Haineen, No. 1, none; Nos. 2 and 3, none; Re-reeled Canton, extra fine, $9; good, $7.50 to $7.75; fair to medium, $7.25 to $7.45; Mybash, Nos. 1 and 2, none; Nos. 3 and 4, $10 to $10.25; Ida, Nos. 1 and 2, $11; Nos. 3 and 4, $10; Sodai, Nos. 1 and 2, $9.50; No. 3, $9.25; Sinchews, No. 1, none; No. 3, $10 to $10.25; Koshu, No. 1, $10.50; Mashta, good, none; Atchezan, good, $8.

Coffee.—The market for East India descriptions is very quiet, the enquiry being exclusively for Brazil sorts. No sales of either Manila, Singapore, or Ceylon are reported; of Java 250 bags Government realised 22¼ cents gold, and 1,000 mats in lots from second hands 23 to 24 cents gold. The current quotations, which show but little change, are:—Java, duty paid, Government bags, 22c. to 23½c; mats, 23c. to 24c.; Singapore, duty paid, 20c. to 22½c.; Manila, duty paid, 16c. to 18c.; Native Ceylon, duty paid, 17½c. to 19½c. gold.

Cordage.—There is fairly active enquiry at the following rates:—Manila Cordage, 24c.; do. 6 thread and 9 thread (¼ in and 5-16 in. diam.), 25c.; do. 12 thread (⅜ in. diam.), 24½c.; Manila Hay Rope, 24½c.; Manila Cordage, bolt rope yarns, 26c.; do. 6 thread and 9 thread, 27c; Tarred Manila, 23½c.; Fine Tarred Manila Lath Yarn, 25c.; Jute Rope, 11c.; and Sisal Rope, 21½c. cash.

Camphor.—No transactions: quotations for China, 23c. to 25c. per lb.

Crackers.—There is still a fair business doing in Canton at the previous price of $2.75 to $2.80 per box of 40 packages.

Dyewoods.—There is a good supply on the market, but in the absence of demand prices are nominal; Sapanwood is quoted $40 per ton currency.

Gambier.—No enquiry; nominal quotation $3.75 gold.

Hemp.—The enquiry for Manila has entirely ceased, and there have been no sales; 13½ cents gold is the nearest market value.

India Rubber.—Nothing doing in East India.

Indigo.—The market for Manila is steady and firm, the enquiry running exclusively on that description; sales have been effected of 70 cases, in lots, at $1.20 to $1.50 currency, and $1.10 gold per lb.

Rice.—In the absence of heavy arrivals the business is chiefly confined to small parcels of Rangoon, which are taken at fair prices; the sales of this description have been 1,000 bags at $7.50 to $7 75 (chiefly at $7.62½), and 1 150 bags in bond for export at $3 to $3.25 (chiefly at $3.12½) gold per 100 lbs.

Spices.—The market is active at firm prices; we note sales of 1,500 bags Sumatra and Singapore Pepper at 23½ to 24 cents per lb. gold; of 50 bales Cloves at 26½ cents per lb. gold; and of 2,000 mats Cassia, per N. B. Palmer, on private terms. Quotations:—Cassia in mats 46c., in cases 46c., in bond 26c.; Mace, $1.30; Nutmegs, No 1, 95c. to $1; Pepper, 24c. to 24½c., in bond, 8c. to 8¾c.; Cloves, 26c. to 26½c., in bond, 6c. to 6¼c.; Cinnamon (prime wild) 42½c. to 43c. per lb. gold.

Sugar.—The tone of the market has become dull, and prices have slightly receded. The only sale of East India has been 7,500 bags Manila on private terms. Quotations, Java, Nos. 10 and 12, 12c. to 12½c.; Manila, current clayed and superior, 11¼c. to 11⅝c. per lb. gold.

Tin.—The market is dull, all descriptions being out of demand; Straits is quoted 32⅜c. to 32½c.; Banca, 39c. per lb. gold; the only sale reported is of 25 pigs Banca at 38½c.

## SAN FRANCISCO MARKETS.

Tea.—Imports from Jan. 1st to Sept 16th: China, 478,946 lbs., 6,347 packages; Japan, 695,712 lbs., 4,806 packages. By the steamship Great Republic were received about 6,000 packages, chiefly from Japan. This arrival was timely, as stocks are thought to be less than the average of past seasons. We quote Comet Oolong, $1; Japans, 62½c. to 67½c. for chests and half-chests; small boxes, 5s. and 10s.; fancy and lacquered, 70c. to 75c.; extra fine chops, 80c. to 85c. There is a fair demand for Japans, with but limited call for Oolongs. The stock of low grade China Blacks is ample for trade wants.

Coffee.—Imports from Jan. 1st to Sept. 16th, Java, 899,836 lbs., 70 packages; Manila, 170,375 lbs., 3,395 packages. There is a limited inquiry generally, and no sales of East India are reported.

China Matting.—Imports from Jan. 1st to Sept. 16th: 60 bales, 6,069 rolls. The Elcano, from Hong Kong, brought over 2,200 rolls Beyond a moderate jobbing trade, the demand for Chinese cargo and contract is light, and prices more or less nominal. The market price for both cargo and contract has been seriously disturbed by large sales of English Grass Cloth at very low prices, the latter having a decided preference at the rates ruling.

Cordage.—No transactions in Manila.

Rice.—Imports from Jan. 1st. to Sept, 16th: China, 14,845,395 lbs., 126,120 packages: Siam, 1,066.862 lbs., 28.142 packages; Batavia, 110,271 lbs. The Elcano, from Hong Kong, added 28,688 bags, and the Great Republic 2,000 mats, to very full supplies. The general market continues quiet, with sales aggregating 12,500 mats China at 5½c. to 6c. We quote Siam, recleaned, 5c. to 5¼c.

Spices.—The current quotations are Cloves, 30c. to 33½c.; Cassia, 45c to 47½c.; Nutmegs, $1.10 to $1.12½; Pepper, 25½c.

Sugar.—Imports from Jan. 1st to Sept. 16th: Manila, 8,845,568 lbs., 69,135 packages; China, 1,396,013 lbs., 1,111 packages; Batavia, 628,449 lbs., 2,357 packages; Siam, 320 packages. The Refinery Company have received 2,000,000 lbs. Manila, per Nellie Abbott and Singapore, and have purchased 200,000 lbs. Java, ex Schwan, at 10c. to 10⅜c. per lb. Quotations: China, 9c. to 10¼c.; Manila, 8½c. per lb.

Tin.—Banca is quoted 40c. to 42½c. per lb.

## SHIPPING.

Arrivals.—Sept. 16, at San Francisco from Hong Kong, Elcano; 18, from Yokohama, Great Republic (s.); from Manila, Nellie Abbott, 22, from Singapore, Comfurious; from Yokohama, Evangeline; 25, at Boston from Manila, Southern Cross.

Departures.—Sept. 21, from San Francisco for Yokohama, Golden Age (s.); 22. for Hong Kong, Malay; 29, from New York for Hong Kong, Golden State.

Loading.—At San Francisco for Hong Kong, Parsee. At New York for Shanghai, Benefactor, Surprise. At Boston, for Hong Kong, Mutlah.

# Shipping Intelligence.

## ARRIVALS.

| Date. | Ship. | Captain. | From. | At. |
|---|---|---|---|---|
| Sep 29 | William Ritson | Brough | Colombo, &c. | London |
| — 28 | Baldur | Garduhn | Macao | Bristol |
| — 28 | Salamander | Detlefsen | Saigon, for Copenhag. | Falmouth |
| — 28 | Saudersons | Humphreys | Bangkok | Do. |
| — 29 | China | Schmidt | Manila, for Rotterdm. | Off do. |
| — 29 | Cannanore | Gachet | Saigon | Brouwershaven |
| — 29 | Lovfald | Stephensen | Akyab, for Copenhag. | Cowes |
| — 29 | Eurynome | Watson | Rangoon | Liverpool |
| — 17 | Elcano | Brown | Hong Kong | San Francisco |
| — 16 | Sydpolen | Silversparre | Singapore | New York |
| — 29 | Louis Henri | Tegeler | Rangoon, for Bremen | Falmouth |
| — 30 | Nederland | Van Breen | Saigon | Do. |
| — 27 | Emily | Caspersen | Akyab | Copenhagen |
| — 28 | Vice-Admiraal May | Lusink | Batavia | Texel |
| — 30 | Thermopylæ | Kemball | Foochow, &c. | Off the Lizard |
| — 29 | Margaretto Delfino | Razetto | Rangoon | Queenstown |
| — 29 | Andromeda | Deker | Do. | Do. |
| Oct. 1 | Lepanto | Walker | Do. | Deal |
| Sep 28 | Sirius | Lange | Do. | Bremerhaven |
| Oct. 2 | Forward Ho! | Hossack | Shanghai | London |
| — 5 | Lancashire Witch | Coghill | Rangoon | Liverpool |
| — 4 | Channel Queen | Lenfesty | Ilo Ilo | London |
| Sep. 18 | Nellie Abbott | Jordan | Manila | San Francisco |
| — 20 | Jos. Holmes | Crocker | Singapore | New York |
| Oct. 2 | Eastham | — | Batavia, for Amstdm. | Off Dungeness |
| — 3 | Mercur | Brandorff | Rangoon, for Bremer. | Off Falmouth |
| Sep. 22 | Evangeline | Bell | Yokohama | San Francisco |
| — 22 | Singapore | Confucius | Manila | Do. |
| Oct. 4 | Utrecht (s.) | — | Batavia, for Rottrdm. | Off Dover |
| — 4 | Constantia | Sollenborn | Rangoon for Bremen. | Off Eastbourne |
| — 4 | Glenallan | Shilston | Bangkok | Falmouth |
| — 3 | Hy. Pelham | Scoville | Rangoon | Queenstown |
| — 2 | Pepito | Olivares | Manila | Bilbao |
| — 5 | Axel | Landgren | Akyab | Falmouth |
| — 5 | Colonist | Brown | Maulmain | Do. |
| — | Clytemnestra | — | Bassein | Queenstown |
| — | Madura | Rolland | Akyab | Gironde |
| — 6 | Lochleven Castle | — | Singapore | Liverpool |
| — 6 | Jane Sprott | Sprott | Philippine Islands | Off do. |
| Sep 25 | Southern Cross | Hughes | Manila | Boston |
| Oct. 8 | Frances Milly | Folster | Ceylon | Deal |
| — 6 | Golden Russet | Hall | Singapore | Portland |
| — 8 | Northern Empire | Irvine | Akyab | Liverpool |
| — 10 | Proteus | Murphy | Rangoon | Do. |
| — 7 | Linda | Hupper | Bassein, for Bremen | Off Falmouth |
| — 7 | Leander | Smith | Foochow | Off Scilly |
| — 9 | Ariel | Courtenay | Do. &c. | Off Plymouth |
| — 8 | Lahloo | Smith | Do. | Off the Eddystone |
| — 9 | Carl v. Dobeln | Stamman | Rangoon | Falmouth |
| — 9 | Martin | Dahl | Do. | Do. |
| — 9 | Gustav Adolph | Anderson | Akyab | Do. |

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## ARRIVALS—*Continued.*

| Date. | Ship. | Captain. | From. | At. |
|---|---|---|---|---|
| Oct. 7 | Elmiena | Piera | Java, for Amsterdam | Off Dungeness |
| — 9 | Margaret Pugh | Jones | Colombo | Off Scilly |
| — 9 | P. Madre | Sarignone | Rangoon | Queenstown |
| — 9 | Compeer | Campbell | Do. | Do. |
| — 12 | Nile (s s.) | Gaine | Japan, China, Singp. | London |
| — 11 | Keystone | Whidden | Akyab | Falmouth |
| — 12 | Eblana | Wilson | Do. | Liverpool |
| — 9 | China | Jordon | Rangoon | Bremerhaven |
| — 8 | Allegonda Jacoba | Mammes | Batavia | Brouwershaven |
| — 7 | Comete | Bernard | Saigon | Bordeaux |
| — 12 | Desdemona | Deslandes | Rangn., for Flensburg | Falmouth |
| — 13 | Sir Lancelot | Robinson | Foochow | Deal |
| — 13 | Eliza Shaw | Gaye | Shanghai, &c. | Do. |
| — 13 | Lady Louisa | — | Bangkok | Falmouth |
| — 14 | Taitsing | Bloomfield | Shanghai | London |
| — 13 | Arbutus | — | Colombo, for Amstdm | Deal |
| — 13 | Aftenstjernen | Evansen | Akyab | Falmouth |
| — 14 | Martin | — | Rangoon | Deal |
| — 13 | Lizzie | Williams | Bangkok | Falmouth |
| — 14 | Ellisif | Hauge | Akyab | Do. |
| — 14 | Ocean Spray | Miller | Bangkok | Do. |
| — 14 | Louise | Peters | Bassein | Off do. |
| — 14 | Jane Dovie | — | Moulmain | Liverpool |
| — 14 | John Rennie | — | Rangoon | Do. |
| — 14 | Fop Smit | — | Java, for Rotterdam | Off Dungeness |
| — 15 | Tellus | Hansen | Rangoon, for Hambrg | Off Falmouth |
| Aug 31 | Cecilia | — | Hong Kong | Callao |
| Oct. 15 | Deerhound | — | Macao | Downs |
| — 15 | Stirlingshire | — | Zebu | London |

## DEPARTURES.

| Date. | Ship. | Captain. | For. | From |
|---|---|---|---|---|
| Sep 28 | Valkyrien | Balchen | Galle | Cardiff |
| Oct. 2 | Queen of the Age | Clyma | Hong Kong | London |
| Sep 30 | Hengist | Burchell | Hiogo | Sunderland |
| — 28 | Hesperus | Spring | Shanghai | Cuxhaven |
| Oct. 1 | Gladiator | Little | Batavia & Sourabaya | London |
| — | Acera | — | Java | Amsterdam |
| — 2 | Constantia | Amundsen | Singapore | Cardiff |
| — 2 | Heros | Olsen | Galle | Do. |
| — 3 | Triton | — | Hong Kong | Do. |
| — 3 | Veritas | Ingram | Do. | Liverpool |
| Sep. 20 | Malay | Hough | Do. | San Francisco |
| Oct. 6 | Ellenborough | Robb | Do. | London |
| — 6 | Caroline | Paulsen | Cardiff and Singapore | Do. |
| — 5 | Laura and Gertrude | Poppelbaum | Galle | Cardiff |
| — 7 | Corea | Thom | Penang | London |
| — 7 | Henry Grenfell | Pindon | Singapore | Do. |
| — 6 | Olaguivel | Uriz | Galle | Cardiff |
| — 6 | Banda | Evans | Singapore | Liverpool |
| — 6 | Queen's Own | M'Dougal | Shanghai | Sunderland |
| — 6 | Salamanca | Davis | Colombo | Gravesend |
| — 6 | Tinnevelly | Bone | Galle | Plymouth* |
| — 7 | Clementina | Harding | Do. | Cardiff |
| — 7 | Haddington | Angove | Yokohama | Liverpool |
| Sept 27 | Parsee | Soule | Hong Kong | San Francisco |
| — 25 | Ocean Express | — | Do. | Do. |
| Oct. 4 | Bangkok (s.s.) | Huffenden | Singapore | Glasgow |
| — 11 | Derwent | Gadd | Shanghai | London |
| — | Louise | Bonjer | Batavia | Amsterdam |
| — 8 | St. Petersburgh | Kesselbach | Singapore | Cardiff |
| — 9 | The Bride | Poppenwell | Galle | Sunderland |
| — | Friesland | — | Java | Rotterdam |
| — 8 | Emsass (Dutch bq.) | — | Singapore | Off the Lizard |
| — | Virgilia | Sueur | Cardiff & Yokohama | Liverpool |
| Sep. 29 | Mauritius | — | Hong Kong | San Francisco |
| Oct. 12 | The Caliph | Ritson | Shanghai | London |
| — 14 | Titania | Burgoyne | Do. | Do. |
| — 11 | Feliz | De Urrutia | Manila | Glasgow |
| — 15 | Osaka | Leslie | Yokohama | London |
| — 9 | Witch of the Wave | Bachelder | Hong Kong | Rio de Janeiro |
| Aug 24 | Gesine Brons | Groendal | China | Iquique |

* After repairing.

*(See Commercial Postscript and Correspondents' Letters.)*

## LOADING.

At London.—For Hiogo and Osaka: Royal Minstrel. For Yokohama: Eliza Shaw, Black Watch. For Tientsin and Chefoo: Amberwitch, Bessie Morris. For Shanghai: Forward Ho! Leander, Lahloo, Ariel. For Hong Kong: Isles of the South, Norman Court, Tonbridge, Sir Lancelot, Taitsing. For Singapore: Sir Henry Havelock, Frances. For Penang: Buston Vale. For Singapore and Penang: King Harold. For Batavia and Sourabaya: New Brunswick. For Colombo: Teviot, Warrior, Boyne. For Colombo, &c.: Queen of the West, Queen of Devon. For Trincomalee and Galle: Timon.

At Liverpool.—For Yokohama: Caractacus. For Hong Kong: Lily of Devon. For Singapore: Clifton. For Manila: Maria, Loyola, Olano. For Batavia and Sourabaya: Hans. For Mauritius, Penang, Singapore, Hong Kong, and Shanghai: Nestor (str.), Achilles (str).

At Glasgow.—For Singapore, Hong Kong, Yokohama, and Nagasaki: Eastern Isles (str.). For Yokohama: Wilhelmina Emma (st.). For Batavia and Sourabaya: County of Bute. For Singapore: Wemyss Castle. For Penang: Hyacinth.

## SPOKEN.

Mary Simpson, Penang to London, Aug. 7, 2 S., 18 W.
Nabob, Bangkok to Amsterdam, Aug. 8, 1 S., 19 W.
Naworth, Liverpool to Singapore, Aug. 12.
Queen of the South, of Dumfries, for Japan, Sept. 17, 51 N., 10 W.
Laurel, London to Shanghai, Aug. 13, 2 N., 20 W.
A Danish barque, Hamburg to Hong Kong, Aug. 10, 26 S., 33 W.
Alice, London to Galle, Aug. 22, 11 S., 29 W.
Parana, London to Penang, Sept. 3, 10 N., 26 W. [foul.
Sarah Anderson, Bangkok to Scilly, July 11, 24 S., 59 E., with bottom
Duke of Northumberland, Swansea to Galle, Sept. 1, 4 N., 24 W
Antonia, Batavia to Rotterdam, July 18, 29 S., 44 E.
Salado, Penang to London, Aug. 22, 14 S., 6 W.
Petchelee (?) (barq.), Liverpool to Hong Kong, July 12, 1 S., 25 W.
Henry Reed (ship), Cardiff to Shanghai, July 18, 12 S., 32 W.
Stad Dockum (Dut. barq.), Amsterdam to Batavia, July 23, 21 S., 36 W.
Nestor (Dut. ship), Batavia to Dunkirk, Sept. 19, 12 N., 26 W.
Lloyds, Cardiff to Galle, Aug. 4, 19 S., 28 W.
Evangeline, Newcastle to Galle, Aug. 26, 16 N., 25 W.
Tetuan, Cadiz to Manila, Aug. 28, 1 S., 20 W.
Leander, Foochow to London, Aug. 3, 16 S., 80 E.
Ternate, Batavia to Rotterdam, Aug. 26, 21 S., 1 W.
Oceana, Colombo to Havre, Aug. 27, 19 S., 2 W.
Arlington, Liverpool to Galle, Sept. 6, 1 N., 23 W.
Voladora, Manila to London, Aug. 11, 31 S., 36 E.
Edinburgh Castle, Singapore to Liverpool, Aug. 13, 31 S., 12 E.
Parker (?) (Span. bq.), Havana to Amoy, 50 days out, Sept. 2, 2 N., 22 W.
Agatha Johanne, Cardiff to Hong Kong, Aug. 29, 1 S., 26 W.
Zephyr, Cardiff to Shanghai, Sept. 11, 13 N., 26 W.
Mary Gillespie, Manila to London, Sept. 29, 12 N., 25 W.
City of Agra (ship), Liverpool to Shanghai, Aug. 16, 24 S., 31 W.
L. B. (French barq.), Havre to Japan, Aug. 18, 22 S., 33 W.
Niko, Batavia to Amsterdam, July 21, 35 S., 21 E.
Gebr. van der Beek, Amsterdam to Batavia, Sept. 4, 14 N., 28 W.
Couranto, Ceylon to London, Sept. 13, 26 N., 34 W.
Hansa, Cardiff to Hong Kong, July 31, 3 N., 23 W.
Kanagawa, Batavia to Rotterdam, Aug. 7, 35 S., 20 E.
N. C. H. Q. (Alcyone) (barq.), Amstdm. to Srbya., Aug. 25, 9 N., 24 W.
1st d. p., No. 9,021 (Eng. ship), Clyde to Singapore, Aug. 15, 23 S., 31 W.
3rd d. p., No. 8,526 (Eng. ship), Crdff. to Hg. Kg., Aug. 15, 23 S., 31 W.
Ludwig (N. G. brig), Cardiff to Hong Kong, Aug. 23, 18 N., 27 W.
Hazard, Manila to Boston, July 14, 28 S., 42 E.
Foxglove, Singapore to Liverpool, Sept. 7, 17 N., 25 W.
Zeenymph, Amsterdam to Batavia, Aug. 31, 3 N., 28 W.
Lennox Castle (ship), Shanghai to London, Sept. 5, 28 S., 8 E.
Yeund (Dut. brgt.), Amsterdam to Batavia, Sept. 16, 13 N., 27 W.
Berwick Castle, from Shanghai, 53 days out, off Mossel Bay.
Mikado, South Shields to Batavia, Sept. 15, 19 S., 30 W.
Robertus Hendrikus, Rotterdam to Batavia, Sept. 6, 17 S., 30 W.
Marion, Manila to Falmouth, 10 Aug., 34 S., 27 E.
Rosa del Turia, Manila to London, 19 Aug., 33 S., 15 E.
Charlotte, Singapore to Liverpool, 25 Aug., 24 S., 3 E.
William Clowes (Eng. barq.), Colombo to London, 11 Aug., 35 S., 24 E.
Carnatic, Foochow to London, 27 Aug., 19 S., 3 E.
Bella, Cardiff to China, 5 days out, 4 Oct., 47 N., 9 W.
Fair Leader (barque), London to Hong Kong, 4 Sept., 13 N., 26 W.
Maria Eliza, Amsterdam to Batavia, 20 Sept., 11 N., 26 W.
Hong Kong, Manila to Cadiz, 16 Aug., 34 S., 29 E.
William Clowes, Colombo to London, 1 Sept., 13 S., 9 W.
Sophia, Batavia to Amsterdam, Sept. 16, 13 N., 27 W.
Freya, Hong Kong to Hamburg, Oct. 4, 44 N., 26 W.
Sarah Anderson, Bangkok to Falmouth, Sept. 10, 2 S., 15 W.
French ship, Siam to Blyth (?), 5 days out, June 23, 24 S., 57 E.
Spindrift, Foochow to London, Aug. 31, 35 S., 20 E.
Argonaut, Shanghai to London, Aug. 31, 35 S., 20 E.
Countess Russell, London to Hong Kong, July 14, 19 S., 35 W.
Whinfell, Shanghai to London, Sept. 28, 9 N., 27 W.
Maria Aurinna (?) (Norwg. brig), Amsterdam to Batavia.
Tryphena (Pruss. barq.), Sarawak to London, 91 days out, 6 S., 16 W.

## FREIGHTS AND CHARTERS.

Berth freights to the Eastern ports still continue without change; coal freights from the Northern outports are very dull, and show no signs of amendment.

Current rates of freight for vessels on the berth:—To Yokohama: 32s. 6d. weight, 30s. meast. To Nagasaki: 45s. weight or meast. To Hiogo or Osaka: 40s. weight, 35s. meast. To Shanghai: 40s. weight, 35s. meast. To Hong Kong: 35s. weight, 27s. 6d. meast. To Batavia: 25s. weight, 30s. meast. To Singapore: 30s. weight, 25s. to 30s. meast. To Ceylon: 20s. to 25s. weight, 20s. meast. At New York to China; $12 to $15 per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—For Shanghai: £42. For Hong Kong: £33. For Singapore: £24. For Galle: £22. 10s. From Newport, Cardiff, or Swansea per ton. For Shanghai: £2. For Hong Kong: £1 10s. For Singapore: £1 4s. For Galle: £1 2s. 6d.

The Admiralty have invited tenders for the conveyance of small stores to Hong Kong.

## CASUALTIES.

A telegram received from New York Oct. 1, per Atlantic Cable. states that the Chaturanga, from Singapore to new York, was disabled, and discharging at St. George's, Bermuda.

The Malakoff, from Colombo to London, was spoken, Aug. 9, off Agulhas, with maintopmast gone.

The Early Morn, from Dundee to Singapore, was spoken, Sept. 1, 13 N., 27 W., with bowsprit sprung and foretopgallantmast carried away.

The Tinnevelly, Bone, from Shields, for Galle, put into Plymouth, Oct. 5, to have her bottom examined, having touched on the Shipwash, Sept. 22.

The Solent, Meldrum, which sailed from Cardiff, Sept. 25, for Hong Kong, was towed back to Penarth, Sept. 26, with loss of anchor and chain and cutwater.

Advices from Amsterdam, dated 5th October, state that the Waterloo, Abrahams, from that port to Batavia, had put back to the roads, having been in collision; she had lost mainyard, and would return to harbour.

The Lochleven Castle, M'Diarmid, arrived at Liverpool from Singapore, had experienced strong westerly gales from the 22nd July to 12th August, and been obliged to throw part of cargo overboard; she also shipped a very heavy sea on the 30th September, and lost a boy, two boats, chain plates of mizen rigging, &c.

The Gustav, Schult, from Hamburg, to Shanghai, put into Port Elizabeth leaky, Aug. 23, having experienced heavy weather after leaving Table Bay; her cargo was being discharged, but did not appear to have sustained any damage.

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According to advices from St. Thomas, of the 22nd September, the A. Lloret, Gonzalez, from Manila to London, which put in there August 15 leaky, had been condemned, and the master had advertised for vessels to bring on her cargo.

The Callao (ship), from China, with coolies, put into Honolulu previous to the 15th Sept.; soon after leaving port the coolies attempted to seize the vessel, but were unsuccessful.

The Granville, Gallichan, from Colombo to London, which touched at St. Helena, Aug. 28, had decks swept in a hurricane July 31.

The Corsair (bq.), Miller, which sailed from London Sept. 2, for Hiogo and Yokohama, was spoken, Sept. 23, forty miles west of the Lizard, with loss of sails, bulwarks, &c., having experienced heavy gales off the Lizard on the 11th, 13th, and 18th Sept.

## MISCELLANEOUS.

At St. Vincent, C. V.—Sept. 9, Lismore (s. s.), Morrison, from Dumbarton, and left 10 for Singapore.

At Dakar.—Aug. 1, Georges and Marie (str.), Leprovost, from Havre, for Singapore, &c.

Advices from Amsterdam, dated Oct. 2, state that the wreck of the Appelina, Youll, from Saigon to Schiedam, which was stranded at Velsen, near Wyk-aan-zee, about Sept. 13, was sold on the 29th, with the cargo, which was still on board.

At Ascension.—Aug. 29, Java, from Batavia, and sailed 30 for Falmouth.

Off Ascension.—Aug. 28, Kanagawa, from Batavia, for Rotterdam; 29, Anna and Sophia, from Batavia, for Amsterdam; Sept. 5. Hochelaga, from Penang, for London; 11, Taitsing, from Shanghai, for London; 12, Cavalier, from Philippines, for Falmouth.

At St. Helena.—Aug. 28, Granville, Gallichan, from Colombo, and sailed for London; Algernon, Otty, from Hiogo, and sailed 29 for Rotterdam; Tycoon, Mutter, from Shanghai, and sailed 29 for New York; 29, Macao, Morales, from Amoy, and sailed Sept. 2 for Havana; Fop Smit, Mets, for Batavia, and sailed 30 for Rotterdam; Eleanor, Maxwell, from Singapore, and sailed Sept. 2 for London; Tamaris, Cayales, from Macao, and sailed 31 for Havana; Santa Maria, Fernandez y Garcia, from Manila, for Cadiz; W. H. Haselden, Rose, from Ceylon, and sailed Sept. 4 for London; 30, Ternate, Cars, from Batavia, and sailed Sept. 5 for Rotterdam; Sept. 2, Meggie, Brodie, from Singapore, and sailed 3 for London; 6, Cavalier, Simpson, from Ilo Ilo, and sailed 7 for Falmouth; 8, Catharina Elizabeth, Brakker, from Sourabaya, and sailed for Amsterdam; Medea, Ankringa, from Batavia, and sailed for Rotterdam; 12, Presto, Bonjer, from Tjilatjap; 14, Honigby, v. d. Valk, from Batavia, and sailed for Middleburg.

Off St. Helena.—Sept. 2, Voladore (Span. barq.), from Manila; 3, Palanquin; from Manila, for Cadiz, Asterion; from Singapore, 11, Sir Lancelot (ship), from Foochow.

At Table Bay.—Aug. 23, Chrysolite, Long, from Nagasaki, and sailed 25 for London.

The P. and O. Company's new screw steamer *Hindustan*, Captain Curling, at her trial on the 7th inst., attained a mean speed of 14 knots, with a pressure of 30lbs. steam and 55 revolutions. The builders are Messrs. Day and Co., of Southampton. The length between perpendiculars is 349ft. 10in.; over all, 382ft. 8in.; breadth moulded, 42ft. 3½in.; depth of hold, 33ft.; tonnage, builders' measurement, 3,086 tons; and engines of 600-horse power. She has accommodation for 176 first and 55 second-class passengers, and will be able to carry 800 tons of coals and 1,400 tons of cargo. She will shortly be despatched for the Calcutta and Suez line. The company have another vessel of similar size building by Messrs. Caird and Co., on the Clyde, to be called the *Mirzapore*.


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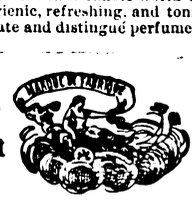

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WM. CLOUGHTON, Managing Director.

New Harbour, Singapore, June, 1868.

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Hong Kong, Aug. 15, 1867. CHAS. A. SAINT.

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# THE TANJONG PAGAR DOCK COMPANY
## (LIMITED).

MINUTES of the ELEVENTH ORDINARY GENERAL MEETING of the Shareholders in the TANJONG PAGAR DOCK COMPANY (Limited), held at the Company's Offices, Collyer Quay, Singapore, on MONDAY, the 30th August, 1869

Present—Hon. Thos. Scott; R. Padday, Esq.; A. T. Carmichael, Esq.; G. Lipscombe, Esq.,; P. Joaquim, Esq.; F. Kustermann, Esq.; J. L. Kirby, Esq.; W. Adamson, Esq.; J. B. Caldbeck, Esq.; Whampoa, Esq.; H. Buchanan, Esq.; Dr. Little; A. Logan, Esq., Solicitor to the Company; E. M. Smith, Esq., Manager; and the Hon. Thos. Scott in the Chair.

The Directors' Report, Balance-sheet, and Profit and Loss Account for the half-year ending 30th June 1869, having been for some days in the hands of all present, were taken as read.

Proposed by G. Lipscombe, Esq., seconded by Dr. Little:—"That the Directors' Report be received, and the accounts as rendered passed." Carried unanimously.

The severe competition which has hitherto rendered the working of the Dock so little profitable, and the possibility of an arrangement being come to between the three Docks as to rates of charges, having occupied the attention of the meeting, it was decided to authorise the Directors to receive and consider any proposals which may be made to them having that object in view, if they considered it necessary, calling an extraordinary meeting to obtain the sanction of the Shareholders to any proposition it may appear to them desirable to accept.

A unanimous vote of thanks to the Directors, proposed by Mr. Carmichael, closed the proceedings.

THOS. SCOTT, Chairman.

## REPORT OF THE DIRECTORS.

TO THE SHAREHOLDERS IN THE TANJONG PAGAR DOCK COMPANY (LIMITED).

GENTLEMEN.—

In laying before you the accounts of the half-year ending the 30th June, 1869, your Directors have to congratulate you on the realisation of the hopes expressed in their last report, that public confidence would increase, and that they would soon be in a position to place new shares and liquidate existing debentures and loans.

The Shareholders are already aware that at an Extraordinary Meeting held on the 28th June last, and confirmed at a subsequent meeting held on the 17th July, your Directors were empowered to raise the sum of 250,000 dols. by the issue of Preference Shares at 7 per cent., with an increase to a maximum dividend of 9 per cent., contingent on a certain increase in profits.

Owing to the substantial assistance afforded by the leading Shareholders, Preference Shares to the amount of 75,900 dols. have already been issued, and a further sum of 60,000 dols. is promised.

The amount received has been applied in liquidation of the claim of the Oriental Bank, which has been paid in full, the requisite balance being supplied by another Bank, pending the receipt of further sums for preference shares.

The Company will thus be relieved of a heavy charge for interest, amounting to a sum of from 7,000 dols. to 8,000 dols per annum, and it is expected that when the first debentures fall due, others can be issued if found necessary at a reduced rate of interest.

The first series of Debentures will fall due on the 10th of October next, but the majority of holders have intimated their desire to have them renewed for another year in the terms of the original bond.

It will be seen that the immediate benefit to shareholders will not be so great as if it were in the Directors' power to pay off all debentures at once, and that we must wait until after October, 1870, to reap the full benefit of the reduction in interest. The last six months, of course, have been in no way affected by this reduction.

The business at the Wharf for the last half-year has yielded a fair return, the net profits for this period are 14,822 dols. 27c., being an increase of 5,279 dols. 73c over the previous half-year, and your Directors hope that the income from this source will steadily improve.

As regards the Dock, which ought to give at least as large profits as the Wharf, your Directors regret that an unreasonable competition has prevented any adequate return from this source. It is well known that your Dock has the largest constituency of any in the place, and it is not reasonable to suppose that the competition can be carried much further.

The net profits on the Dock and Machine Shop for the half-year have been only 4,371 dols 21c., the profits derived from these accounts having been lessened this half-year by the fact that a considerable portion of the wages and other charges for December, 1868, were not paid and debited until January of this year, whilst the whole of charges for salaries, material, and labour to 30th June, in both departments, are taken to account.

At your last meeting the Directors stated that all expenditure on capital account was now limited to a small charge for dredging the entrance, and completing the pier head at the eastern side of the Dock; no change has been made in this respect, excepting some new Coal sheds and filling up of ground called for by the large increase in the stock of Coal.

The increase in the capital account is 12,731 dols. 11c., being 4,400 dols 79c. for the half-year, and 8,330 dols. 32c paid this half for work previously performed.

During the half-year there have been berthed at the Wharf 99 steamers, of 60,654 tons register; 65 sailing vessels, 30,752 tons register; and the Dock has accommodated nine steamers, of 4,578 tons register; and 24 sailing vessels, of 12,197 tons register.

The Coal stored on account of constituents amounts to about 32,000 tons.

The Directors have again waived their claim to the fees they are entitled to under the Articles of Association.

(Signed) THOS. SCOTT, Chairman.


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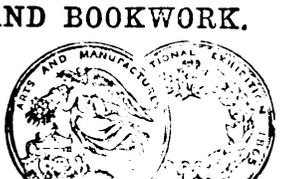

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| Do. ..... | Windhover ... | A1 16 yr. | E.I.D. | To follow |
| Hong Kong | Tonbridge(n) | A1 17 yr. | E.I.D. | With des. |
| Do. ..... | Taitsing ..... | A1 14 yr. | E.I.D. | With des. |
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| Do. ..... | Tseping ..... | A1 14 yr. | E.I.D. | To follow |
| Do. ..... | Kaisow ..... | A1 16 yr. | E.I.D. | To follow |
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| Yokohama (Kanagawa) | Eliza Shaw | A1 17 yr. | E.I.D. | With des. |

For Freight or Passage apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

---

JOHN C. CAMPBELL will despatch the following splendid VESSELS:—

| Destination. | Ships. | Tns. | Class. | Dock. | Sailing about |
|---|---|---|---|---|---|
| Colombo .. | Warrior .... | 397 | A1 12 yr | W.I.D. | Oct. 23 |
| Do. ..... | Granville.... | 696 | A1 15 yr. | W.I.D. | Nov. 5 |
| Do. ..... | Q of Ceylon | 422 | A1 10 yr. | W.I.D. | To follw |
| Malabar Coast ... | Ann Lucey | 270 | A1 11 yr. | W.I.D. | Nov. 10 |
| Ceylon ... | Simon ... | 223 | A1 12 yr. | L.D. | Oct. 25 |

No. 22, Great St. Helen's, E.C.

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CHINA AND JAPAN.

THE following high-classed Clipper VESSELS will be despatched as under:—

| Port. | Ship. | Class. | Dock. | Last Shipping Day. |
|---|---|---|---|---|
| Yokohama | Black Watch | A1 12 yr. | E.I.D. | With des. |
| Tientsin and Chefoo ... | Amberwitch | A1 12 yr. | W.I.D. | With des. |
| Hiogo and Osaka..... | Royal Minstrel ..... | A1 14 yr. | E.I.D. | With des. |

For Freight or Passage apply to NORRIS and JOYNER, 60, Cornhill, E.C.

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PROCEEDS UNDER STEAM, GLASGOW to YOKOHAMA (will call at Nagasaki should encouragement offer, and with leave to call at Singapore and Hong Kong), the splendid new Clyde-built, powerful, composite screw steamer WILHELMINA EMMA, 16 years, A1 at Lloyd's, 600 tons, 100-h.p. nominal, 550 indicated. This magnificent vessel offers an excellent opportunity to shippers of box and bale goods, and has handsome accommodation for first-class passengers. Will be at a loading berth in a few days, and will sail about middle of October, under the charge of an experienced commander.

For Freight or Passage apply to Messrs. MILLER BROTHERS, No. 9, Prince's-square, or to THOMAS SKINNER and Co., 12, Gordon-square, Glasgow.

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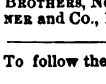
To follow the "Spirit of the North." With immediate despatch.



DIRECT for COLOMBO, the favourite Clipper Ship WARRIOR, A1 12 years; 397 tons register, J. TURNBULL, Commander; West India Docks. This magnificent clipper is well-known for her rapid passages, and for the good order in which she always delivers her cargo. Has just passed her half time survey, and is newly metalled.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

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Malabar Coast. To follow the "Dione." Will meet with the usual quick despatch.

DIRECT for COCHIN, CALICUT, MANGALORE, and CARWAR, the beautiful clipper ship ANN LUCEY, A1 11 years; 270 tons register, 450 tons burthen; WILLIAM NOBLE, Commander; West India Docks. This magnificent vessel, so well and favourably known in the Ceylon trade, presents the finest opportunity to shippers.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

Mate's receipts must be left before bills of lading can be signed.

L. H. and B. will not be responsible for demurrage on Craft sent alongside without their instructions.

N.B.—Shippers are particularly requested to have the Port for which the goods are intended distinctly marked on the packages, to prevent delay and confusion on delivery.

Will meet with quick despatch, having the greater portion of her cargo engaged.

FOR POINT DE GALLE, CEYLON (calling at TRINCOMALEE), the beautiful clipper ship SIMON, A1 12 years, 223 tons register, T. VOLK, Commander; London Docks. This fine vessel is well known for the fine order in which she invariably delivers her cargoes.

For Freight or Passage apply to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

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To sail punctually on the 26th October.

FOR SHANGHAI, the celebrated clipper ship ARIEL, A1 16, years, 853 tons register; WILLIAM COURTENAY, Commander; East India Docks.

For Freight apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

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To follow the "Ariel."

FOR SHANGHAI, the splendid composite clipper HUNTLEY CASTLE, A1 14 years, 623 tons register; J. STEWART, Commander; East India Docks.

For Freight or Passage, apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

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**THE LONDON & CHINA TELEGRAPH.**

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FRENCH MAIL EDITION.]

# The London and China 新聞紙 Telegraph.

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON THE ARRIVAL OF THE FORTNIGHTLY ENGLISH, AND MONTHLY FRENCH MAILS FROM CHINA, JAPAN, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A SUMMARY OF NEWS FOR THE OUTWARD MAILS.

VOL. XI.—No. 330.] LONDON, MONDAY, OCT. 25, 1869. [Price 9d., with Sup. 1s. 3d.—Sub. 30s. per ann., postage included. Sup. 12s. extra.

## Latest Advices.

| Ports. | Outward. From London. | Outward. Arrived out. | Homeward. Received this day. |
|---|---|---|---|
| JAPAN — Yokohama | — | — | Aug. 31 |
| Yedo | | | |
| Osaka and Hiogo | | | |
| Hakodadi | | | |
| Nagasaki | — | — | Aug. 26 |
| CHINA — Peking | — | — | Aug. 23 |
| Tien-tsin | — | — | Aug. 26 |
| Chefoo | | | |
| New-chwang | | | |
| Hankow | — | — | Aug. 27 |
| Kiu-kiang | | | |
| Chin-kiang | | | |
| Shanghai | July 16 | Aug. 30 | Sept. 2 |
| Ningpo | | | |
| Foochow | — | — | Aug. 31 |
| Formosa | | | |
| Amoy | — | — | Sept. 2 |
| Swatow | | | |
| Hong Kong | July 30 | Sept. 8 | Sept. 9 |
| Canton | | | |
| Macao | | | |
| PHILIPPINES— Manila | | | |
| COCHIN-CHINA— Saigon | Aug. 5 | Sept. 10 | Sept. 13 |
| SIAM — Bangkok | | | |
| BORNEO—Labuan | | | |
| Sarawak | | | |
| JAVA — Batavia | — | — | Sept. 13 |
| Samarang | — | — | Sept. 13 |
| Sourabaya | — | — | Sept. 11 |
| MALACCA STRAITS— Singapore | — | — | Sept. 18 |
| Penang | | | |
| CEYLON—Colombo | Aug. 27 | Sept. 21 | Sept. 25 |
| Galle | Sept. 2 | Sept. 26 | Sept. 27 |

### THE MAILS, &c.

The above mails reached London yesterday, and were delivered this morning. The next inward mail, P. and O., is due next Monday, the 1st Nov., with seven days' later news. The Southampton part of the last mail arrived per *Tanjore*, on 24th, with 1,600 bales silk.

The Galle telegraphic line is still interrupted between Bagdad and Fao by the Arab insurrection The latest dates are from Hong Kong to 16th Sept. *Via* Kiachta dates from Shanghai are to the 5th Oct., received on 23rd. The Suez and Alexandria lines are working well.

## List of Passengers.

### PASSENGERS INWARD.

By this mail to Marseilles, per *Peluse*, arrived at Marseilles, Oct. 22.—From Yokohama: Messrs. Lauer, Laurie. From Shanghai: Messrs. Mowatt, Borel, Sicco, Wittell, Monseignors Sinclan, Pickson, Languillot. From Hong Kong: Messrs. Lopez, Serrana, Giminez, Franza, Serer, Sereza, Martinez, Cepeda, Racca, De Castellaza, Elizu, Cotti, Sagunen, Hillario, Alcazar, Alvarez, Rodriguez, Morlat, Mesdames Dilbart, Del Rio, Rajas. From Saigon: Messrs. Lafan, Toubantier, Marx, Centrieres, Mayer, Mulaton, De la Gandolie, Madame Philartre and two children. From Batavia: Messrs. Voorman, Kock, Fleury. From Singapore: Messrs. Le Maitre, Adin, Horman. From Galle: M. Garavel.

Per *Belted Will*, arrived Oct. 21.—From Hong Kong: Mr. and Mrs. Jarman and children.

By last mail, to Southampton, per P. and O. steamer *Tanjore*, arrived Oct. 24.—From Shanghai: Mr. and Mrs. Whelan. From Hong Kong: Rev. J. Kyle, Lieut. Mead, R N., Mr. Breeze. From Singapore: Mr. George. From Penang: Mr. J. Mahomed Aragai. From Galle: Lieut. and Mrs. Smithett, Mrs. Caulfield and child, Mr. Kendrew, child and servant, Mr. and Mrs. Braybrooke, three children, and two servants, Mr. Johnstone, Mr. Chitty.

### PASSENGERS OUTWARD.

Per P. and O. steamer *Pera*, from Southampton, Oct. 16.—To Yokohama: Mrs. A. K. Brown and child. To Hong Kong: Mr. R. Bruce, Mr. C. D. Surman, and three second-class passengers. To Batavia: Mr. W. P. Beck. To Ceylon: Mrs. Wilson, Mr. J. Hamilton, Mr. N. L Bartholomenez, and two second-class passengers.

Per P. and O. steamer *Ceylon*, from Marseilles, Oct. 24.—To Shanghai: Mr. and Mrs. J. F. Wallace, Mr. J. Holliday. To Hong Kong: Mr. F. Hüchting, Mr. CHolliday, Mr. A. Heiland, Mr. H. G. Allen, Mr. G. R. Donkin, Mr. John Fraser. To Singapore: Mr. R. C. Smith, Mr. J. Ogilvie, Miss Payne, Miss Napier, Mrs. Lewis, child and daughter. To Ceylon: Mr. W. C. Brodie, Mrs. Longley, Mr. H. D. Cunningham, Col. W. H. Cox.

Per P. and O. steamer from Suez, Oct. 31.—To Shanghai: Mr. F. Müller.

Per P. and O. steamer *Nyanza*, from Southampton, Oct. 30.—To Hong Kong: Mr. E. S. Scott, Mr. C. C. Huhlmann. To Singapore: Mr. P. McMaster. To Ceylon: Mr. Carson, Mr. E. Layard, Mr. R. A. B. Dobree, Mr. and Mrs. Jessop.

Per P. and O. steamer *Bangalore*, from Marseilles, Nov. 7.—To Hong Kong: Mrs. Pauncefote, Mr. A. Bazley, Mr. P. Ryrie. To Penang: Mr. and Mrs. G. M. Sandilands. To Ceylon: Mr. and Mrs. St. Albin, Mr. Garbutt.

Per P. and O. steamer from Suez, Nov. 14. To Batavia: Mr. Wilmer. To Ceylon: Capt. D. G. Sandeman, Capt. J. H. Warnes.

Per P. and O. steamer from Marseilles, Nov. 14.—To Hong Kong (viâ Bombay): Mr. D. Maclean.

Per P. and O. steamer *Tanjore*, from Southampton, Nov. 13.—To Hong Kong: Mr. and Mrs. F. W. White, Mr. J. A. Drought. To Singapore: Mr. A. D. Forbes. To Ceylon: Mr. H. L. Forbes, Mr. Vanderspar, two Misses Vanderspar.

Per P. and O. steamer *Pera*, from Marseilles, Nov. 21.—To Singapore: Mr. A. Fraser, Mr. and Mrs. Weir and two children, Miss A. M. Dare. To Ceylon: Mr. and Mrs. J. H. Cheape, Mr. D. A. Hambrough, Mr. and Mrs. H. F. Shipster, Captain and Mrs. Irvine, Capt and Mrs. Ballantyne, Mrs. Vetch, Mr. W. Douglas, Mr. and Mrs. Newman and three children.

Per steamer *Nestor*, from Liverpool, Oct. 19.—To Singapore: Mr. H. Dalgleish, Mr. T. McMicking, Mr. W. Koll, Miss E. Mitchell. To Hong Kong: Messrs. W. Waterfield, J. S. Cape, W. Spey, J. Pill, W. H. Trout, E. Roberts, T. Harrup, F. Brockton, J. Adamson, E. Bishop, J. W. Owen, J. Phillips, E. C. Roberts, J. R. Harvey, J. Plumley, T. Tregidge, W. Macey, J. D. Chater, N. Meaden, F. W. Robinson, J. Miller, W. E. Roskelly, G. W. Whitting, Mr. Murry. To Shanghai: Mr. and Mrs. J. Simpson, Miss Irvine, Rev. G. E. and Mrs. Moule and children, Miss Laurence.

## Summary of News from the Far East.

### JAPAN.

#### YOKOHAMA.

Advices by the present mail are to Aug. 31, only two days later than given in our last. A correspondent on the arrival of the Duke of Edinburgh says that the *Galatea* steamed into harbour on the 29th, saluting the fleet and the flag of Admiral Keppel. The Prince landed on the 29th and 30th, and was to proceed to Yedo in a day or two. Great interest and excitement prevailed.

#### HIOGO.

Letters from this port from the American squadron relative to the late gale have been received at New York. We give the following extract from an officer of the *Oneida*, dated Hiogo, Aug. 24 :—

We arrived here on the morning of the 21st, having left Yokohama under sail on the 17th inst. for this place, and when about mid-distance, on the night of the 19th, at eight o'clock, and logging nine knots, the barometer fell suddenly, indicating a storm, when all hands were called immediately to take in sail, but before the order could be carried out a typhoon was upon us in all its fury, which lasted for twelve hours, lashing the sea into foam, deluging our decks with water, and tearing all our sails into shreds. From the time it struck us, after which we lay to, it increased in fury, and reached its culminating point between two and three o'clock on the morning of the 20th, when an immense sea made a breach over us, carrying away our launch, second cutter, and dingy, staving in both quarters of our third cutter, and carrying away a portion of our hammock netting and pivot ports. The typhoon at this point was blinding in its rage, and during its prevalence it was almost a matter of impossibility to keep the decks or work with any result. Nevertheless, our officers and men determinedly persevered in their efforts to save the ship amid the fury of the elements, which momentarily threatened to overwhelm her. The typhoon took its course from the south-east, veering round to the south-west in its increasing fury, and, returning to its point of departure, gradually abated in violence from 8 A.M. of the 20th, shortly after which it died away, the barometer gradually lifting, and the sun at last peering through the tempest clouds. Our vessel passed through the trying ordeal nobly, and rode the gale like a stanch seaboat, which she has proved herself to be. We passed a number of native boats dismasted and waterlogged.

The *Iroquois*, which left Yokohama under sail on the 18th for Nagasaki, came in here on the night of the 22nd. Her experiences

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of the typhoon and its duration were similar to those on the *Oneida* She was struck by it when close in shore three hours later than this vessel, or about 11 P.M. of the 19th. She lost all her sails, which were torn to ribbons, sprung her foremast, had her launch and a portion of her netting and pivot ports driven in board, and lost an anchor and 120 fathoms of chain cable overboard by the violence of the storm on dropping both her anchors to prevent her being dashed to pieces on the wild and rocky coast along which her course lay, and on which she was driven. One of the anchors having parted and gone by the board, steam was got up to lighten the great strain on the remaining anchor. On the abatement of the storm she steamed for this port. where we transferred to her one of our spare anchors before leaving for her destination on the 23rd.

The American steamer *Mars*, from Yokohama on the 21st, arrived here on the 24th, and from her we learn that the *Ashuelot* had reached that place in safety. A part of the typhoon visited this place, levelling some buildings in process of erection and doing damage generally throughout the Settlement.

We find that the foreign merchants and residents of this place, numbering some 300 persons, mainly composed of American, English and Dutch pioneer settlers, now in extensive business, have armed and are preparing to organise themselves into a rifle brigade or club for their mutual protection, as it appears that ten or fifteen days since, when no foreign national vessels were in harbour, some 200 Ronans, two-sworded men (a species of swash-buckler), belonging to some of the native clans, declared their design of clearing out all foreigners from this locality; whereupon the Japanese Governor had informed the various settlers, through their respective consuls, of his inability to afford them any protection whatever.

## CHINA.

—o—

### SHANGHAI.

(FROM OUR OWN CORRESPONDENT.)

SHANGHAI, Sept. 2.

The English mail of July 16, per *Malacca*, came to hand on the afternoon of the [30th ult., bringing London telegrams—by the *London and China Express Telegraphic Extra*, Galle, Aug. 10—to Aug. 5. Telegrams have been received, *via* Kiachta, dated London, Aug. 10, in nineteen days.

PEKING.—Baron von Gumpach writes to the *North China Daily News* that Sir Rutherford Alcock has not pressed the telegraph question on the Tsung-li-Yamun since November last. It is openly said that the Chinese Government have stopped the supplies to the Burlingame Mission. The expenses of the Mission for the first year are said to be $263,000. These rumours appear to have some foundation, as they are not contradicted in Shanghai. Mr. Hart will spend the winter in the South; he evidently considers himself safe while England and America are represented by Mr. Wade and Dr. Wells Williams. Sir Rutherford Alcock will return on leave of absence to England shortly after Mr. Wade arrives in Peking. It is decided that the Duke of Edinburgh will not visit the capital. The Throne has been memorialised on the subject of Lekim taxation; it is advised that a tariff of dutiable goods, and of the duties payable, shall be posted up at every barrier, so as to prevent extortion. "On the best authority" it is said that the Chinese Government seriously entertain a project for the construction of an experimental railroad from Shanghai to Soochow.

CHEFOO.—Mr. Markham, H.M.'s Consul, is about to proceed shortly on leave of absence to England. A Christian convert has been cruelly beaten near Tung-chow by the Che-Hsien, for preaching the Gospel.

HANKOW.—There is a slight rise in the river since my last letter. A correspondent says that the real object of the visit of Li-Hung-Chang to Szechuen, to enquire into, and if possible arrange, a disagreement between the Viceroy and the Commander-in-Chief. A very pretty harmonium has arrived for the church.

NEWCHWANG.—As the *Kiu-shu* was leaving Newchwang she saw the British barque *Falcon*, Linnell, master, bound out, with a cargo of peas, &c., a total wreck in the river; a pilot was in charge.

NINGPO.—Some misunderstanding about placing the buoys on the Tiger's Tail has arisen between the Commissioner of Customs (Mr. Bowra) and the Harbour Master (Capt. Law); the latter has been suspended by the former, pending the decision of Mr. Hart. The concessionaires of the proposed telegraph from Singapore to Saigon have made arrangements to lay a submarine wire from the coast of Cochin China to Hong Kong, and thence to Nagasaki, connecting *en route* with a vessel to be moored near Chusan.

SHANGHAI.—Steps are about to be taken to get a survey made of a new channel from the Yangtsze to the sea. The channel lies to the north of the Tungsha bank, and bears E. by N. and W. by S. between Shaweishan and Block House Islands. The channel, if used, would save about fifty miles to the northern steamers.

Regarding the much wanted light on Gutzlaff, the *Courier* has the following:—

"From Mr. D. M. Henderson, chief lighthouse engineer, we hear that the works of the new Gutzlaff Lighthouse are progressing satisfactorily, though slowly. Indeed, when we learn that all the materials have to be landed on a difficult shore, where even in favourable weather such operations are only possible at a particular state of the tide; and that, being landed, they have to be carried by coolies up a steep ascent to a perpendicular height of 250 feet, which makes the carrying up of a dozen bricks an hour's labour for one man, we can well understand that rapid progress in such a work is impossible. Still the tower has been carried up as far as the light-chamber, and considerable progress has also been made with the light-keeper's house."

Mr. Medhurst, H.B.M.'s Consul, has been suffering from indisposition. The members of the China Inland Mission have presented him with a testimonial in the shape of a handsomely bound copy of the "Bible of Every Land," with a suitable inscription, in commemoration of his action at Yungchow.

The Shanghai summer may be said to be finished; it has not been a long one. but it has been a very hot one. The mortality has been small. Those who can manage it are off to Chefoo, or to the Chusan Islands, which is getting quite a favourite place.

Prince Alfred is expected here at the end of the month. The Reception Committee have had meetings; no external show has yet been made.

Robert Evans, third steward of the *Diomed*, fell from a sampan and was drowned. George, the murderer of the Chinaman at Farnham's Dock, was hanged on the morning of the 31st Aug. in the presence of the Consular officials, the Che-Hsien, the magistrates of the Mixed Court, and the brother of the murdered man. The execution was private, and conducted within the walls of the English Gaol.

At a sale of land on the 28th August, four mow near the race-course went off for Tls. 90. A plot of about 14 mow, with a 400 feet water frontage, at Woosung, went for Tls. 135, so that land is *not* looking up.

The Shanghai General Chamber of Commerce has paid a graceful and well-merited compliment to Messrs. Michie and Francis, its delegates, undertaking the expedition with Consul Swinhoe into Szechuen.

The Municipal Council held their meeting on the 31st August. The Finance and Public Works Committees furnish long reports; the main features are, in the first, the early prospect of a revaluation of land for the purposes of taxation; this has long been wanted, as the present assessment must tend to give people at home a false notion of the value of landed property. The Council have effected arrangements for the commutation of the foreign tolls over the Soochow Creek Bridge. The Bridge Company are to put up a new iron bridge at once. The Council have effected re-engagements with their present staff, as agreements expire. A legal adviser, Mr. Rennie, has been appointed. The Public Works Committee's report is of a routine character; it sanctions erection of telegraph wires through the settlements. A contract has been made for constructing floating pontoons along the front of the English settlement. Additional funnels are being constructed. It is proposed to renew the present wooden bridges across the Yang-Kong-Pang Creek by iron bridges, when opportunity offers. The Council have *again* written to the consular representatives of the Powers not yet having given their consent to the revised code of land regulations, "pressing upon their attention the imperious necessity of very prompt and decided action in establishing the revised regulations."

In my last I informed you that H.M.S. *Zebra*, Commander Trollope, R.N., had left for the wreck of the *Hamilla Mitchell*. The *Zebra* reached the Island of Leuconna on the 24th Aug., steamed round the rocks, and then went to anchor at Senhouse Island, some twenty miles off. She remained there until the 28th, when she paid another visit to the wreck, and then shaped her course for Shanghai, arriving on the 30th. Indeed, Captain Trollope, by his indecision, has done little in the interests of British shipping—at least in this case—to assist in saving valuable property. Had the *Zebra*, when she heard of the wreck, gone down as requested by H.M.'s Consul, she most undoubtedly could have rendered the greatest assistance, and perhaps saved a considerable portion of the cargo, as well as the treasure, nearly £50,000. I am sure, had Sir Harry Keppel been at hand, things would have been different. Captains Bash and Trollope appear to be hardly the men for service in China.

The Customs' steamer *Kwa Sing* started on the 28th, with Capt. Lewes, the principal marine surveyor at this port, for the wreck. The ship has broken in two, the forepart falling forward, the afterpart settling by the stern in deep water; but little chance is entertained of recovering the treasure.

The case of the Wae-Kung Bank *v.* captain and owners of the S.S. *Suwonada*, a collision case, damages claimed Tls. 1,450, has been heard before the U.S. Consul-General.

Shortly before the *Osaka* left Nagasaki the *Iroquois* arrived from Yokohama, bringing the intelligence that that place had been visited with a severe typhoon; what extent of damage was done was then hardly known. The *Ocean Queen's* deck had been swept and five men washed overboard; the *Algerine* had all her boats washed away, and fears were entertained for the safety of the barque *Juan Rattary*, and the U. S. S. *Ashuelot*, as they were both just outside Yokohama when the blow came on. The *Ashuelot* was last seen steering for Simoda Bay, but making very heavy weather.

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We hear that the Dutch schooner *St. Helena*, while at anchor in Nagasaki, sunk at her moorings.

Shipping.—The Diomed made a capital run of 78 days out, from Liverpool; 65 were her actual steaming days. The following ships from England have arrived since last writing:—John Lidgett, Tyburnia, Ocean Chief, Shun-lee, Lizzie Iredale, Albuera Gladiateur. The Stanley Castle has left for New York. The Austrian frigate Archeduc Friedrick has left for Japan.

COLLISION.—THE "SUWONADA."

The following decision in this case is from the *Evening Courier*:—

The libellants claim that a junk, their property, was run into on the evening of the 11th July by the *Suwonada*, while at anchor in the Woosung river, one mile below the inner-bar mark, and 200 feet from the Eastern shore. They say they had lights up, were in a proper anchorage, and neglected no precautions before the collision, or failed in any way to discharge duties incumbent on them.

The libellants' case is rested on the above statement.

The evidence shows that they were not at anchor where represented. Steamers by no chance go there, and the steamer *Suwonada* took the usual course over the bar on the night in question. It does, however, show that if the junk was run into while at anchor, she was at anchor on the inner bar, or near it toward Shanghai.

The passage or thoroughfare at the bar, and near it toward Shanghai, is narrow, and an improper place for vessels to anchor.

It is a settled principle that a vessel which anchors in such a passage cannot recover damages for injuries sustained in a collision with a vessel using the passage, provided the second vessel is managed with care and discretion. There is no divergence on this point between English and American precedents. The burden of proof rests in such a case with the libellants.

The libellants have failed to show that there was negligence or mistake on the part of the steamer, unless it was negligence or mistake to use the river at all at night. There is no such rule, nor, so far as I can judge, sufficient necessity for it.

I see no reason to doubt that the *Suwonada* was managed with carefulness and in a seamanlike way. She had a proper lookout; her lights were set; she was, and had been, running slow; she could not stop without becoming unmanageable in a dangerous place; she could not drop an anchor, as the water was too shoal to admit of it being done with safety; she had no chance to pass to one side or the other without doing greater damage to other junks, or going on shore.

The respondents urge that the junk was not at anchor when the collision occurred, but under way, and dropping up the river. The evidence which they offer is very strong indeed; consisting of that of the officers of the steamer, and of an outside witness, the Assistant Harbour Master at Woosung, who denies the statement of the Chinese that the junk was at anchor at the place of the collision at sundown on the 11th July. If dropping up, and an unavoidable accident occurred, it would be necessary to divide the damages.

But to give judgment for the libellants on this score would be to go outside of the case which they have presented to the Court. There is no obligation on me to do this, nor have I any disposition to give a favourable judgment when I can only do so by convicting the successful parties of having presented a false case.

Decree: I dismiss the complaint, with costs.

George F. Seward,
United States Consul-General, Acting Judicially.

Assented to—W. G. Blydenburgh, John Lindsley, A. C. Percy, Associates.

The following items are also from the *Evening Courier*:—

A Naval Court was held at the British Consulate to inquire into the circumstances attending the loss of the British ship *Hamilla Mitchell*, on the Leuconna Island, on the 10th of August last.

The Court was composed of the following members:—Lieut. Yelverton O'Keeffe, commanding H.M.'s gunboat *Havoc*, president; R. J. Forrest, Esq., H.M.'s Acting Vice-Consul; Lieut. R. Pipon, H.M.S. *Zebra;* Navtg. Lieut. W. P. Haynes, do.; Captain Stephens, *Tyburnia;* W. H. Whyham, Clerk of the Court.

Judgment.

We are unanimously of opinion that the loss of the British ship *Hamilla Mitchell*, on the night of the 10th of August last, was occasioned by the influence of unknown currents, causing the vessel to drift on the Leuconna Island. From the evidence we think that no fault can be found with the navigation of the ship. The captain, officers, and crew are, therefore, entirely exonerated from all blame in the matter.—Yelverton O'Keeffe, President; R. J. Forrest, R. Pipon, W. P Haynes, J. Stephens,—W. H. Whyham, Clerk of the Court.

We hear that the steamer for a long time known as the *Nora Creina*, has, under the name of *Fun-lee-yuen*, been purchased from the Chinese by a British firm here, and is once more under her old flag.

We have received information that three lorchas or junks have arrived at Ningpo, laden with merchandise salved from the wreck of the *Hamilla Mitchell;* the native authorities have taken possession of it, but we understand that Captain Brunscombe will proceed to Ningpo as soon as possible and claim the cargo.

☞ In the list of passengers leaving by this French mail will be observed the name of R. A. Mowat, Esq., who has for two and a-half years performed the duties of Law Secretary and Police Magistrate in our Surpreme Court. He will be succeeded here by Geo. A. Jamieson, Esq.

An Amoy correspondent mentions that the Viceroy of Fohkien has deputed a commission to inquire into the effect of the Lekim; and that good is expected from the investigation.

## HONG KONG.

Dates from this port are to the 9th Sept.; on the previous day the London mail of 30th July arrived out with telegrams to 16th Aug. The items of news are of no great interest or importance.

A rumour has obtained currency that the Government had succeeded in finding a purchaser for the old Mint property. A meeting of the Legislative Council which had been called for the day of the mail's departure was postponed until the 17th Sept. The United States steamer *Iroquois* had arrived from Yokohama; she had sustained considerable damage in a hurricane, and had been compelled to put into Nagasaki in order to effect some temporary repairs. H.M.S. *Rodney* grounded upon entering the port, but was backed off without difficulty. Mr. Wilson, the late Surveyor General, has been presented with a tablet bearing complimentary inscriptions in English and Chinese by the Government contractors who have been working under him during the last six years.

The *Government Gazette* contains an amended return of the number of inhabitants in Hong Kong on the 1st June last, from which it appears that the total of European residents reached 4,889, of Chinese 114,280, and of other native population 2,810, the grand total, therefore, being 121,979.

A bill had been filed in the Supreme Court, by Messrs. C. P. Henderson and Co., to recover from the Comptoir d'Escompte the value of certain goods shipped to Messrs. Lyall, Still, and Co. Invoices were made out bearing the words, "Proceeds to be specially remitted to meet the acceptances of G. Lyall and F. Still." This document was deposited with the defendants as collateral security for the payment of a promissory note given by the firm of Lyall, Still, and Co., and the goods were sold by the defendants on arrival. On a plea founded upon the heading to the invoice and an omission of the words "or assigns" from the bill of lading, the plaintiffs claim to have an equitable lien upon the goods, and maintain that they were not assignable. The defendants' answer, while admitting the facts as stated, maintains that the plaintiffs can have no lien nor claim. Judgment on the case was reserved.

## COCHIN CHINA.

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### SAIGON.

The following is from the Circular of Messrs. Wm. G. Hale and Co.:—

Rice.—At the close of our last market report we gave $1 27c. as the quotation for round grain; upon the arrival of the mail from China, bringing considerable orders for Japan, the Chinese sellers advanced their rates to $1 34c., and subsequently $1 36c. was paid, at which some 70,000 piculs were sold. The demand subsequently abated, and prices receded to $1 33c., at which transactions for about 50,000 piculs were made, nearly all of which was for the Japan market. We now quote round grain at $1 33c. (equal to 5s. 4¼d. f. o. b.) and the long grain at $1 16c. (equal to 4s. 8¼d. f. o. b.), at which about 20,000 piculs were taken for Bourbon. For Europe the only vessel loading is the *Jeanne Alice*, 20,000 piculs for Belle Isle, f. o. As to future prices, should the demand for Japan continue, we cannot at this late season look for any material change, although the supplies for the past two weeks have been more liberal. Reports from the interior are very encouraging for the coming crop, the rains have been most abundant, and the prospects are that next year's product will not only be larger than the present, but will be earlier in the market.

Tonnage.—The arrival of many seeking vessels has still further depressed the rates. For Europe there has been no settlement; for Hong Kong, round sums equivalent to 10 cents per picul have been accepted, for Japan 32½ cents is the current rate; we annex list of charters since our last.

Exchange.—With no demand for Europe there is no sterling offering, and we give 4s. 6½d. as nominal rate Hong Kong 30 days' sight with documents 2½ to 2¾ per cent. Singapore 3 days' sight —par.

The following is from the Circular of Messrs. Kaltenbach, Engler and Co.

Cotton.—Arriving lots being immediately shipped off to China stocks on hand are small, and prices have been well kept up at $5 for uncleaned, $18 for cleaned No. 1, and $16 for cleaned No. 2. Exports since our last amount to 12,625 piculs.

Hides.—Have experienced no material change since our last, and are worth $12½ for Cow and $8¾ for Buffalo Hides. We may observe that the choice of the quality of the hides offers great difficulty.

Horns.—Some lots shipped to Europe per *Jeanne Alice* have been bought at $8¾.

Black Pepper.—The season may be considered at an end. The *Rosendael* and *Jeanne Alice* are filling up very slowly, and it is not likely that there will be anything left for another vessel. Last lots have obtained $9¼ per picul.

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Cocoa-Nut Oil.—Supplies have not been of great importance; nevertheless holders had to consent to further reductions. We quote to-day $5¼ per picul.

Gamboge.—The greatest part of this produce has hitherto been sent from Cambogdia to Singapore or Bangkok, but lately larger lots have been directed to our port and shipped off to Europe. Present quotations are $58 per picul.

Piece Goods.—Arrivals have been rather heavy, especially of White Irishes, for which the demand has become weaker, while Grey Shirtings 8¼ lbs. are still inquired for. Grey Shirtings, 8¼ lbs., $3.10; 7 lbs., $2.60; T-Cloth, 6 lbs., $1.80; 5¼ lbs., $1.75; T-Cloth, 5 lbs., $1.70; 4¼ lbs., $1.60; Irish Linen, $2.32½ to $2.35.

## SIAM.

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### BANGKOK.

The *Bangkok Summary* has the following:—

Formerly, at this season of the year, the harbour has generally been nearly empty of foreign vessels, but this year it is different. By the shipping list it appears that there are to-day 29 foreign vessels of all rigs, sizes, and nationalities in port, and still they continue to arrive, and, being quickly loaded, are as quickly despatched. Rice from up-country comes in with little or no diminution in supplies, and with scarcely any difference in price. The supply is fully equal to the demand, and we believe it will continue to be so till the new crop makes its appearance in the market. As far as we can learn, the rice up-country is still abundant, notwithstanding the large quantity which has been exported during the former part of the year. The cultivators of the soil are now reaping the benefit of their extra labour last year in bringing a larger area of ground under cultivation, and planting more seed than they ever did in Siam in any previous year.

The annual meeting of the Protestant community of Bangkok assembled in H.B.M.'s Consulate, T. G. Knox, Esq., H.B.M.'s Consul-General, in the chair.

The Treasurer, J. Blythe, Esq., presented the accounts of the church up to date, by which it appeared that the church is debtor to the Borneo Company (Limited) 258 ticals.

The accounts having been passed, Dr. D. B. Bradley rose and stated that the time having now expired during which it had been proposed, at the last annual meeting, to try the form used in the Church of England service in the chapel here, it was desirable that a change should be effected in the services on the Lord's day, and proposed a return to the old mode of worship. Dr. House seconded the motion. Mr. Blyth rose and said that, as he understood that most of the missionaries desired a change in the services he believed it would be best to do so. The motion was carried unanimously.

Mr. Knox proposed that a committee be appointed to arrange the services of the current year, and named Dr. Bradley, Dr. House, and Mr. Partridge, which was seconded by Mr. Blyth, and carried. Mr. Knox proposed a vote of thanks to Mr. Smith, for having conducted the Church of England service during the past year. Mr. Blyth seconded the motion.

A daily and weekly sheet is now issued at Bangkok, called the *Advertiser*. Bangkok is certainly going ahead.

## CEYLON.

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### OPENING OF THE LEGISLATIVE COUNCIL.

#### THE COFFEE DUTY RESCINDED.

(FROM A CORRESPONDENT.)

Colombo, Sept. 23.

The Governor has delivered his utterances on our circumstances present and past, and our prospects present and future, in a very able speech to the Legislative Council at its opening yesterday. In reviewing our position, compared with what it was when he left us 15 months ago, his Excellency observes a great improvement in the country, and a marked difference in the condition of the people. These he means to encourage, and considers our first and greatest wants to be "more food for the people and greater facilities for locomotion."

To these points he directs the first attention of the Council, and proposes that the export duty on coffee should cease from Jan. 1, 1870, as he proves to them by figures that it is no longer required, and that the income of the railway over its working expenses will suffice to pay off the interest of the railway debt and the debentures as they fall due. You must understand that the export duty was originally imposed at the request of the planters, as a guarantee to the Government that there would be no financial embarrassment or risk in their guaranteeing interest on the money necessary to be raised for the construction of the line from Colombo to Kandy. But they qualified the offer by stipulating that this tax should be collected only so long as the railway was unable to provide for itself, and for such a sum as the local Government were unable to meet.

Our late clever but subtle Colonial Secretary converted the planters' conditional offer into an unconditional primary mortgage over their estates for some twenty-five years; and he did it thus: he caused to be endorsed on the coupons that the export duty was especially created to cover the interest, and was, therefore, mortgaged to the scrip-holders in security till all the debentures should be paid off. The trick was complete before the public were aware of it, and when they became so they claimed for a release from such a binding bargain—a bargain to which they had not been parties; but this high-minded official waxed indignant at what he stigmatised as an intended fraud upon the debenture holders, and insisted on the planters continuing to be mulcted of their pound of flesh. No matter that it was not required; no matter that the surplus railway revenue was of itself sufficient. It had been promised, and, in the eyes of this red-tape official, must be yielded up till the last debenture, some fourteen years hence, fall due and be liquidated. Now the fallacy of this reasoning was pointed out to him at the time. It was shown that besides the railway surplus being sufficient, there was always the general revenue, of which this export tax formed only a small portion, to guarantee the debentures. There was also the railway itself—now become a property—as a further security, for, as was pointed out in a series of able letters signed "Coloniensis," in the Ceylon *Observer* some two years ago, the debt had been reduced by two-thirds of its original amount, the railway itself having thus become a property, and being available against debts contracted on its behalf. All was of no use in the eyes of this inexorable statesman, who, in the Governor's absence, was more than Governor in his stead, as he was the chief adviser (and a very close-fisted one too) of the gallant officer who nominally held the reins, but who, being only a *locum tenens*, was not likely to undertake risks by opposing the counsels of his chief adviser in the Government, whom he had a right to consider better informed and more experienced in such matters than himself.

While, however, our astute Colonial Secretary was working in this obstinate and obstructive way here, our real Governor, then at home on leave, was using his influence with the Home Government to rid us of a burden under which the island groaned, which was felt to be oppressive, and which he saw to be unnecessary, and he succeeded. In his inauguration speech he now tells us he has authority to relieve us of the tax, which will therefore end with this year. But he has not considered one class alone in his scheme for improvement; he has ordered a sum of money to be at once appropriated to extend irrigation works for the natives, and he recommends the Council to include a large sum for this purpose in the estimates for next year. He has thought of roads also, and has laid before the Council a scheme for thoroughly metalling that very important road from Colombo, by Ratnapoora, to Happatella and Badulla, thus benefiting that long neglected and outlying district. And in order that other districts not benefited by the railway may not be without their recompense, he suggests the purchase of a steamer on the colony's account to trade round the island, and bring to market the produce of those distant provinces at present difficult of access and far from a market or a proper shipping port. If after all this there be money in the Treasury, or if the public choose to submit to the Export tax for another year, he proposes that the railway line should be continued to Gampola. And this would be a wise submission if the planters and the public interested would only see it. But I fear they have felt the oppressiveness of the tax so acutely when forced to bear it, that it is very doubtful if they will wish to continue it self imposed now that they have an opportunity of getting relieved of it.

The Governor also treated of the Galle Harbour improvements in contemplation, and for which his own views are favourable, but which matter he leaves in the hands of the Council. The barrack construction, too, he has got the consent of the Imperial Government to limit to the funds set aside for the purpose—now some £40,000—which will doubtless be enough for all the troops this island will now require, in addition to the accommodation already existing throughout the country. The Royal Engineers, who are dab hands at framing estimates, had put in some which to carry out would have cost the country some hundreds of thousands of pounds, and used up all their surplus for many years to come.

The currency question had also a little of the Governor's attention. But it was dismissed with the intimation that he had appointed a commission to consider the question, and that when their report was made it would be submitted to the Council. Some people think his Excellency ought to have taken the public into his confidence before framing the minute, making the rupee the standard currency; what the commission are now called on to decide is merely whether we are to have rupees, annas, and pie, rupees, shillings, and pence—or rupees and cents, the £. s. d. being predestined to annihilation on the ground that the Lords of the Treasury cannot recognise any false or fictitious currency.

On the whole it was an able, an exhaustive, and a statesman-like speech, and shows that during his leave in England the Governor has not been idle in the interests of the Colony.

The following members were present at the opening of the Legislative Council:—President: His Excellency the Governor, Sir H. G. R. Robinson, K.C.M.G. Official members: *Major-General Renny, C.S.I., Senior Officer Commanding the troops; *the Hon. H. T. Irving, Colonial Secretary; the Hon. R. F. Morgan, Queen's Advocate; the Hon. C. Vane, Treasurer; the Hon.

[The Governor's speech can be seen at our office by any subscriber.—Ed. *L. & C. T.*]

* For the first time.

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T. B. Stephen, Acting Auditor-General; C. P. Layard, Esq., Government Agent of the Western Province; *H. S. O. Russell, Esq., Government Agent of the Central Province; Captain A. B. Fyers, Surveyor-General; *J. Parsons, Esq., Acting Principal Collector of Customs. Unofficial members: G. D. B. Harrison, Esq., Alfred Wise. Esq., David Wilson, Esq., Muttooo Coomaraswamy, Esq., James Adrian Martensz, Esq., Edward James Dehigame, Esq.

## THE ALBERT LIFE ASSURANCE COMPANY.

(FROM A CORRESPONDENT.)

Much consternation has been felt in Ceylon and in India by the failure of this great company, and no little obloquy is being heaped upon the directors and others who have been in the secret of the rotten state of the company's affairs for some years back. They had a considerable standing in the East. In Ceylon even an unusually great number of premiums had fallen to their lot; for although there are several other companies competing with them for business, the office that was easiest to deal with, and least particular as to the character of its select lives, came in for the largest share of such business. Besides, their policies were open to classes not usually accepted by other insurance offices. Hence, as well as because of their low rates of premium, applicants for assurance flocked to their standard. In the Indian mutinies it was believed they lost heavily; and among the well-informed it has long been considered that they ought to have failed then, when general sympathy would have been accorded them, and very likely another office would have taken over their business. They did not adopt this course, however, but carried on in the same bouncing manner as before, and went into the purchasing of other doubtful companies. In 1866 they began to be blown upon in Ceylon, for the following reasons:—1. They had not paid a bonus, which they had promised two years before; and. 2ndly, their balance-sheets, published in London and India, did not show the same balance. Questions were asked, but not answered. The Ceylon secretary and board of directors resigned. The Indian secretary came down frm Calcutta to set things right, and gave out that the office was sound, but slandered, and appointed a mercantile firm of standing here as managing agents. In consequence of this move confidence was restored to some extent here. New policies were issued, and all went merry as a marriage bell. Still the leaven which had been dropped by those official resignations here was at work. A writer under the signature of "Life Assurance" pointed out in one of the local newspapers the inconsistency between their published statements at home and those published in India, denied the accuracy of their balance-sheet, and asked a number of pertinent questions which it did not suit them to answer. He was threatened with an action, but winced not—nor was action taken against him. Meantime the doubts as to the company's stability had crept up to Madras, and on to Calcutta. At the latter place a meeting of policy-holders was convened to take into consideration the various circumstances affecting the company. Other meetings followed. A committee was appointed to confer with the directors, who were asked certain questions. These were not answered, but referred to the head office in London. Head office telegraphed out—"Don't let meetings be got up. Tell policy-holders a special guarantee is being provided for Indian policy-holders. London board will answer questions if put in writing." Policy-holders had by this time got more anxious and more inquisitive, and appointed a deputation to go home and face the directors there, and get explanations. Presently out comes a telegram, saying that the Albert had suspended payment. But agents advised policy-holders to pay premiums now falling due, and it would be returned if the office did not recommence, or be taken over by another company by January next. Not many, I fancy, responded to this polite request. In Calcutta a meeting of policy-holders brought the directors there to book. They appeared, and through their secretary explained that ever since 1861 the London office had abstracted from the Indian up to £270,000; that Indian office had repeatedly but in vain protested, and now state it in self-vindication ! ! ! Meantime at home they seem to be working the oracle pretty much as they like. They first propose, under date Aug. 27, to go on again, paying policy-holders the value of their premiums less 25 per cent., and creditors less 50 per cent.! Close on the back of this (August 30) follows a telegram announcing that a meeting of shareholders in London resolved that the company be registered under the Act of 1862 for voluntary liquidation; that official liquidation has found that profits from 1854 to 1861 had been £114,774; and that during the subsequent seven years £1,250,000 had been lost, chiefly by buying up other companies. The policy-holders here and in India have a right to some say in this matter, and should certainly object to any winding-up as proposed till they know how the funds have gone, and how it is that seven years are lumped together at a time to show a profit or a loss; also how the distinct years showing losses should not be indicated, and those showing profits the same. Many other pertinent questions, such as the position and ability of the shareholders, would naturally suggest themselves, and ought to be asked before consenting to the voluntary liquidation so complacently proposed by the shareholders.

In this little place even much loss will ensue. Many a widow that was thought provided for will be left destitute, and many an orphan will be without the support to which he was entitled to look on the decease of a parent, who thought he had left to his family this last pledge of affection and duty.

# Commercial Report.

(*For dates see First Page.*)

## IMPORTS.

YOKOHAMA.—The advices by the present mail are two days later than those received *via* San Francisco which appeared in our last issue.

SHANGHAI.—Grey Shirtings: A quiet market has to be reported. Arrivals from England had been numerous, and had somewhat frightened Chinese buyers, and put a partial stop to foreign speculation. Holders continued firm, but Chinese were not prepared to pay the rates asked. 7 lbs. Cloth had been in better inquiry, and prices showed an advance of 8 cand. per piece. T-Cloths were much as last advised, a few sales of good Cloth being quoted at Tls. 1.81 per piece. The lower counts of White Shirtings had risen in value, and prices were 5 cand. per piece higher. In other goods there was not much change to note. Metals—Iron: Sales of Nail Rods had been on a limited scale, comprising only about 25,000 bundles, at Tls. 1.80 to Tls. 2.10 per picul; the dealers having supplied their wants to a great extent at public sales; stocks had been greatly increased by the simultaneous arrival of several vessels, and prices were, in consequence, lower by 1 to 2 mace per picul. Bars had also been affected by the above causes, but not to so great a degree; prices had fallen 1 mace per picul. Lead: Numerous arrivals had caused still further depression. There had been no sales of importance. Coals: No transactions on the market, and rates unchanged. Current quotations:—Grey Shirtings, 7 lbs., $1.9.6 to $2.0 per piece; 8.4 to 8.6 lbs., $2.1.6 to $2.2.0; White Shirtings, $2.1.0 to $2.9.0; T-Cloths, 6 lbs., $1.4.0 to $1.6.8; 7 lbs., $1.6.5 to $1.8.8; 8 to 8.4 lbs., $2.0.0 to $2.4.0; American Drills, 40 yds., $3.8.5 to $4.0.5; American Jeans, 30 yds., $3.1.0 to $3.1.5; American Sheetings, 40 yds., $3.6.0 to $3.7.0; English Drills, 40 yds., $3.5.0 to $3.8.0; Dutch Drills, 40 yds., $3.6.0 to $3.7.0; Camlets, English, SS, $12.0 to $12.5.0; Spanish Stripes, $0.5.5 to $0.8.0 per yard; Medium Broad and Habit Cloth, $0.9.0 to $1.4.0 per yard; Long Ells, Scarlet, $6.3.5 to $6.4.0; assorted, $6.5.0 to $6.6.0 per piece; Iron—Nail Rod, $1.8.0 to $2.1.5; Hoop, $1.8.0 to $1.9.0; Flat and Round, $2.1.5 to $2.2.0 per picul; Lead. $4.8.5 to $4.9.5; Tin Plates, $4.5.0 to $4.8.0 per box; Steel, $3.2.0 to $3.4.0 per tub.

HONG KONG.—The following is from Messrs. Olyphant and Co.'s Circular:—An improved feeling is to be noted in the market for nearly all staple imports, though transactions in most articles have been moderate, settlements of Cotton Yarns only having been upon an increased scale. Raw Cotton has been taken to a very moderate extent at previous rates, holders displaying no wish to part with their stock except at their own prices. Cotton Goods show a further improvement, and all descriptions are held with more firmness. T-Cloths and Grey Shirtings may be quoted rather dearer. Fair settlements of Dutch Drills have been made at $4.80—an advance of 10 cents per piece. No change has taken place in American Cotton manufactures, but dealers are inquiring somewhat. Transactions in Cotton Yarns have been large, sales having amounted to about 1,000 bales Nos. 16 to 24, and 250 bales Nos. 28 to 32, a considerable proportion of which have been taken at an advance of $3 per bale.

## EXPORTS.

### TEA.

Messrs. Olyphant and Co.'s Circular contains the following review of the condition of the market at the several ports:—

SHANGHAI.—Black: Common Black leaf has been in good demand during the week, and the quotation for this grade is now Tls. 20.50 to Tls. 21., equal at 5s. 11d. exchange and 30s. freight, to 1s. 1¾d. to 1s. 2d. laid down in London. No Teas having any pretensions to quality can be obtained under 22 tls. (1s. 2¼d.), and fair medium kinds are firm at 24 tls. (1s. 3¾d.), higher rates being in some instances demanded. There are no good medium or fine Teas now on offer, but there are one or two parcels in the hands of speculators, probably intended for resale on this market. Settlements and reshipments amount to 15,500 chests, and the stock is estimated at 30,000 chests. Green Teas: Further settlements have been made for American account, at prices showing little or no decline from those paid at the opening of the market. Fychows and Twankis have realised Tls. 40 to Tls. 44.25, and Shanghai packed and Pingsuey Teas Tls. 28 to Tls. 35.25, the latter being probably destined for England. Two chops of fine Moyune have also been taken at Tls. 40.50 to Tls. 41. We hear of further business to a slight extent, but the market is now very quiet, and we hope that it may remain so until holders give way, to a sensible extent, in their demands. Settlements and reshipments aggregate 13,700 half-chests, and the stock consists of 56,000 half-chests of all kinds. The Mary Moore took 767,185 lbs. for London, and the Stanley Castle 588,560 for New York.

FOOCHOW.—No change of special interest has transpired in this market. Prices remain firm, and Congous in steady demand. As, however, supplies continue to come forward, easier rates are anticipated. The stock of Oolongs is steadily increasing, and there is no business to report in them. There are eight vessels on the berth for London, two nearly full. With this full supply of shipping a decline is looked for before long. Departures for London—Magellan with 797,722 lbs. and John Milton with 785,623 lbs.

AMOY.—In Teas there is literally nothing doing; Oolongs are very firmly held by teamen, in expectation of a deficiency in the supply, while Congous are bought up in advance of arrivals. There is nothing of interest to report with regard to shipping.

CANTON.—Some small settlements of Scented Teas, chiefly Capers, have been made at prices about on a par with those last reported. The native brokers state that prices have advanced in the country, and that teamen have made purchases at the increased rates.

### SILK.

SHANGHAI.—The English mail of 27th August had about 1,718 bales on board. Since its departure barely 350 to 400 bales had found buyers; and notwithstanding the adverse home advices received by telegrams, the majority of the settlements were reported to have been purchased at a further advance. The transactions consisted chiefly of medium to common Tsatlees and Taysaams, the only lot of chop silks said to have been set

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tled being ten bales Kin-tsong at Tls. 555 per picul. The Chinese were very firm in their demands for full rates, the enhanced value of dollars and the consequent higher cost of silk up-country causing them to hold their stocks, although estimated at fully 7,000 bales. Many complaints had again been made about mildewed silks, several lots had been rejected on account of such damage, and the unsold stock was believed to contain a great quantity of this very undesirable silk. The French steamer took 405 bales.

CANTON.—The market had advanced, and Loong Kongs were $10 per picul dearer, while for descriptions suited to the Bombay market a still greater rise has to be reported. Indian buyers had bought largely at the enhanced rates. In Re-reels but little had been done, and the quotation was $560 for best quality.

## EXCHANGES, &c.

*[For dates, see first page.]*

ON LONDON.

| At | Bank Bills. | Credits. | Documentary. |
|---|---|---|---|
| Yokohama, 6 m. s. | — | — | — |
| Hiogo & Osaka " | — | — | — |
| Shanghai " " | 5s. 10⅝d. | 5s. 11d. | 5s. 11⅛d. |
| Canton " " | 4s. 5⅝d. | 4s. 6⅛d. | 4s. 6⅛d. |
| Hong Kong " " | | | |
| Macao " " | | | |
| Singapore " " | — | — | — |
| Manila " " | — | — | — |
| Colombo " " | — | — | — |

MISCELLANEOUS.

| — | At Shanghai. | At Hong Kong. |
|---|---|---|
| Bills on India | 300 (nom.) | 227 |
| " Hong Kong | 24⅛ to 24¾ dis. | — |
| Bar silver | 111.5.0 | 7 prem. |
| Mexican dollars | 77.87 | par. |

Bous, at Yokohama, — to — per 100 dols.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, New, 15; Old, 29½ to 30 per cent. prem. ex div.
Hong Kong Gas Company, 44 dols. per share.
Hong Kong and Whampoa Dock, 15 to 20 per cent. discount ex div.
Union Dock Company, 40 per cent. discount.
China Traders' Insurance, 850 to 900 dols. premium.
Hotel shares, 50 to 60 per cent. discount.
Hong Kong and Macao Steamboat Company, 12 per cent. premium.

## SHANGHAI SHARES AND STOCKS.

| | Shares. Taels. | Paid up. Taels. | Latest Qtn. Taels. | Divnd. |
|---|---|---|---|---|
| Shanghai Dock Company | 500 | 500 | 80 | 6 p.c. |
| Shanghai Club | 400 | 400 | Nil. | None. |
| Shanghai Cargo-boat Company | 200 | 200 | 200 | 10 p.c. |
| Shanghai Gas Company | 100 | 100 | 97 | None. |
| Shanghai Racket Club | 120 | 120 | 70 | " |
| Hongque Wharf Company | 1,000 | 1,000 | 51 | " |
| Shanghai S.N. Company | 100 | 100 | 96 | 12 p.c. |
| S. Tug and Lighter Company | 850 | 850 | 450 | None. |
| Shanghai Horse Bazaar | 50 | 50 | 0.75 | " |
| French Gas Company | 50 | 50 | 25 | " |
| Hong K. Fire Insurance Co. | 1,000 | 200 | 340 | " |
| North China Insurance Co. | 1,000 | 200 | 340 | " |
| North China Steamer Company | 500 | 500 | 500 | 20 p.c. |
| Union S.N. Company | 250 | 250 | 250 | 15 p.c. |
| Yangtze Insce. Association | 1,000 | 1,000 | 1,450 | 8 p.c. |
| Recreation Fund | $50 | — | $16 | — |
| Union Insurance Society | $5,000 | 1,000 | 2,800 | — |
| China Traders' Co. (Limited) | 5,000 | 1,000 | 1,850 | — |
| H. K. and China Gas (Lim.) | £10 | £10 | $44 | 6 p.c. |

## LIST OF SILK SHIPPERS FOR SOUTHAMPTON AND MARSEILLES.

| | Bales. | | Bales. |
|---|---|---|---|
| Adamson, Bell, and Co. | 70 | Hogg Brothers | 309 |
| Barnet and Co. | 1,157 | Holliday, Wise, and Co. | 10 |
| Birley, Worthington, & Co. | 564 | Jardine, Matheson, and Co. | 420 |
| Birt, W. | 56 | Jarvie, John, and Co. | 182 |
| Bland, J. | 157 | Meynard and Co. | 20 |
| Borneo Company | 100 | Milsom and Tod | 699 |
| Borntraeger and Co. | 294 | Nachtrieb, A., and Co. | 572 |
| Bourjau, Hubener, and Co. | 106 | Parsees | 39 |
| Bovet, Brothers and Co. | 261 | Pustau, Wm., and Co. | 47 |
| Brand, Monro, and Co. | 1,257 | Reiss and Co. | 122 |
| Bull, Purdon, and Co. | 8 | Russell and Co. | 610 |
| Carter and Co. | 909 | Remé, Wm., and Co. | 833 |
| Chapman, King, and Co. | 184 | Sassoon, D., Sons, and Co. | 116 |
| Chinese | 18 | Sassoon and Co., E.D. | 18 |
| Coutts and Co. | 65 | Scheibler, Matthai, and Co. | 248 |
| Cumine and Co. | 151 | Shaw Brothers and Co. | 408 |
| Dickinson and Co. | 55 | Skeggs and Co. | 607 |
| Fogg and Co. | 15 | Smith, Archer, and Co. | 144 |
| Gamwell, F. R. | 562 | Textor and Co. | 308 |
| Gibb, Livingston, and Co. | 481 | Trautmann and Co. | 73 |
| Gilman and Co. | 324 | Westall, Brand, and Co. | 40 |
| Glover, Dow, and Co. | 59 | Miscellaneous | 634 |
| Gutschow and Co. | 42 | | |
| Heard, Augustine, and Co. | 178 | Total bales... | 14,044 |
| Helbling and Co. | 352 | | |

# Shipping Intelligence.

## ARRIVALS.

At YOKOHAMA.—None.

At SHANGHAI.—From London, Aug. 28, John Lidgett, Tyburnia, Ocean Chief; 29, Shunlee, Albuera; from Liverpool, &c., 27, Diomed (steamer), Lizzie Iredale; 31, Gladiateur; from Hamburg, 28, Susanne; from Cardiff, Sept. 2, Mary Whitridge.

At HONG KONG and CANTON.—From London, Sept. 3, Champion; 6, Elmstone; 8, Isabella Ridley; from Sunderland, 3, John George; from Cardiff, Seadrift; 8, Oliver Cromwell; from Newcastle, 6, Annie Bow; from Hamburg, 7, Kati; from New York, 1, Good Hope.

At SAIGON.—From Newcastle, Aug. 23, Henry Darling; from Havre, 20, Marie Gabrielle; from Bordeaux, Sept. 7, Emile and Ernestine; 8, Anna Maria; from Nantes, 13, Saint Ives.

At COLOMBO.—From London, Sept. 20, Southern Cross.

At GALLE.—From Newcastle, Sept. 21, Peter Denny.

## DEPARTURES.

From SHANGHAI.—For London, Sept. 1, Mary Moore; 2 (cleared), Prudhoe; for New York, 1, Stanley Castle.

From FOOCHOW.—For London, Aug. 28, Magellan; 29, John Milton.

From HONG KONG and CANTON.—For Liverpool, Aug. 30, Veronica.

## VESSELS PASSED STRAITS OF SUNDA.

| Date. | Ship. | From | To. |
|---|---|---|---|
| Sept. 6 | Kitty | Amsterdam | Batavia |
| " 7 | Countess Russell | London | Hong Kong |
| " — | Dundonald | Do. | Shanghai |
| " — | Hendrika | Rotterdam | Batavia |
| " — | Herondelle | Liverpool | Hong Kong |
| " — | Catharina Maria | Rotterdam | Batavia |
| " — | Dunmail | Hong Kong | London |
| " 9 | Serius | Batavia | Amsterdam |
| " — | Bato | Do. | Do. |
| " — | Cleopatra | Manila | New York |
| " — | Gulnare | Sarawak | London |
| " 11 | Neptunus | Holland | Batavia |

## BIRTHS, MARRIAGES, AND DEATHS.

### BIRTHS.

DUNCAN—On the 19th Sept., at Braybrooke Lodge, Colombo, the wife of John Duncan, Esq., of a son.

HABGOOD—On the 5th Sept., at Hong Kong, the wife of Thomas Edgeworth Habgood, of a daughter.

JARVIE—On the 20th Oct., at 9, Lynedoch-crescent, Glasgow, the wife of John Jarvie, Esq., of a daughter.

TISSERA—On the 17th Sept., at Blue-fields Estate, Ramboda, Ceylon, Mrs. Charles Tissera, of a daughter.

VAN GEYZEL—On the 20th Sept., at Colombo, the wife of Mr. Vincent Van Geyzel, of a son.

WAIT—On the 18th Sept., at the Peacock Estate, Pusalawa, Ceylon, Mrs. Walt, of a son.

WINCHESTER—On the 14th Oct., at 18, Salem-street, Sunderland, the wife of Capt. A. Winchester, of a daughter.

### MARRIAGES.

PORTER—WALKER.—On the 21st Sept., at Galle, by the Rev. J. K. Clark, R. Porter, Esq., of Callugulla Estate, Dolosbagie, to Agnes, youngest daughter of the late J. C. Walker, Esq., Peebles, Scotland.

STEVENS—COLLISTER.—On the 13th Oct., at the parish church, Feniscowles, by the Rev. J. Beilby, George Richard Stevens, of Nagasaki, to Mary Radcliffe, elder daughter of the late John Collister, Esq., C.E., of 28, Great George-street, Westminster, and 31, Victoria-road, Kensington.

VEITCH—CLEWER.—On the 9th Sept., at St. George's Church, Penang, Straits Settlements, by the Rev. Julian Moreton, colonial chaplain, John T. Veitch, M.D. and F.R.C.S., colonial surgeon of that island, to Celia Gurtrude, youngest daughter of the late Joseph Clewer, Esq., of Worcester.

### DEATHS.

MILLS—On the — Aug., at Shanghai, Mr. J. T. Mills, pilot, native of Dundee.

MURRAY—On the 7th Sept., at the Seaman's Hospital, Hong Kong, Edward Murray, late master British barque *Queensland*.

VINER—On the 26th Aug., at Tylehurst, Reading, Ida Lee, infant daughter of Lee Viner, of Matale, Ceylon, aged 10 weeks.

## SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—Oct. 21, at London, from Sarawak, Rusoer; 20, off the Wight, from Akyab, for Hamburg, Frederick; at Falmouth, from Rangoon, Leopold; 21, Vision; from Akyab, British Banner; 18, at Helvoet, from Batavia, Johanna Antonia; at Brouwershaven, from Batavia, Kanagawa; 19, Medea; 17, at Hamburg, from Hong Kong, Feiga; 22, at Deal, from Manila, Southern Cross, Rosa del Turia; 20, off Dungeness, from Java, for Rotterdam, Aletta Augusta; 22, at Falmouth, from Batavia, Java; 17, at Cadiz, from Philippines, Hong Kong; 23, at Deal, from Foochow, Taeping; Sept. 30, off Havana, from Macao, Nelly; Oct. 11, at Boston, from Singapore, Humbolt.

DEPARTURES.—Oct. 21, from London, for Cardiff and Galle, Royal Visitor; 19, from Cardiff, for Galle, Benjamin Bangs, Norge; 20, from Shields, for Batavia, Maria Catherina; Oct. 19, from the Clyde, for Singapore, Wemyss Castle; 22, from London, for Colombo, Warrior; 20, from Liverpool, for Shanghai, Bolivia; 23, from London, for Shanghai, Forward Ho!; 22, from Ramsgate, for Batavia, Jacoba Cornelia, after repairing; 20, from Cardiff, for Singapore, Alexandra; 21, from Waterford, for Manila, Manila (str.).

LAID ON.—At London, for Hong Kong, Belted Will; for Colombo, Granville; at Liverpool, for Shanghai, Duke of Abercorn; at London, for Singapore, Volunteer.

SPOKEN.—A barque, of Nantes, China to Bordeaux, Sept. 7, 3 N., 24 W.; Beethoven (Brem. barq.), for Colombo, Sept. 30, in the North

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Sea; Aletta Augusta, Java to Rotterdam, Sept. 26, 31 N., 36 W.; Elisa, Batavia to Amsterdam, Sept. 27, 34 N., 38 W.; Asterion (barq.), Singapore to London, 26 N., 35 W.; Johanna Antonia (Dut.), Batavia to Rotterdam, Sept. 16, 13 N., 24 W.; Ingemann, Ceylon to London, July 31, 34 S., 28 E.; Valetta, Tyne to Galle, Sept. 18, 15 N., 25 W.; Bosphorus, Sunderland to Batavia, Oct. 5, 48 N., 6 W.; No. 7023, 3rd d.p., for Shanghai, Aug. 24, 17 S., 30 W.; Tailfe (?), Colombo to Llanelly (?), Sept. 26, 36 N., 37 W.; Ceylon (barq.), Penang to London, 11 days out, July 30, 5 N., 94 E.; White Adder, from Shanghai, Sept. 6, bound westward; James Shepherd, London to Hong Kong, 17 days out, July 12, 22 N., 25 W.; Mersc, London to Hong Kong, Sept. 2, 4 N., 17 W.

Miscellaneous.—Advices from St. Thomas's, dated Sept. 29, state that a portion of the cargo ex condemned vessel A. Lloret, Gonzalez, from Manila to London, had been sold as damaged. At Mauritius, Aug. 27, Argus (steamer), Hollowes, from Penang, for Cape and England; Sept. 3, Queen of India (barque), from Singapore, sailed for London. The Admiralty have accepted the Simon for the conveyance of stores to Trincomalee.

## STATIONS OF THE ROYAL NAVY IN CHINA, JAPAN, &c.

Adventure, 2, screw troopship, Capt. Henry J. Raby, V.C.—Japan.
Algerine, 3, screw gun vessel, Lieut. H. R. E. Grey—China.
Alligator, at Whampoa, lent to Consular Department.
Avon, 4, double-screw composite gun-vessel, Com. G. D. Fitzroy—China and Japan.
Banterer, 2, screw gunboat, Lieut.-Com. C. F. W. Johnson—China.
Bouncer, 2, screw gunboat, tender to Princess Charlotte—Hong Kong.
Bullfinch, 3, double-screw gun-vessel, Com. Edward F. Lodder—India.
Cockchafer, 2, screw gunboat, Lieut.-Com. Seymour S. Smith—China.
Cormorant, 4, screw gun-vessel, Com. Hon. Albert D. S. Denison—China.
Cossack, 16, screw corvette, Capt. John E. Parish—India.
Daphne, 4, screw sloop, Com. G. A. Douglas—India.
Dove, 2, screw gunboat, Lieut.-Com. M. J. Dunlop—Japan.
Dryad, 4 screw sloop, Com. P. H. Colomb—India.
Dwarf, 4, double-screw composite gun-vessel, Com. C. F. Walker—China.
Elk, 2, double-screw composite gun-vessel, Com. Algernon G. Wootton—China.
Firm, 2, screw gunboat, Lieut.-Com John Hext—China.
Forester, 2, screw gunboat, China, to be sold or disposed of.
Grasshopper, 2, screw gunboat, Lieut. and Com. L. C. Keppel—China.
Haughty, 2, screw gunboat, Lieut. K. H. A. Mainwaring—China.
Havock, 2, screw gunboat, Lieut. and Com. Yelverton O'Keefe—China
Hornet, 4, double-screw gun-vessel, Com. Duncan G. Davidson—China.
Icarus, 3, screw sloop, Com. Lord C. T. M. D. Scott—China.
Insolent, 2, screw gunboat, China.
Leven, 3, gun-vessel, Lieut. and Com. H. H. Edwards—China.
Manila, screw steam-vessel—Japan.
Meeanee, hospital ship at Hong Kong.
Melville, hospital ship—Hong Kong.
Midge, double-screw composite gun-vessel, Com. Charles C. Rising—China.
Nymphe, 4, screw sloop, Com. Edward S. Meara—India.
Ocean, 24, screw armour-plated ship, Capt. Wm. N. W. Hewett, V.C., flagship Vice-Admiral Hon. Sir H. Keppel, K.C.B.—Japan.
Opossum, 2, screw gunboat, Lieut.-Com. A. C. May—Hong Kong.
Pearl, 17, screw corvette, Capt. J. F. Ross—Japan. To be relieved by Barossa.
Princess Charlotte, 12, receiving ship, Commodore O. J. Jones—Hong Kong.
Rifleman, 5, screw sloop, Staff-Com. John W. Reed—China Sea, surveying service. Ordered to be paid off and sold at Hong Kong.
Rinaldo, 7, screw sloop, Com. Frederick C. B. Robinson—China.
Rodney, 72, screw ship, Capt. A. C. F. Heneage—China. Ordered home.
Salamis, 2, paddle despatch vessel, Com. Henry M. Miller—Japan.
Star, 4, screw gun-vessel, Com. Walter S. de Kantzow—India.
Starling, 2, gunboat, Lieut. and Com. Charles Crowdy—China.
Sylvia, 5, screw surveying vessel, Com. H. C. St. John—China and Japan Seas.
Zebra, 7, screw sloop, Com. H. A. Trollope, China.

## OUR TELEGRAPHIC EXTRA.

The Telegraphic Extra to *The London and China Express* can be obtained at the following agents. Subscription: $6 to subscribers to *Express*, and $12 to non-subscribers. The Extra contains the latest telegrams on political and general news, quotations of shares and exchanges, market reports, shipping arrivals, &c.; also latest quotations and shipping from Bombay and Calcutta, sent by special telegram to Galle, for the departure of the steamer to the Straits, China, and Japan:—

| | |
|---|---|
| Singapore ... ... ... | John Little and Co. |
| Penang ... ... ... ... | Sandilands, Buttery, & Co. |
| Saigon ... ... ... ... | Ribeiro and Co. |
| Batavia ... ... ... | Hunter, Houghton and Co. |
| Samarang ... ... ... | De Groot, Kolff and Co. |
| Sourabaya ... ... ... | Grinberg Bros. |
| Anjer—Straits of Sunda ... | G. Schuit. |
| Manila ... ... ... ... | Michell, Barnard and Co. |
| Hong Kong ... ... ... | Morris and Co. |
| Amoy ... ... ... ... | Brown and Co. |
| Foochow ... ... ... | Hedge and Co. |
| Shanghai ... ... ... | H. Fogg and Co. |
| Hankow ... ... ... | McGregor and Co. |
| Tientsin ... ... ... | James Henderson. |
| Nagasaki—Japan ... ... | Pignatel and Co. |
| Yokohama ... ... ... | E. C. Kirby and Co. |
| Osaka and Hiogo ... ... | E. C. Kirby and Co. |

LONDON OFFICE, 2, COWPER'S-COURT, CORNHILL.

Breakfast.—Epps's Cocoa.—Grateful and Comforting.—The very agreeable character of this preparation has rendered it a general favourite. The *Civil Service Gazette* remarks:—"The singular success which Mr. Epps attained by his homœopathic preparation of Cocoa has never been surpassed by any experimentalist. By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected Cocoa, Mr. Epps has provided our breakfast tables with a delicately-flavoured beverage which may save us many heavy doctors' bills." Made simply with boiling water or milk. Sold by the trade only in ¼lb., ½ lb., and 1 lb. tin-lined packets, labelled—James Epps & Co., Homœopathic Chemists, London.—Advt.

## SINGAPORE AND NEW HARBOUR RAILWAY.

The long delay in the commencement of the projected line of railway between the town of Singapore and New Harbour has been a matter of surprise in many quarters, and to none more than ourselves; for we have always given the colonists of the Straits Settlements credit for a highly commendable degree of enterprise and public spirit. The line is not only a work that is urgently required, but one so evidently beneficial alike to the town and its outlying dependencies that the mere fact of its non-existence is calculated to give even a casual visitor a most unfavourable impression. The chief obstacle seems to have been the difficulty of meeting and reconciling the numerous conflicting interests arising out of the various docks, wharves, and depots situated at New Harbour, and other properties through or near which the proposed line must pass. We are glad, however, to hear that most of these have been successfully dealt with; that both the Peninsular and Oriental and the Messageries Companies are willing to give their aid; and that there is now a prospect of the works being proceeded with at an early date. In a pamphlet published so long since as 1866, now before us, we find copies of correspondence, plans, estimates, and tables of statistics, clearly showing that even in the then condition of the trade of Singapore it would have been a most remunerative undertaking; how much more so now, with the increased development of the past three years! We trust that no minor considerations will be allowed to delay any longer the carrying out of this important work, and that it may prove to be but the first step to a chain of railway and telegraph communication along the entire Malay peninsula. The amount of capital required for this first section is so small that surely no difficulty can be found under this head.

## CEYLON CURRENCY.

Sir Hercules Robinson has introduced an ordinance which, if carried, will produce nothing less than a monetary revolution in the island. Not that a revolution is in all cases to be regarded as an unmixed evil; but then it should never be resorted to until milder measures have failed, and in this instance it seems to us that a moderate measure of reform is all that is requisite. That some change in the system might carry with it a good deal of benefit is admitted on all hands; neither merchants nor bankers—surely the best judges—deny this. For the last thirty years or more, accounts have been kept in pounds, shillings, and pence, as in this country, yet the actual currency, the medium of all payments and receipts, has been the rupee. Here is certainly an anomaly, and one that at first sight would seem to involve a financial paradox, for the rupee is current at a fixed rate of two shillings, whereas its intrinsic value in relation to English coin is about three halfpence less. And the possibility of somebody having a claim on the Government insisting on payment being made in gold, appears to be the bugbear that has induced Sir Hercules to initiate a remodelling of the currency. On a closer examination, however, a good deal of the apparent incongruity vanishes. The Ceylon pound in fact, is not an English pound; it is not a current gold coin of a given weight, but a measure of value used in computation as the equivalent of ten rupees—which is quite a different thing. Moreover, this method of reckoning, inconsistent as it may appear, has the sanction of some thirty years' usage, and we all know how habit becomes a second nature, and how very cautiously alterations in money, weights or measures, have to be attempted in any country. The subject is not now under discussion for the first time, but those merchants and bankers who have given attention to it have been deterred from recommending any sudden or sweeping alteration by considerations of the difficulties that might arise regarding existing contracts. But Sir Hercules is bolder; to paraphrase, without disrespect, a well-known line, "Governors rush in where colonists fear to tread." At his request, apparently, the ordinance under consideration has been drafted, whereby the sovereign and its subordinate coins will be "demonetized," and all accounts must in future be kept in rupees, annas, and pie; and as his Excellency—like other Excellencies who preside over Crown colonies—not only reigns but governs (the Legislative Council, to speak somewhat irreverently, being merely a box of tools wherewith he works his will), we suppose there is no escape from the threatened revolution. There is, however, on the Governor's own showing, another alternative

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which would be equally efficacious, and much more palatable, and which, as far as we can understand, is approved of both by the leading banks and the merchants—that is, to leave pounds, shillings, and pence untouched as moneys of account, but to make the rupee a legal tender also, thus giving the sanction of law as well as custom to a system that, apart from some suspicion of illegality, has been found to work satisfactorily. That some such measure is expedient cannot be denied, and the Governor is undoubtedly the right person to originate it; but, in our opinion, a little more deliberation, and more willingness to take the mercantile community into his confidence, would have greatly strengthened his position.

## THE CHINESE IN CALIFORNIA.

(San Francisco Times.)

There is one fact connected with the Chinese female immigration which is not generally known. We had been ourselves wholly ignorant of it; but it is attested on sufficient evidence, and is to be accepted as a new fact in the case. It is that the majority of the women who have more lately come from China, and who are now coming, are the real wives of men already established among us, who bring with them their children and household goods, and settle down as honestly as any other people in the domestic relation. The last passengers by the *Great Republic* had thirty children with them. The proportion of this class of women has been steadily, and is still, increasing. As a mere matter of fact, it is not true that the class of prostitutes in China is larger than in other countries. The proofs, indeed, are that it is smaller than in some European communities. For a ready reference in support of this assertion, see Mr. Bayard Taylor's observations on Northern Europe. If, then, Chinese women of all classes immigrated freely to this country, it is safe to say that the proportion of disreputable ones would be no greater than amongst the average immigration from Europe.

It is a fact that the immigration heretofore has not been drawn equally from all classes. But it is equally a fact that it is now beginning to be so. In the past and present an undue proportion has been of the disreputable order. As for any expectation of eradicating from human society an evil which has existed from the earliest record of human history, no man of sense entertains it. So long as there are ten thousand male human beings in California, there will be an element of disreputable ones. There are sixty thousand Chinamen, which implies, under human infirmity, the existence of a certain number of disreputable women of their race. But the further fact, the controlling fact, and the most disgraceful fact of the whole business is, that these women derive their main support from the very class of men who evince, in acts of brutality, their opposition to Chinese immigration of any sort. And so long as this fact continues, the objectionable part of the immigration may be expected to continue in a proportion greater than that which is chargeable on the Chinese themselves. Further: so long as we possess a class of citizens who are brutalised in nature and instinct, we must expect some of this disproportion to be maintained.

Since the laws of human industry (opposition to which is a mere butting of one's head against the everlasting rocks) decree that we are to have the Chinaman amongst us, every consideration of political and social economy, and of humanity itself, urge us to foster and encourage the immigration of his wife. It will make a better citizen and a better man of him. We want him for his labour, and it will make him a better labourer. If it be an object to prevent his returning with the scanty savings of his wages to his native land, no other means may be found so efficient as that of giving him a home in this. John's total savings are not an appreciable element in any one of our local financial problems. But the products of John's labour (our manufactures) are at the very foundation of our prosperity and wealth. Since, then, the gain is all on our side, let us concede to him what we can to lighten the burden of labour and sweeten the bitterness of life. Give John his wife and his home, and he will repay us therefor many fold.

## THE NEW U.S. MINISTER TO PEKING.

From San Francisco we have the following notice of Mr. Low:—It is so seldom that one has occasion to praise a foreign appointment from this country that the designation of ex-Governor Low as Minister to China affords a pleasing surprise. Mr. Low is not only a representative Californian, but a representative American, and so, while our local pride is gratified by his selection, the natural anxiety which all feel who are interested in the subject of our relations with China is relieved when the name of the new Minister is announced. The attention of all civilised nations is just now directed toward the strange, mysterious country which, standing between the old and new civilisations of the world, is aptly called the Middle Kingdom. Reluctantly emerging from her ancient seclusion, distrustful of her eager new friends, and still paralysed by the influences of Oriental sluggishness and enervation, China to-day presents the most interesting and fascinating study of any nation upon the face of the earth. How much the natural and created wealth of the country has been exaggerated, and how much has been concealed; how far genuine are the professed desires for material progress of the people; what are the relations of the people to the rulers; and what is the undeveloped policy of the central ruling force in China—these are all questions which not only must interest every thoughtful observer, but they greatly concern all mankind, for they enter into the problem of human progress everywhere. Mr. Low has paid some attention to these questions, we believe, and has heretofore shown that he has some advanced ideas relative to the position which China holds to the rest of the world.

That the appointment of Mr. Low is eminently satisfactory to the people of the Pacific States need hardly be said. An evidence of its fitness, in the eyes of our representative men, is found in the following despatch sent to President Grant yesterday:—

San Francisco, Sept. 29, 1869.

To President U. S. Grant, Washington City, D. C.

Ex-Governor Low's appointment to the Chinese Mission is a high compliment to this Coast, eminently satisfactory to our people, and gives the nation a representative at that ancient empire whose ability and acquaintance with their customs, commerce and industries will vindicate the fitness of his selection. We join in congratulations to the President on this excellent choice.

Schuyler Colfax, C. Cole, James W. Nye, Wm. M. Stewart, John F. Miller, W. C. Ralston, Thos. H. Selby, C. N. Felton, Edgar Mills, J. D. Fry, F. D. Atherton, Milton S. Latham, Abram Seligman, O. H. Lagrange, Oliver Eldridge, John Parrott, Alsop and Co.

## CHARGE OF SCUTTLING A SHIP.

At the Justice Room of the Mansion House, on the 16th inst., Thomas Bulman, described as a master mariner, was brought before Alderman Sir Robert Carden, on a charge of scuttling the ship *Old England* on the high seas in July last, with intent to defraud the underwriters of Lloyd's, who had effected policies of insurance on the vessel. In another column we record the fact of a Board of Trade enquiry being held with reference to the loss of the vessel, resulting in the cancellation of Captain Bulman's certificate.

The present proceedings were commenced by Mr. Lewis, who said he appeared on behalf of Lloyd's Salvage Association to prefer a very serious charge against the prisoner of scuttling and casting away a ship called the *Old England* on the high seas, with intent to prejudice the underwriters, and he thought when the Alderman had heard the facts he would have no hesitation in saying the evidence brought home to the prisoner the commission of that very heinous crime. The *Old England* was a vessel of 1,030 tons, and the prisoner was the captain and part owner. He effected a certain insurance upon his share of the ship and upon personal property in her which belonged to him. She left Cardiff in June last on a voyage to Point de Galle. She was then perfectly tight and stanch, and the only drawback to her proper equipment was that the pumps were not in very good order, but still in sufficient order to keep the ship quite dry, as the evidence would show. Mr. Lewis then related the circumstances attending the alleged scuttling and abandonment of the vessel as they were afterwards partly stated in evidence. He added that after the ship had become derelict the captain and crew were taken on board a Portuguese brig, when within about twenty-four hours' sail of Pernambuco; that on the captain arriving in England he produced a log-book, which had clearly been written after and not during the voyage; that, on being asked to explain the circumstance, he said in effect that the old log-book had become very dirty, and that, the master of the Portuguese brig having expressed a wish to see how English captains kept a log-book, he gave it to him. The Portuguese captain, by the way, was not able to read or speak a word of English, so that the Alderman might judge of what use a log-book in that language could be to him. When those explanations were given at Lloyd's the authorities there could draw but one conclusion from them. Mr. Lewis then called as witnesses the cook and the steward, who deposed that they saw the captain and the carpenter down in the after hold with a couple of augurs; that before that the ship was free from water, but soon after she began to fill, and the crew took refuge on board a Portuguese brig. The witnesses admitted that no secret was made of the augurs, that the ship had been leaking, and that the crew were tired with pumping. The magistrate remanded the prisoner, and refused to take bail.

Silk Manufacturing in the United States.—The business of manufacturing silk has progressed in the United States far beyond the estimate generally formed by unobservant persons. A great proportion of the silk goods sported by American ladies, who pay extravagant prices for them under the pleasing delusion that they are adorning their persons with the products of French and Italian skill, are made in that unclaimed State called New Jersey. Paterson is the head-quarters of this business, boasting of fifteen factories, which turn out all sorts of silk wares, from sewing silks to the most beautiful gros grains. New York city contains about fifty mills, and Philadelphia has thirty trimming factories. Schenectady, Troy, and Yonkers, in New York State; Mansfield, Hartford, and Manchester, in Connecticut, and at many other places throughout the Northern States, this business flourishes. The manufacture of ribbons, braids, and trimmings has increased largely. One establishment at Paterson, New Jersey, makes the following amounts of the specified articles every month, viz.:—3,000lbs. of manufactured thread, 1,000 gross of silk braids, 600 gross hat-bands, and 350 yards of serge. It employs 300 hands, mostly children. Another at the same place turns out 70,000 yards dress trimming monthly. A Connecticut firm established at Manchester fabricate each year 60,000lbs. of thrown silk, 60,000lbs. of "patent spun," 100,000 pieces belt ribbons, and 600,000 yards wide goods, comprising dress silks, gros grains, poplins, foulards, and pongees. They employ 1,000 hands. The raw silk used by these various factories is imported from China and Japan free of duty, but first passes through the English market, where the prices are fixed. It is hoped that the Pacific Railroad will do away with this obstacle by passing the raw silk direct to Eastern manufacturers. We have here (observes the *United States Economist*) some clear perception of the vast market ready in our own country to take all the supplies that California can possibly furnish. The exports of silk worm eggs alone from Yokohama for the year 1868 amounted to five and a half million of dollars, a fact which furnishes an indication of the demand for raw silks.

The Burning of the Emperor's Palace at Peking.—We briefly noticed in our last this event. It appears that the loss entailed is a very serious one. In the Wu-yin-tien—the principal buildings de-

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stroyed—were stored a large and very valuable collection of the books published by order of those munificent patrons of literature the Manchu Emperors, and of blocks for printing. From their connection with literature they are the best known buildings in the Palace. Their name appears on the title pages of all the Imperial editions of books printed during the last two hundred years. It was here that the famous work "Tu-shu-chi-cheng"—a single copy of which now costs as much as £500—was printed with copper types at the beginning of the eighteenth century. And it was here that the large and valuable collection of works known as the "Si-ku" was printed. "the mere catalogue of which, with critiques upon them, occupies nearly 200 chapters." The fire broke out in a side building occupied by workmen at one o'clock on the morning of the 28th of July, and it is supposed that some scraps of paper that they had been in the habit of burning to keep off the mosquitoes ignited the parings left by the bookbinders, and hence the mischief. The fire raged until eight o'clock, when it was got under by the exertions of the courtiers and soldiers, after having destroyed seven ranges of buildings, consisting of five compartments each. The disaster affords occasion to the aged secretary, Wo-gen, to warn the Emperor against indulging in fine buildings and luxury generally, when the people at his gates are starving, when his treasury is empty, and when yet two provinces are in the hands of the rebels. "In ancient times," he tells his Imperial master, "the Emperors were told that destructive fires in the palace were judgments sent to the reigning monarchs for repairing his pleasure houses while the people were groaning in poverty."

Launch of the "Wilhelmine Emma."—This vessel, a screw composite, has been built by Messrs. Wingate and Co., on Clyde, to the order of Messrs. Miller Bros., Glasgow, for their friends, Messrs. Siber and Bremould, Japan. She is a handsome steamer, of 620 tons, fitted with a pair of improved compound surface-condensing engines of 100-horse power, and is classed 16 years A1 at Lloyd's. The ceremony of naming her *Wilhelmine Emma* was performed by Mrs. Peter Miller, of Mosesfield. The construction of this steamer is of a somewhat novel description, the bottom being composite, with flush iron topsides, so as to combine in the highest degree the strength and stiffness of an iron vessel with the anti-fouling properties of a composite. The cabins are most elegantly fitted up in polished hardwood, and the vessel altogether a credit to those concerned. She has been placed on the loading berth at Glasgow for Japan by Messrs. Miller and Messrs. Skinner.

The Telegraph Construction Company.—The directors and friends of this company dined at the Albion Tavern on the occasion of the approaching sailing of the *Great Eastern* from Sheerness with the submarine cable manufactured for the British Indian Submarine Telegraph Company. Sir D. Gooch was in the chair, and among those who proposed or acknowledged toasts were Lord Houghton, Mr. R. W. Crawford, M.P., Lord William Hay, the Right Hon. W. N. Massey, Capt. Barrow, Capt. Seymour, Mr. Verdon, Mr. Pender, Capt. Sherard Osborn, and Capt. Halpin. Mr. Massey said he was pleased to be able to announce that on that very day arrangements had been completed for the extension of the cable to the principal Chinese ports, by means of Ceylon and Singapore, and thence also to Australia.

The Japanese Colony in California.—The American journals report that the Japanese colony, at Gold-hill, California, is much less successful than has been claimed by interested parties. That there are but eight Japanese there; that the one hundred and forty "soon to arrive" never have embarked from their native land; that from the several million tea seeds brought by the colony, less than 130 plants have been produced, and these in a puny condition, and that only two of the several hundred mulberry trees brought are alive, the dry summer having killed the remainder.

California Silk Eggs in France.—Last autumn a banking house in San Francisco purchased and shipped the first merchantable lot of silkworm eggs exported from America. It is true it was not a very important shipment as regards amount—it was only a few thousand dollars' worth, but it was important to that country as the first legitimate profit from years of anxious experiment and tedious labour, and it was important to France and Italy as opening for the sericulturists of those nations a chance of recovering a healthy stock of their favourite species.

Sir James Hope at Portsmouth.—Yesterday being the anniversary of the battle of Trafalgar, Nelson's flagship *Victory* was, in accordance with custom, dressed at each mast-head and yardarms with laurel wreaths. During the afternoon some few of the remaining survivors of the memorable engagement went on board, and were, with several of the senior executive, petty, and executive officers in the port, entertained at dinner through the liberality of Admiral Sir James Hope.

More Coolie Horrors.—The French barque *Tamaris*, which left Macao with three hundred coolies on the 6th Feb. for Havana, put into St. Helena, the coolies having dwindled down to seventy-five!! We gave an account of this vessel putting into Padang some months since, after having murdered the captain and part of the crew.

Launch of the "Eastern Isles."—Messrs. Archd. M'Millan and Son launched from their building yard at Dumbarton a fine composite screw-steamer of 600 tons register, and classed 16 years A1 at Lloyd's. She has been named *Eastern Isles*, and is laid on at Glasgow for China and Japan.

The New Season's Tea Clippers.—We have to announce the arrival of the *Taeping*, on 23rd, from Foochow, in 106 days; the *Argonaut*, from Shanghai, on 21st, in 112 days; the *Belted Will*, from Canton, on 21st, in 104 days.

A telegram from Portland, Oregon, to the San Francisco papers, reported that the Chinese there were loading a barque for Hong Kong with a miscellaneous cargo of old scrap iron, boxes of dead Celestials, broken glass, flour, and other produce."

## NAVAL AND MILITARY.

### THE FLAGSHIP FOR CHINA.

The Admiralty authorities have again changed their intentions with reference to the appointment of a flag-ship for the China squadron; the Penelope was the first vessel selected, afterwards, as announced in our issue of the 4th inst., the screw frigate Glasgow, and now we are informed that orders for her fitting out have been countermanded, and that the Audacious has been substituted. The last-named ship is new—indeed, she is not yet fully completed, being only just out of the hands of her builders, Messrs. Napier and Sons, of Glasgow. The Audacious is an iron vessel, partially armour-plated, of fourteen guns, 3,774 tons burthen, and 800-horse power; she has been constructed upon Captain Cowper Coles' turret principle, at a cost for hull and engines of £226,857; her length between perpendiculars is 280 feet, and extreme breadth 54 feet; her draught of water forward will be 21 feet 6 inches, and aft 22 feet 6 inches. The engines, by Messrs. Ravenhill, of Glasgow, are on an improved expansive plan, with surface condensers. Orders have been received at Portsmouth from the Admiralty for the Donegal, screw line-of-battle ship, 3,246 tons, 800-horse power, to be removed from her harbour moorings and placed alongside the dockyard, to fit out for a voyage to China and back. She is to take out the officers and crew for the Ocean, for service under Rear-Admiral Kellett's flag. Captain Hewitt, V.C., Sir H. Kellett's flag-captain, will probably proceed to China by this vessel. The officers and men who have served on board the Ocean, under the flag of Sir H. Keppel, will return to England in the Donegal.

### ARMY CONTROL.

The *Army and Navy Gazette* states that the arrangements for the new Department of Army Control are completed, the Treasury assent having been given, and that in a very brief period they will be formally promulgated in a Royal Warrant. If we are rightly informed, the department will be divided into two sub-departments—one for Supply and Transport, which will include the Army Service Corps, and another for Pay. The former sub-department, acting under the Control Department, will manage all stores, clothing, and provisions, and the transport thereof, and officers of this sub-department will have the command of the new Army Service Corps. The duties of the Pay Sub-Department are sufficiently indicated by the name. The officers in the Control Department will be divided into three grades—controller, ranking relatively with a major-general; deputy-controller, with a colonel; and assistant-controller, with a lieutenant-colonel, and those combatant officers employed on probation will rank as majors. The combatant officers to be selected in the first instance for this last-mentioned position must not be under the rank of captain. After the first formation of the establishment the Control Department will be filled by promotions from the Supply and Transport Sub-Department, and by officers of the army, who must have five years' service, be under thirty years of age, if from the cavalry or infantry, and have gone through the Staff College. After two years' probation, if approved, they will join the Control Department, receiving the value of their commissions. During the two years' probation they wil be detached from their regiment, and, if in the ordnance corps, seconded. The pay of a controller will be £3, of a deputy £2, and of an assistant £1 a-day, and this latter rate will be given to combatant officers who are probationers in lieu of their regimental pay. In the Supply and Transport Sub-Departments the ranks will be commissary, deputy commissary, and assistant commissary, ranking with major, captain, and lieutenant respectively. Two years' service in the army is a necessary preliminary, aud the officers must be under twenty-five years of age if from the Line, and thirty if from the Artillery or Engineers. Non-commissioned officers of espe cially good qualifications, and under thirty years of age, are likewise to be eligible. The pay of a commissary will be 17s. 6d., of a deputy 11s. 6d., and of an assistant 9s. a-day respectively, these rates increasing after five years' service. The Sub-Department of Paymasters will also be divided into three grades, with pay ranging from 10s. 6d. to 25s. a-day. It is understood that retirement from the Control Department shall be compulsory at sixty, and from the Sub-Departments at fifty-five years of age. We have also reason to believe that most of the personal arrangements are so far completed that nothing but formal sanction is required. Great Britain will be divided into the London, Northern, South-Eastern, Western, South-Western, Eastern, Chatham, Woolwich, and Scotch districts. Commissary-General Drake will have charge of the Northern; Purveyor-in-Chief Robertson, C.B., of the South-Western; Deputy Commissary-General de Fonblanque of the South-Eastern; Deputy Superintendent of Stores W. M. King of the Eastern; Assistant Commissary-General H. Moore of the Western; Assistant Commissary-General Adams of the Chatham; Assistant Commissary-General Rogers of the Woolwich; Deputy Superintendent of Stores St. George of the Scotch; and Assistant Commissary-General Winter of the London districts. The appointments generally will be filled by officers of the Commissariat, Purveyors, and Store Departments, and, in the first instance, we believe that only two combatant officers will be attached to the department—Captain Hozier, of the 3rd Dragoon Guards, and Captain Stuart, now on the Quartermaster-General's Staff in Ireland.

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### TROOPS FOR CHINA AND THE STRAITS.

The Ellenborough sailed from Gravesend on the 10th inst., with the following detachments of troops for China and the Straits Settlements:—70 non-commissioned officers and men, 7 soldiers' wives, and 5 children of the 75th Regiment; 9 non-commissioned officers and gunners of the Royal Artillery; and 1 man and woman of the Army Hospital Corps, for Singapore; 3 men of the Royal Artillery, for Penang; 30 non-commissioned officers and gunners, 9 soldiers' wives, and 9 children of the 75th Regiment from Shorncliffe, 14 men of the Royal Artillery from Woolwich, and 1 woman of the Royal Engineers, for Hong Kong. The following officers embarked with the troops: Captain Michael John Sexton, Royal Artillery, in command of the troops, and Ensign Robert Hawkee Ellis, 75th Regiment, for Hong Kong; Lieutenant John Hume Hart, Royal Artillery; Ensign Reginald B. Rudyerd, Ensign Philip F. Walker, and Ensign Henry Harding Matthias, 75th Regiment, for Singapore; the whole under the medical charge of Staff Surgeon Augustus Frederick Turner.

### THE SANITARY CONDITION OF THE ARMY.

The Report annually issued by the Medical Department of the Army is this year of a comparatively uninteresting and of a correspondingly satisfactory character. In other words, the sickness and mortality in the army were near the usual averages. Compared with the results for 1866 there has been an increase in the ratio of deaths to the extent of 2.28 per 1,000, and a decrease in the proportion of men discharged the service as invalids amounting to 4.8 per 1,000. There has also been a decrease in the mean daily sick of 2 per 1,000. The rate of mortality, though higher than in 1866, was still a little under the average of the last seven years, and the numbers discharged as invalids and constantly non-effective from sickness were each 5 per 1,000 below the average. The only exceptionally high mortality (71.07 per 1,000) occurred at Jamaica, and was occasioned by yellow fever. This disease attacked 90 persons in a garrison of the average strength of 788, and destroyed 38 of them, the deaths from other causes being only seven in all. The highest rate of sickness was in the Mauritius, where the admissions to hospital were in the proportion of 2,233 per 1,000, and the mortality was 40·95 per 1,000 in a garrison of the average strength of 1,294. In India, including all three Presidencies, the admissions to hospitals were 1,379 per 1,000 of force, and the deaths 28·86; the deaths in Bengal having been somewhat above, and in Bombay and Madras somewhat below the average. In Malta the proportion of admissions was 863; the deaths were 24·19 per 1,000. In the United Kingdom the admissions were 870, the deaths 9·40. The great scourge of the army—the diseases due to sexual immorality—is not only unabating, but increasing. In the United Kingdom the *increase* has been 33 cases per 1,000 of force; in Gibraltar the increase over 1866 has been "considerable;" in Barbadoes it has been 32 per 1,000; in New Zealand the number of cases has been nearly double the average; in Japan it has amounted to 797 per 1,000, and in Bombay to 723 per 1,000. Nova Scotia and New Brunswick, Honduras, and Australia all report an increase; and at all the stations this increase has been chiefly due to the syphilitic group of maladies—the most important and far-reaching in their effects. Malta, Jamaica, China, Bengal, and Madras report a decrease, but not to an extent that balances the increase elsewhere. It is surely time that the efficiency of the present Contagious Diseases Act should be recognised, and that an endeavour should be made to increase the practical value of its provisions. The appendix to the report contains, as usual, a number of highly valuable communications on a great variety of subjects that affect the health and well-being of the soldier. The second of these communications is a commentary by the Army Sanitary Commission on the cleansing of Indian stations; and it enters at length into the consideration of the "dry earth system." This, which has been so successful at Wimbledon, is altogether condemned by the Commission as being more expensive, more troublesome, and less efficient than a water system, and they append to their remarks some interesting observations on the utilisation of ordinary sewage.

## THE YANGCHOW RIOT.

BY REV. M. J. KNOWLTON, NINGPO.

After all that has been published respecting the Yangchow riot, the editorials of home journals and the late debate in the House of Lords render it evident that there is still great ignorance of the facts of the case, even among those whose duty it was to better inform themselves.

1. In regard to the Yangchow affair, they assume that the missionaries were "imprudent" in going *so "far inland"*—beyond, it is said, "consular jurisdiction." But what are the facts? They were but fifteen miles by water, and ten miles by land from the open port of Chinkiang, where were a custom-house, Consular establishments, and a number of foreign residents. Yangchow is in sight from the Chinkiang British Consulate, and may easily be reached from there on a pony in an hour and a-half. So much for being "far inland," away from Consular jurisdiction. If the jurisdiction of a Consul does not extend to Foreigners when distant from an open port but ten miles, then what assurance can Foreigners have of protection when they leave an open port and proceed into the interior for trade, or recreation, or any other purpose, the very shortest distance?

2. The Yangchow missionaries, though so near an open port, had *passports*. According to a special provision in the old treaties, Foreigners are allowed with passports to proceed into the interior, without limit as to distance. Is not a Foreigner with a passport in his pocket, however far he may be in the interior, under the protection of his Consul, and also of the Chinese officials? Yet Lord Clarendon, in his letter to the directors of the London Missionary Society, declares that "it is impossible for Her Majesty's Government to protect a missionary establishment in places where no Consular authority is at hand." And it is very noticeable that, in the whole debate in the House of Lords, no reference is made to the passport system, by virtue of which missionaries, merchants, and scientific men have hitherto travelled in the interior. Is the British Government about to dispense with the passport system?

According to the principles laid down in the Treaty with the United States, recently agreed upon at Washington, citizens of the United States of America are to have the same privileges in China that are accorded to Chinese in the United States. This is equivalent to dispensing with passports, and to allowing citizens of the United States to travel, rent or purchase houses and lands, and reside wherever they like in China. But this fine and darling theory of the Burlingame Embassy is, however, fatally opposed by the great inequality of conferring upon the Chinese all the advantages of a highly civilised and enlightened state of society, of just laws and an equitable government, while citizens of the United States in China must be subjected to all the disadvantages of a very low state of civilisation, of antiquated or unjust laws, and a Government in its practical workings but little removed from barbarism.

3. Again, the Yangchow missionaries, before visiting that city, took the precaution to *consult with* some *officers* of different nationalities, as to the propriety and practicability of residing there; and they all agreed that they had the right, and that it was undoubtedly feasible for them to do so.

4. Moreover, the missionaries obtained of the Taoutai under whose jurisdiction Yangchow lies, *an official despatch* to the officers of that city, informing them of the object of the missionaries, and directing them to afford them protection and aid in securing a place of residence. The native officers of all grades, so far as I have heard, all admit the right of Foreigners under the treaties to rent houses and reside in the interior. That the Chinese Government and the provincial officers do admit this right is proved by the fact that Foreigners do actually possess houses and reside in every province in the Empire.

5. By means of the Taoutai's despatch, the missionaries had no difficulty in obtaining the issue of *a proclamation by the district magistrate of Yangchow*, allaying any suspicions that might be secretly entertained among the people respecting them, and greatly facilitating the renting of a house.

6. The missionaries have been blamed for going in *so large a party*. But in the first instance only Mr. Taylor and his family went there, remaining about a month, living part of the time in a boat, and the other part in an inn. Finding the people and authorities apparently so friendly disposed, and having obtained a house in a somewhat retired locality, he felt no hesitation in inviting a fellow missionary with his family to come and reside, bringing with him a printing press and materials, &c., for printing; also philosophical, chemical, and photographic apparatus, a case of surgical instruments, a musical instrument, books, clothing, &c., &c.—all of which were destroyed or taken away during the riot. The *Saturday Review* makes itself merry over the "indemnity for losses extorted from the Chinese." But this ridicule is sadly out of place. When Mr. Taylor was called upon by the Consul to give a valuation of the losses sustained, he could not at once call to mind all the articles that were lost; and it was afterwards found that the estimate given fell several hundred dollars below the actual loss. And up to this time the missionaries have received nothing for injuries suffered. One received a permanent injury to his eye, another a hernia that will incommode him for life. The *Saturday Review* misrepresents them as *demanding* "indemnity;" but they did not, and the compensation and penalties demanded by Consul Medhurst were most moderate and just. And in regard to the largeness of the party, it should be mentioned that some of the missionaries who happened to be present during the riot were merely making a temporary visit, one or two having arrived on the very day of the riot.

7. It has generally been assumed that the mob was raised by the *preaching of Christianity*, and especially by *declaiming against ancestral worship*. But the facts of the case prove beyond all controversy that the propagation of Christianity, and the assailing of Chinese superstitions, had nothing whatever to do with exciting the disturbance. *The missionaries had not yet commenced preaching at all.* And even if they had, it is not Mr. Taylor's custom, nor that of the more experienced missionaries generally, I believe, when preaching to a wild heathen audience, to begin with inveighing against ancestral worship and other Chinese superstitions, but rather to begin with certain generally admitted principles. Those who have raised objections to the mode of missionaries' preaching have probably never heard a missionary preach, never perhaps visited a mission chapel or school, and in fact know nothing from personal inspection, or from trustworthy sources, of the operations of missionaries. In the Yangchow case, they had been occupied with obtaining a house, in making repairs, and getting settled, and had not yet begun missionary operations; much less had they assailed any of the cherished religious opinions or practices of the people. The people knew nothing of Christianity; hence how could they feel opposition to it? Moreover, they were friendly. When the Foreigners appeared in the streets, there was, of course, the usual idle curiosity, but nothing rude. And the missionaries were careful not to excite even that unnecessarily; the ladies did not appear in the streets when they wished to walk, but took a boat and went to a retired place two or three miles distant.

So much for the alleged "imprudence" of the missionaries—"that small independent body of men," as the Earl of Shaftesbury said, "who raised this fuss," while the great missionary societies conduct their proceedings with so much zeal and judgment." Indeed if "a small body of independent men, acting under no central authority," act with so much discretion as facts prove they did, what paragons of good judgment, circumspection and prudence must be the missionaries under the direction of "the great missionary societies."

*How was the riot caused?* Precisely in the same way that every riot of which I have heard has been produced, viz., by the instigation of the gentry, *i.e.*, rich, literary men, especially that class who, failing to obtain an appointment to an official position for extorting money, make extortion in a private way their business. This class of men, very numerous in China, invariably have within easy

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call a set of ignorant, loafing, athletic bullies, to perform their low, mean business. In the Yangchow case, a number of these gentry held a secret meeting at least fifteen days before any disturbance arose, and deliberately formed their *plan* for ejecting the Foreigners from the city. This plan was the usual one of posting inflammatory handbills, and circulating "agitating reports," and thus working upon the ignorance and passions of the populace, until a mob could be excited. Two incidents especially emboldened them to make this attempt, first, the recent withdrawal of the English Consul from Chinkiang, and the appointment of an assistant in his place (Mr. Taylor heard the matter remarked upon in the tea-shops of Yangchow) ; secondly, the fact, which had also become noised abroad at Yangchow, that the missionaries had just been successfully baffled by the district magistrate of Chinkiang, in their attempts to procure a house in that city. The manner in which this last was done is worthy of note, since it appears to be the one now generally adopted by unfriendly officials to prevent Foreigners from obtaining houses in the interior. A Foreigner rents a house, the writings are duly made and signed by the proper parties and by the usual "middle-men ;" the Foreigner is soon surprised (for the gentry have secretly been at work) at receiving from the officer of the place a polite note, informing him that the man who has rented him the house is not its proper owner, the contract is void, and the house must be given up ; in the meantime the owner of the house is informed secretly that if he does not get back his house he will suffer for it. A case quite analogous to this has just occurred, but a few days since, in Kinghwa fu, in the Chekiang province. A Foreigner rented a small house, the writings were all duly drawn up and signed, and the day fixed when he was to take possession of the house. The gentry went to work, compelled the owner to secretly sell the house to them, and the day before the Foreigner was to take possession a mob was taken to the spot, the house was taken to pieces, and every stick and brick of it was carried away and deposited in a temple ! That was an American, and if the United States officers in China do not cause those gentry to return that house to its former condition, or else obtain another house for the United States citizen in its place, I should like to know of what account the treaty of reciprocity is that was recently agreed upon with the Chinese Embassy at Washington ? And of what account also is the "most highly favoured nation clause" in the old treaty of 1859 ? for Frenchmen are allowed to rent and purchase houses and reside throughout the empire. It is true they are Romish priests, and the United States citizen mentioned above is a Protestant missionary, very "prudent," of one of "the great missionary societies."

The gentry at Yangchow began at once to carry out their plan. At first the anonymous handbills in manuscript were posted, containing absurd charges against the Foreigners, and threatening them, and also the landlord and house agents. These not exciting much attention, large placards, a yard long, were printed and posted up throughout the city, stating that "these brigands of the religion of Jesus opened foundling hospitals for the purpose of enticing into them small children, that they might cook and eat them ; that they scooped out the eyes, and took out the lungs and livers of the dying who might be within their power." For such monstrous reports they had, in the minds of the people, some apparent foundation, for there had recently been considerable sickness in the foundling hospital of the Romish mission in Yangchow, and many of the children had died. A man having been detected at one of the city gates in carrying out a child covered up in a basket, to bury it in the Roman Catholic burying ground, so great an excitement was awakened that the magistrate of Yangchow caused some eighteen of the graves of the little children who had died in the hospital to be opened, and their corpses examined, to ascertain whether they had been mutilated or not. The "taking out of the eyes and lungs and livers" is an old standing charge against Romanist missionaries throughout the Empire, and the people and even the literati and officials make no distinction between Romanists and Protestants—everything "foreign" is all the same to them, and equally to be condemned, simply because it is "foreign."

These and such like horrible charges had the desired effect ; the people were roused. Nor were the missionaries indifferent and inactive. They petitioned the prefect to take steps to repress the growing excitement and disturbance, but he treated the matter lightly and did nothing. Again they petitioned the prefect, reminding him of the possible result of the excitement, unless it was checked ; he promised to take action, but remained inactive. Other placards were posted, of such a vile and indecent character as to be unfit for publication ; exaggerated and most absurd rumours were flying in every direction ; the whole city was in a ferment. But the officials still did nothing. Had they issued a proclamation when requested, threatening the instigators of the mob, and allaying the absurd fears of the people, there can be no doubt that the riot would have been prevented. Even a placard posted by the missionaries, containing a refutation of the outrageous charges, had a marked effect upon the deluded people. Two or three years since precisely similar efforts were made to excite a mob against the missionaries at Hangchow, but the officials, when appealed to, at once issued proclamations, which put a stop to the nefarious proceedings of the gentry, and the missionaries remained in peace.

On the 22nd of August, 1868, two Foreigners from Chinkiang, one of them a United States Consul, paid a visit to Yangchow, passing quietly through the streets, looking at any curios they might find, and also called on the missionaries. In the afternoon they returned to Chinkiang. Immediately the report was circulated that "twenty children were missing," who were "taken away to be cooked and eaten," or for some other equally horrible purpose. Upon this the excitement burst into a flame, the mob was called out, and that same evening it accomplished its fiendish work. Now in view of all these facts who can have any doubts as to who were the instigators, and what was the cause of that riot ? Where in the whole history of that affair is there any act, any course of procedure of the missionaries to which the blame can be attached ? Is it not perfectly evident that the gentry, entirely without any just cause, excited the populace and raised the mob, and that the officials secretly connived at their proceedings ?

The opinion appears to have become widely prevalent that the *Chinese authorities* and *people* are *especially opposed to the propagation of Christianity*. Even Sir Rutherford Alcock, in his despatches to Her Majesty's Government (as stated by Lord Clarendon in the debate), has "referred to the riots which have occurred as a proof that not only the authorities and influential persons, but the whole population of China, are adverse to the spread of missionary establishments ;" hence "that it would be very inconsistent with wisdom or prudence to insist upon an article in the new treaty to be negotiated with China, empowering missionaries to purchase lands and reside in the interior." Now, from an intimate acquaintance with the Chinese during a period of fifteen years, and from experience of their opposition both near the open ports and far in the interior, I do not hesitate to affirm that Sir Rutherford's inference from the riots is utterly false, not being consonant with facts. The root of the opposition that has led to disturbances is not found in any special repugnance to Christianity, but in *hatred to all Foreigners, as such*. At a place 250 miles in the interior, where we have met with much opposition, I took special pains to ascertain the ground of it ; and I found that it was not aimed at Christianity, but the current talk of the opposers in private among themselves was, "If missionaries are allowed to come and reside among us, they will no doubt be followed, by and by, by other and perhaps unprincipled Foreigners, and especially by *merchants with sufficient capital to take the trade out of the hands of our native merchants*." This last consideration seemed to weigh most with them. Merchants have often met with opposition, and have often been driven from places in the interior. Missionaries are residing in cities in the interior, and boldly prosecuting their missionary operations where merchants would not be allowed to stay, and where, in some instances, merchants had previously been driven away. A merchant and his servants had been beaten and robbed by an official and his lictors, at a place not far from Yangchow, previous to the Yangchow riot. At Taiwan merchants had been as seriously interfered with by the officials as the missionaries ; and gunboats were called in more to vindicate the treaty rights of the merchants than those of missionaries. The same was substantially the case at Yangchow. The disturbance at Swatow recently, in which placards were posted offering $50 reward for every European head, and in the putting down of which by force many lives were lost, had nothing to do with the missionaries. Nor had they anything to do with the collision at Amoy, in which the rioters were fired upon by the marines, and a number of Chinese were wounded, and one or two at least killed.

I cannot close this paper better than by quoting an extract from Consul Medhurst's despatch to Sir Rutherford Alcock, August 31st, 1868. After having taken the affidavits of the missionaries, and by a most careful investigation on the ground having possessed himself of the facts of the Yangchow riot, Mr. Medhurst gives the following *summary* of them :—"1. That the attack was entirely unprovoked. 2. That it was instigated by the literati and gentry generally. 3. That the outrage was distinctly premeditated and occupied time in being put into execution. 4. That the local authorities took no pains whatever to prevent or put down the excitement, notwithstanding that they were warned of the possible result, and were repeatedly and courteously appealed to for protection. 5. That when the rage of the mob had been permitted to take its course, and after protection had been tardily accorded, they actually threatened the victims to leave them to their fate, unless they recorded it as their opinion that the attack partook of the nature of a simple disturbance, punishable as far as the actors in it were concerned, with the cangue. And 6, that since the affair took place, the authorities have done nothing towards expressing their disapprobation of the conduct of the ringleaders."

The mode in which the affair was settled was, under all the circumstances, they very best that could have been devised. Had it been sustained by the British Government, it would have done more towards the opening of the interior to foreign residents, and preventing like infringements of the treaties, than a dozen such embassies as that of Burlingame, or a hundred adjustments by mere diplomacy at Peking, or by reference to the Home Governments of Treaty Powers. Indeed, justice cannot be obtained by diplomacy. The treaties are as worthless as blank paper unless *backed by "force."* But the Earl of Clarendon appears to be in mortal fear lest a Consul, who calls in force to compel a provincial Chinese officer to observe the treaty stipulations, will necessarily involve H.M.'s Government in a war with China. But this by no means necessarily follows. Lord Clarendon and his peers should by this time have learned enough of China to know that it is "a mountain of sand ;" war in one part does not necessarily affect any other part. The fighting, and the repulse and subsequent victory of the allies at Tienstin, in 1858 and 1859, did not raise a ripple of excitement at the other ports. Chusan Island, which is under the jurisdiction of Ningpo-fu, was taken complete temporary possession of, yet all remained perfectly quiet at Ningpo, natives and Foreigners continuing at their business as usual. A Consul may call in the aid of a gunboat or man-of-war, and whip a pig-headed refractory provincial mandarin into the line of his duty in observing the stipulations of the treaty, as at Taiwan-fu and Swatow, without in the least disturbing the peaceful relations of China with his own Government ; he has but made those relations more firm, friendly, and peaceful. Indeed, this course is often a necessity. Cases have occurred calling loudly for redress, the matter was referred to Peking, the central Government in substance says :—"We are certainly very sorry that this breach of the treaty has occurred, but we have not the power always to control those provincial officers, moreover the people are joined with them in this case, which renders it doubly difficult. Suppose we compromise the matter this time ; we will reprimand the officer, and give strict orders forbidding the like to occur again." The Minister pities the weakness of the Central Government, listens to its sophistry, gives the matter the go by, snubs his Consul, and lays the foundation for fresh outrages. Who does not see that when the Central Government pleads its inability to control the provincial authorities and "people," the *only way to obtain redress* is for the Consul to be allowed to call to his aid sufficient *force* to enable him to bring the contumacious provincial officer and his band of gentry to terms ?

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JAMES WEST, PUBLISHER,
2, COWPER'S-COURT, CORNHILL, LONDON.

# The London & China Telegraph.

*LONDON, MONDAY, OCT.* 25, 1869.

## THE UPPER YANGTSZE.

The opening of Hankow and Kiukiang to foreign trade admitted mercantile enterprise into a vast field previously closed against it, though to some extent explored, and known to abound in the essentials of a great trade. For some years afterwards, our countrymen were content to work—with what success we need not specify—the rich mine thus opened to them, and hardly cared to inquire into the nature of the country that lay beyond the upper portion of the Great River, and the districts traversed by it; and these have accordingly remained, until very lately, a *terra incognita*. It would not however have been right to neglect permanently the exploration of the Upper Yangtsze. Certainly, neither the present aspect of the foreign settlement at Hankow, nor the record of its progress during the past few years, offer any encouragement towards the foundation of similar settlements at other and more distant points; still, it has been rightly considered that our commercial relations with the Chinese may be fostered, and our trade developed, by the opening of new paths into the inner recesses of the country, without incurring the necessity of building "model settlements" of palatial dwelling-houses and massive go-downs at every point. The recent exploration of these upper waters, so far as we can judge from the Report issued by the Shanghai Chamber of Commerce, must be regarded as a highly satisfactory achievement. Admiral Keppel acted with his usual good judgment in taking the *Salamis* on a sort of voyage of discovery up the river; Mr. Swinhoe worthily represented the Consular service; and the Chamber of Commerce made an undeniably good choice in selecting as their delegates Messrs. Michie and Francis. Their observations show that for a distance of at least 360 miles above Hankow the river is suitable for steam navigation, and that eventually even this will be far from the extreme limit. At least one first-class and two second-class trading-marts might be at once availed of, Shasi, the most important, being a large city, through which passes the entire trade of Szechuen and Yunan, and where some 40,000 tons of native shipping was congregated; while Ho-hu and I-chang, though of minor importance, present great trading capabilities. It is worthy of note that the people everywhere expressed the greatest willingness to trade, and that those who accompanied the expedition agree in a firm conviction that wherever foreign merchants present themselves they will be civilly, and even cordially, received. Here is another great and (to any reasonable mind) convincing proof, that it is not any rooted aversion or hostility on the part of the populace that we have to contend with. Let the official class cease their malevolent intrigues, and Europeans will no longer be insulted or maltreated by the people of China.

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Our correspondent at New York informs us that a very neat Organ has been contracted for by a gentleman from Yokohama, intended for the church at that place. The first cost is to be about $3,000 currency. We congratulate the community on this acquisition, which was much needed; and we hope soon to hear that a new church—on a better site—has been decided on.

## THE OTTOMAN EMPIRE AND THE SUEZ CANAL.

The opening of the new Canal, the journey of the Empress, and the voyaging of the few journalists who accompany, or, rather, follow the Imperial *cortège*, naturally cause a great deal of talking and writing *àpropos* or otherwise to the circumstances of the Isthmus; and pamphleteers seize upon the opportunity to plead the causes to which they are attached, or to argue out the crotchets they have taken up. A pamphlet appeared the other day in the Palais Royal which appears to have been written to order for the Turkish Government, and the style may be fairly judged of by the second paragraph of the publication. After speaking of the bold statesmanlike act of the Sultan in visiting Western Europe in 1867, with fitting admiration the writer adds:—"And "with the tact which characterises great nations France ap "plauded him, France exhibited towards him her most re- "spectful sympathies." Perhaps such sentences are necessary to cause a pamphlet that does not treat of party conflict or scandal to be read in Paris, but they do not agree with the English notion of sober writing. About fifty-five of the sixty pages of this pamphlet are occupied with laudation of Turkey and its Government, condemnation of every act of the Western Powers in relation to Ottoman affairs, abuse of the Viceroy of Egypt and his Government, and the usual declamation against Russian views in the East.

What is said about the Suez Canal is not of much value, but still it deserves notice. The Prodigal Son, who is squandering the heritage of Mehemet Ali, says the anonymous author, has invited the Sovereigns of the West to the inauguration of the work of another Prodigal Son, who has managed to sink 300 millions of European gold (francs), 300 millions of Europeans savings, in the sands of Egypt. The Canal, we are assured, is condemned to become barren, profitless before ten years are passed if other resources are not found to maintain and to complete it, than European capital and the produce of the navigation by that route towards the East. In order to protect the precarious existence of the Canal against the sands of the desert, the vessels that traverse it must produce annually 15 millions of francs for the interest on the capital of 300 millions, and at least 8 millions for the maintenance of the Canal and attendant expenses. The higher the rates are raised the smaller will be the number of trading vessels which will abandon the old route of the Cape, and sailing vessels will never do so at all. The Suez Canal is a work of luxury, and only passengers who can afford to pay well, and light goods, will ever pass through it.

And we know only too well what would become of our railways without heavy goods. The author applauds those Powers which have refused to be present at the inauguration, and says that the greater the *eclat* of the ceremony the greater will be the ridicule which will fall some day upon those who could not see that the work of M. de Lesseps is as unstable as the sands through which it is carried.

The following sentences furnish a good example of the mixture of truth and error spread through the pages of this pamphlet:—"As regards the present policy of England, it "is well to note that this Power formerly enjoyed a prepondе- "rating influence at Constantinople, where she was for a time "effaced by France, until the Treaty of Unkiar-Skelessi gave "Russia the first place. But England has a constant interest "in the maintenance of Turkey, and can never consent to its "being reduced. She has, in fact, lost so much of her Euro- "pean commerce that she would be compelled to close her "factories if nothing but European markets remained to "her. But England is still mistress of the commerce "with the rest of the world, and is always seeking new "outlets. The nearer India is brought to her by a short "route, and by means of steam, the more important becomes "her relation with that immense Empire which constitutes "her chief resource." Yet, in another place, the author declines to speak of the Suez Canal after the jealous and *interested* critiques of the English press. The Suez Canal, says our author, can never exist on its own resources; it would, however, be a grand and useful undertaking if it could be maintained, extended, and completed. Completed in what direction or in what sense is not explained. The Egyptian Government, we are assured, can never meet the incessant demands of this work. The Viceregal Government, improvident and prodigal to excess, has got to the end of its means, and is driving to despair its unhappy subjects, who will soon rise up against it. The only possible way to save the Canal from

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ruin, and to prevent the loss of the immense sums so improvidently lent to the Khedive, we are told, is to restore Egypt to its legitimate Sovereign, and force the Viceroy to maintain the treaties which he is continually violating. If not placed in the hands of a powerful Government, the shareholders will abandon the work at the first crisis. There is no counting on English capital to raise up the enterprise; English capitalists have never been favourable to the Suez Canal, and underneath English want of confidence there is much more than jealousy or envy. The Sublime Porte alone can save the Canal from ruin; in assuming the direct administration of Egypt, in order to utilise her immense resources, she could easily pay for the maintenance of the Canal, as well as the interest on the shares of the Company out of the revenues of Egypt.

If the writer of this pamphlet be right in his views, the future of the Suez Canal Company is dark indeed; but we trust that his predictions will turn out as ill-founded as his assertions are grossly exaggerated with regard to England, and all with whom he differs, and as his conclusions are often glaringly illogical. We do not wonder at English capitalists having no faith in the pecuniary prospects of M. de Lesseps' enterprise; we rather wonder how he has found the necessary means so far; but we applaud his determination and untiring zeal, and we hope that the case of the Company may turn out to be infinitely better than our pamphleteer would make it appear.

## THE YANGCHOW AFFAIR.

Mr. Knowlton, an American missionary at Ningpo, gives a temperate and searching account of the Yangchow affair, which we reprint. It is worthy the attention of members of both Houses of Parliament, and all interested in China. Mr. Knowlton contends most ably for the right of Mr. Taylor and any other missionary to locate at Yangchow and all other places, and he gives an account of the way they went there. He says that the misrepresentations made by members of the Houses of Lords and Commons and of the press in this country is astonishing and wicked to a degree, and he is not far wrong. Opinions are formed and expressed on such cases without reference to the simple facts which are not understood and are discarded; they are inconvenient, and are thrust aside as impracticable. On the origin of the riots Mr. Knowlton gives us the conclusion of Mr. Medhurst, our Consul. Indeed, the whole of the narrative is a most valuable contribution to the elucidation of the much-abused and misrepresented Yangchow affair. It is another condemnation of the miserable policy pursued by our Foreign-office in this and our general relations with China. With such oft-repeated advice of how to manage the Chinese, can Lord Clarendon longer maintain the style of his despatches? Mr. Knowlton emphatically confirms what we have so often stated, viz., that a reference to Peking of all our grievances, and the withdrawal of power from the Consuls, is the sure way of bringing on another big war. Mr. Knowlton very well describes the manner of treating our complaints at Peking, which amounts in all cases to an expression of regret and the affair shall be looked into, and after a delay of weeks the Minister gets the following:—"We are sorry that a breach "of the treaty has occurred, but we have not the power to "control those provincial officers, and the people are joined "with them, which makes the matter more difficult. Suppose "we compromise the matter this time; we will reprimand the "officers, and give strict orders to prevent its recurrence." By this course our grievances accumulate, and we are obliged to make threats, and then carry them out by a war. Now, the only way to be at peace with China is to insist on our just rights by treaty, and straighten out any infringement *on the spot at once.* This course is the more valuable and the less to be cavilled at, as we know from experience that, as a rule, the Government at Peking simply administer a wigging to the Governors of provinces for getting into a row with us, and causing us to trouble them with the matter. In the case of Swatow, Formosa, and many others, the officials on the spot thanked our Consuls for the measures taken to obtain redress. Our chief enemies in China are the class termed the literati, who hold no office, but live by petty squeezes. One thing the Foreign-office may be sure of—that if the present policy is pursued the valuable and trained staff of Consuls in China will retire in disgust. Sir Rutherford Alcock may be expected home in a mail or two, when our policy and position can be thoroughly examined previous to the opening of Parliament; and we trust that Sir Rutherford will succeed in convincing Lord Clarendon of the danger of the present policy.

## MISSIONARIES IN CHINA.

The *Chinese Recorder* for August (edited by the Rev. S. L. Baldwin, of the American Board Mission at Foochow) contains an account of the various Protestant Missions in China arranged in a tabular form, by which we can see at a glance that the total number of missionaries, English and American, with a few German and Swiss, number 152 males and 129 females, divided over the various ports of China. The aggregate number of chapels at these places is no less than 296. The number of boys and girls who are daily taught sum up over 4,000; the number of communicants nearly 6,000. Amongst these missionaries there are several who have studied medicine, and hospitals for the Chinese are conducted by them at Peking, Tientsin, Shanghai, Hankow, Ningpo, Amoy, Canton, Hangchow, Taiwan, &c. The arrangement and publication of these missionary statistics fills a want much felt, and is very creditable to the editor. The missions are divided as follows:—

| | English. | American. | German, &c. |
|---|---|---|---|
| Peking ... ... ... | 8 | 30 | — |
| Tientsin... ... ... | 11 | 2 | — |
| Chefoo ... ... ... | 6 | 3 | — |
| Tungchow ... ... | — | 12 | — |
| Shanghai ... ... | 6 | 15 | — |
| Kiukiang ... ... | — | 2 | — |
| Hankow... ... ... | 12 | 1 | — |
| Ningpo ... ... ... | 13 | 21 | — |
| Foochow ... ... | 6 | 14 | — |
| Amoy ... ... ... | 12 | 5 | — |
| Taiwan ... ... ... | 4 | — | — |
| Swatow ... ... ... | 6 | 4 | — |
| Canton ... ... ... | 17 | 9 | 13 |
| Hong Kong ... ... | 6 | — | 14 |

What is termed the China Inland Mission, under the Rev. Mr. and Mrs. Taylor, of Yangchow fame, consists of fifteen males and fifteen females, and they do not form part of any of the established missions.

At a meeting held at Peking of the members of the "American Board of Missions," Dr. S. W. Williams, the American *chargé d'affaires*, took the chair, and, in his address, said that when he arrived in China thirty-six years since there were only two missionaries.

The Chinese Newspaper published in Shanghai, and edited by the Rev. Y. J. Allen, is largely circulated, some 35,000 copies having been sold at one to two cents per number. The paper treats on the practical and mechanical appliances of the West, such as railways, telegraphs, life insurances, and our general trade, wealth, &c. This seems to be very much like what Mr. Muirhead is so urgent in pressing on us in his letter, which we published in our last number.

## THE SUEZ CANAL.

In addition to the extra steamers to be despatched by the Messageries and other companies, we understand that the P. and O. Co. will despatch their steamer *Delta* for the ceremony of the 17th November. It is not the intention of the directors to send the *Hindostan* through the Canal; she will proceed out to the India station round the Cape. The *Wm. Miller*, screw, for Singapore, Labuan, and Hong Kong, is announced to go through the Canal by Messrs. Killick, Martin, and Co. Messrs. Haviside and T. and W. Smith also announce vessels for Bombay and Calcutta through the Canal; the freight asked is £3 10s. to £4 per ton.

It is said to be now definitely settled that neither the Prince of Wales nor any other member of the Royal family will be present at the opening of the Canal. England will be represented at the ceremony by Mr. Elliot, our Minister at Constantinople. The opening of the Canal is expected by commercial men in Russia to produce great advantages for Russian trade, and preparations are being made for using it largely as a means of communication with India and Central Asia.

With reference to the establishment of a lighthouse on the Great Basses Rock, Ceylon, we are able to announce that Mr. W. Douglas, the executive engineer, and Mr. J. N. Douglas, of the Trinity-house, who has been appointed designer and consulting engineer to the undertaking, will leave England about the 17th prox. The vessel conveying the mechanics, stores, and appliances will be despatched during December, and the workmen are expected to be on the rock by January next.

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# Foreign Intelligence.

## GERMANY.

(FROM OUR OWN CORRESPONDENT.)

Hamburg, Oct. 19.

However the official organs may endeavour to conceal and gloss over unpleasant facts, there can be no doubt that in Prussia everything is not going on as smoothly as could be wished. The extraordinary absence of Count Bismark from Berlin, where the Parliament has been sitting for a fortnight, seems to confirm the general belief that he has had a quarrel with the other Ministers, or at least that there exists a difference of opinion between them on some important questions; for otherwise it is but natural and usual that he would be present to take part in the debates, and support the Ministerial measures by the weight of his influence on the assembly, and the force of his eloquence. It cannot be said that he is suffering from any infirmity or disease, as it is well known that he is in the full enjoyment of his bodily health and mental faculties. The only way to account for his unexplained absence is his wish not to identify himself with the measures of the present Cabinet, of which, however, he is the head, and, indeed, in more senses than one the Ministers appear to have lost their head, and are exposing themselves to rebuffs and defeats that in any other constitutional State would make it incumbent on them to resign office.

First and foremost, there is the Budget to settle. The Minister of Finance has laid on the table of the House the estimates for 1870, accompanied by his financial statement. The revenue is computed to amount to $164,311,275, and the expenditure to $169,711,275 (of which latter $164,072,575 are for the usual annual expenses of the State, and $5,638,700 for special purposes), thus showing a deficit of $5,400,000, to cover which the Minister requires the concurrence of the House to increase by 25 per cent. the classified income-tax, the class-tax, and the tax on butchers' and millers' produce. In the House of Representatives there is a strong feeling of dislike among the members to lay any fresh burthens on the shoulders of their constituents, and as this feeling is shared by both Liberals and Conservatives, it is not difficult to foresee the result of the division when the subject is brought forward for discussion, which will probably be next week. In the meantime the Baron von der Heydt, the Minister of Finance, has, it is understood, declared his intention to stand or fall by the measure, and threatened to resign if it is defeated by an adverse majority.

Then there is another great danger impending. In order to raise funds for enabling four of the principal railway companies to make a series of extensions—many of them, no doubt, of great utility, and for the benefit and convenience of the public—the Government propose to grant a concession to the Discount Company of Berlin for a loan of $100,000,000 (say one hundred millions of dollars) in the shape of a lottery loan, which at the present time of day, when public opinion sets so strongly in the direction of abolishing lotteries, gaming tables, and other gambling transactions, is far from popular. The question was mooted in the Upper House on the 11th inst., by Count Munster, a Hanoverian noble, in the shape of an interpellation to the Minister for Trade and Public Works, whether such a lottery loan were consistent with the welfare of the State. The Minister of course warmly defended the measure, and stated that it required the sanction of the King, to whom he confessed he had not yet submitted it; but he denied that it required the approbation of Parliament, as it was a self-supporting scheme, and imposed no additional taxes or other burthens on the people. The Upper House have hitherto taken no further action in the matter, as they have at present adjourned for some weeks; but the Lower House have taken it up, and that is where the danger is expected to come from. Four members, representing the chief political parties in the House—Von Branchitsch, a Conservative; Von Kardorff, a Free-Conservative; Von Denzin, a Liberal; Benda, a National Liberal; and Dr. Loewe, a Progressionist—supported by several members belonging to other political factions, moved a resolution that the proposed hundred million Lottery Loan is inconsistent with the welfare of the State (Count Munster's identical words in the Upper House). It is arranged that the debate shall come on as soon as the Budget is disposed of.

Rear-Admiral Kuhn, who, ever since his return from the command of the China and Japan station in the *Vineta*, has been suffering from an ophthalmic disease, and obtained a leave of absence from duty that has just expired, has now received from the King a renewed furlough to enable him to complete his cure under medical treatment.

The King of Norway and Sweden has appointed Herr Arnold Jacob to be his Vice-Consul at Samarang, under the Consulate General at Batavia.

The *China*, Capt. Jordan, arrived at Bremerhaven from Rangoon, has brought a splendid Bengal tiger, and landed it in good condition, though the ship had a rough passage and encountered a dreadful gale at the end of July off the Cape, when a wave washed clean over the decks and carried off two seamen, who could not be rescued, and the vessel also suffered considerable damage.

### COMMERCIAL.

The Tea market is quiet; ord. and good. ord. Congou offered on easier terms; middling Congou lower, but the finer descriptions of the new crop are firmly supported. No alteration in Souchong, but Pecco obtains higher prices. Among the sales by importers were 600 chests Gunpowder and 25 do. Young Hyson. Cassia Lignea is still in request, but very scarce; so that, unless fresh supplies come to hand soon, a rise must inevitably take place. More business doing in Pepper, at previous quotations. Spelter still neglected.

### SHIPPING.

Arrived.—Bernhard Carl, from Ilo Ilo; Ernst, from Cochin.
Sailed.—Princess, to Singapore; Deutschland, to Rangoon.

Loading.—For Bombay, Hermann; for Singapore, Carl and Auguste; for Hong Kong, Penguin, Devonshire, Wohldorf, Catharina; for Shanghai, Robert Rickmers; for Nagasaki, Fidelio.

## HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

Rotterdam, Oct. 19.

I am still without certain information with regard to the recall of Governor-General Myer. When I last wrote the rumour was circulated so widely, and even by the Liberal papers so positively, that everyone thought the recall must very soon take place. Several names are mentioned as of the probable successor, amongst them those of Mr. Fransen van de Putte, Mr. Gevers Deynoot, Burgomaster of the Hague; Mr. Loudon, and others. It is now asserted that several members of the Second Chamber are vigorously urging upon the Minister of the Colonial Department the recall of Mr. Myer; but the *Vaderland* and the *Middelburgsche Courant* state that the Minister shrinks from such a measure. Other papers say that Mr. de Waal declines to adopt this important step, because it is not at all certain that the Second Chamber will approve his Budget. This much is certain, that the Section Report, which is just published, is very unfavourable. It was generally complained that the Budget was laid before the members so late, and several objections are made to the administration in India. It was hoped that the cultivation of coffee would be extended, and while a favourable impression was made by the fact that the Government had resolved to sell a greater quantity of sugar, it was expected that a larger supply of coffee would likewise be offered in the Indian market. It was greatly regretted that no credit was asked on behalf of a subsidy for a steam line between Java and Australia. The plan of the Minister to stipulate a fixed sum as the annual contribution of Java to the mother country was generally condemned. On the whole the report was most unfavourable, so that the majority of the public are of opinion that the Budget will not pass.

Some members have inquired what course the Minister had taken to raise the spirit of discontent which prevails among the officers of the East India army. It was condemned by only a very small minority, that the officers had held meetings, and had addressed a complaint to the Second Chamber, the majority being of opinion that nothing had been done by the officers to call for disapproval. It was much regretted that the Government had done so very little to explore the mines in Java. There are different metals, coals, and petroleum to be found, and nothing has been done to reach these valuable products. Neither has anything been done on behalf of the instruction of the natives; indeed, it is stated by an official report that only 7,000 children of natives receive instruction upon the whole island, and that even in a town like Batavia no school for natives exists.

The fact, published some time ago by the Java papers, that the Governor-General, on his voyage through the island, had exceeded the credit of f.100,000 granted him for the journey, led to the question whether it was true that the Government had refused to pay some debts resulting from that voyage. It was also asked whether the negotiations with the Trading Company to decrease the commission percentage had led to any result; and some member made the remark that it was highly desirable that coffee should not be sold here by monthly auctions, but that every cargo, on arrival, should be brought into the market. These are the principal items of this report. The Government has now to answer these queries, and in the meantime the Chamber has taken recess till the 2nd of November.

Mr. Fraser, the manager of the Netherlands India Steam Company, has arrived from Batavia at the Hague. He has had several consultations with the members of the Cabinet about the proposed line of steamers to Java, *via* the Suez Canal. No particulars, however, have transpired thereupon, and it is even pretended that publicity would prejudice the project. Yesterday the International Exhibition at Amsterdam was closed with a festival. Prince Alexandre was present. It has made a very bad impression that the King has not once visited the Exhibition.

In Utrecht a meeting has been held, under the presidency of Colonel Jansen, to promote a plan for establishing a steam line between Holland and America. Of course there was much diversity of opinion respecting the charter of the steamers, the harbour from which they should start, the place of arrival in America (Norfolk or New York), whether the enterprise needed to be subsidised by the State or not, &c. Everyone, however, agreed that the undertaking was highly necessary, and a committee was appointed to promote the plan. The Royal Steam Navigation Company, however, has begun its operations at once, and without the aid of the committee. It has issued a prospectus, by which the proposal is made to raise a loan for the amount of $4,500,000, in order to build three first-class steamers of large size and great speed, to open a regular service between Flushing and New York, without a subsidy from the State. This company, which has worked for several years regular lines on the Baltic and the Mediterranean, shows by figures that the undertaking must prove a very lucrative one. At the Trading Congress, which will be held at Cairo when the Suez Canal is opened, Holland will be represented by Messrs. J. Muller, N. J. den Tex, F. J. Piate, and H. Bunge.

His Majesty the King is at his seat *het Loo*; her Majesty the Queen is on a trip to Germany; the Prince of Orange is busy with partridge shooting in Gueldre; and Prince Alexandre is preparing to start with H.M.'s man-of-war *De Valk* to the Mediterranean. With the exception of the last-named, the whole of the Royal family will return to the Hague early in November, when a national monument in memory of the events of 1813 will be inaugurated. His Majesty has appointed Colonel G. M. Verspyck General-Major of the East India Army. This appointment creates a good deal of astonishment. Some time ago I mentioned the death of Mr. Schutze van Houten, the agent for the Trading Company in this town; as successor to this important office is elected, by the managers, Mr. W. van der Hoeven, member of our Town Council, and an ex-shipmaster.

The election in the district of Amsterdam for a member of the

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Second Chamber has given a very unfavourable result for the Liberal cause. The candidate of the Conservatives, Mr. E. H. 's Jacob, formerly member for Alkmaar, was duly elected, having received 1,087 out of 1,977 votes. The Liberal candidates, Messrs. dr. J. Bosscha and N. J. den Tex, obtained respectively 722 and 149 votes.

## PRODUCE MARKETS.

A want of activity continues to be the prevailing characteristic of our market for colonial and foreign produce: and although rates for the leading articles are on the whole well maintained, the turn of prices is, on the whole, in favour of buyers, and sales to any extent would only be practicable at a material concession. The Netherlands Bank has again raised its rate of discount one half per cent., bills of exchange, bearing at least three signatures, to 4½ per cent.; and for promissory notes, to 5 per cent.

COFFEE.—Continues in a quiet position, without any alteration in prices. Holders keep firm, but buyers operate cautiously. Sales have been closed by private contract of 1,000 bags Java, ex Aria and Betsy; 1,800 b. Padang, ex Jan van Brakel, at 38¾c. to 42½c.; 2,200 b. Java, ex Nieuw Waterweg II., at 33½c. to 36½c.; 400 b. Padang, ex Grondwet, at 33½c. to 37c.; 300 b. Padang, ex Jan van Brakel, at 34c.; 688 b. do., ex do., 105 b. ex Colombo; and 1,000 b. Padang, ex Henriette, on secret terms. The Trading Company's public sale for this month will be held here to-morrow week, comprising 129,700 bags Java and Padang, which quantity includes 20,221 bags bought in at the company's public sale on the 16th June last.

RICE.—About 4,000 bags Java, ex Aeroliet, changed hands at f.7½, and 18,000 bags Kandanghauer Table, ex India. Prices are nominally maintained.

SPICES.—The demand for all articles under this head remains inactive; and in the absence of any sales of note to report prices are but nominally maintained at the range of my last quotations.

RAW SUGAR.—Has remained in a quiet position, and no transactions have taken place from first hands except 708 baskets Samarang, ex Utrecht, No. 18½, very good and fine quality, a few moist, at supposedly f.36¼.

TEA.—The public sales of Java, comprising 326 4/4 chests, which took place here on the 15th inst., went off very satisfactorily, the whole quantity put up, with the exception of about 180 chests bought in, having found ready buyers at fair market prices, viz:—

| Mark. | | | Valuations. Cents | Prices paid. Cents. | Lots. Sold. | Lots. Bght. in. |
|---|---|---|---|---|---|---|
| Singa Nangoeng | 319/4 | Ch. Congou | 78 to 90 | 78 to 82 | 40 | — |
| | 1470 | ... Souchong | 90 to 105 | 84 to 96 | 184 | — |
| | 87 | ... Pekoe | 250 to 300 | 320 to 325 | 10 | — |
| Nangoeng | 36 | ... Congou | 75 to 80 | 80 to 83 | 5 | — |
| | 406 | ... Souchong | 90 to 95 | 88 to 99 | 50 | — |
| | 24 | ... Pekoe | 200 to 300 | 300 to 321 | 3 | — |
| | 49 | ... Angtch | 90 to — | 91 to 94 | 6 | — |
| | 362 | ... Angenoei | 90 to — | 98 to 101 | 45 | — |
| Madjo..... | 27 | ... Congou | 75 to 80 | 79 to 81 | 4 | — |
| | 77 | ... Souchong | 78 to 82 | 80 to 86 | 10 | — |
| Dramaga.. | 12 | ... Congou | 78 to — | 85 to — | 2 | — |
| | 45 | ... Souchong... | 78 to — | 87 to 88 | 6 | — |
| Tjikoppo Mayak ... | 24 | ... Bohea | 75 to 77 | 70 to 76 | 1 | 2 |
| | 78 | ... Congou | 82 to 85 | 79 to 81 | 11 | — |
| | 99 | ... Souchong... | 86 to 90 | 84 to 88 | 7 | 5 |
| | 25 | ... Pekoe Souchong | 90 to 92 | 90 to — | 4 | — |
| | 34 | ... Pekoe | 250 to — | 260 to — | — | 5 |
| H-T..... | 90 | ... Finest new season's siftings | — to — | — to — | — | 11 |

JAVA TOBACCO.—The result of the public sale of 4,318 bales Java held here on the 8th inst. was as follows: 2,244 bales, mark Blitar, at 25½c. to 72c.; 2 bales, mark Boermeester, at 44c.; 214 bales, mark Blitar Papoh, at 30c. to 92½c.; 192 bales, mark Wachman, at 34c. to 51½c.; 351 bales, mark Hagedoorn Kedirie, at 28½c. to 49½c.; 579 bales, mark ETB/Kota, at 22½c. to 41½c.; 14 bales, mark Djaiah Malang, at 23½c.; 342 bales, mark Banteng, at 24½c. to 42c. Sales were closed by private tender previous to these public sales of 113 bales Java, Wachman; 128 bales, ditto, Wachman/Kedirie; 100 bales, ditto, Wachman/Blitar; 39 bales, ditto, Kedirie; 98 bales, ditto, K.S.P.D.; 320 bales, ditto, W.G.J.; 380 bales, ditto, K.P.S. On the 4th Nov. about 14,000 bales are to be offered by public sale or private tender. The public sale of Manila cheroots, which took place on the 8th inst., went off as follows: Of 140 mille 2a Cortados Cavitas 1868, 30 mille sold at f.36, and 110 mille bought in; 20 mille sold at f.38; 20 mille sold at f.35; the balance of both parcels being bought in, as well as 30 mille 2a Habanos Cavitas 1868.

COCOA-NUT OIL sells at f.30 for Cochin and f.28 for Ceylon.

BANCA TIN.—A heavy tone has continued to prevail for this article, and the decline has made further progress. Banca has receded from f.74¾ to f.72, 14 days' prompt, at which latter price there are now buyers, but no sellers, and to-day f.72½ has been paid. 500 slabs Banca were sold for delivery, ex the spring sale of 1870, at f.67, whilst Billiton on the spot changed hands at f.73. At the closing of the market f.73½ was paid; nothing can be had under f.74.

KAPOK.—Sales have been closed at Amsterdam, on secret terms, of 290 bales and 459 bales raw, ex Areta and Dunedin, besides 200 bales sea-damaged, at 12c. to 15½c.; 230 bales cleaned, ex Amstelstroom and Haamstede, are to be put up to tender next Thursday.

ARRACK.—I have to report the sale of 45 casks Batavia and 263 casks Sourabaya, ex Aequator, and 88 and 112 casks Sourabaya, ex California, at prices not named.

COTTON.—Prices continue to give way, without inducing buyers to operate beyond requirements for actual wants.

DRUGS, &c.—Sales have been closed of 19 cases Sumatra Gum Benjamin at a steady price. Long Pepper has changed hands at 20c., and the stock on hand is getting very reduced. Cassia Fistula is held for f.9; Cassia Lignea, 77c. Holders of Cassia Vera keep firm, and 49c. to 52c. has to be paid, according to quality. Camphor without transactions. A cargo of 5,043 tubs Japan has come to hand direct from Hiogo, per Algernon, for account of the Trading Company.

INDIGO.—No alteration is reported in the market since the last auction; 30 cases Java have been sold by secret tender, but at rather easier rates.

CUTCH.—The public sale of 511 baskets met a poor result; the whole quantity has been bought in at f.16½.

RATTANS.—90 parcels, ex County of Berwick, have been disposed of on secret terms. The Trading Company has offered in public auction 49,800 bundles, which were sold as follows:—Borneo, according to the quality, from f.8 80c. to f.11 10c.; Padang, f.8 30c. to f.13 60c.; Koeti, at f.7 10c. to f.7 30c.

## SHIPPING.

ARRIVALS.—Oct. 8, at Brouwershaven, from Batavia, Allegonda Jacoba; from Saigon, Nederland; 16, at Brouwershaven, from Rangoon, Margaretha Delphina; from Batavia, Fop Smit; from Hiogo, Algernon; from Akyab, Leonardo Davinci; 18, at Brouwershaven, from Batavia, Kanagawa; at Hellevoet, from Batavia, Johanna Antonia; at Texel, from Rangoon, Invidia; at Flushing, from Akyab, Kawstone; 19, at Brouwershaven, from Batavia, Medea.

DEPARTURES.—Oct. 7, from Brouwershaven, for Batavia Noach III.; from Flushing, for Akyab, Michiel Loos.

FREIGHTS.—The Trading Company has chartered the following three vessels to convey produce from Java:—To Rotterdam, Nicolette, at f.74 50c.; to Amsterdam, Ymuiden, at f.71 99c.; and Anna Maria Wilhelmina, at f.74 50c., per last.

PASSENGERS INWARD.—From Java, per Utrecht: Mrs. Satorius and family, Messrs. Peyer, Imhoff and family, Hoogwinkel, H. G. Sillevold and family, Bauer, De Graaf and family, Dodelyn de Win and family, Van Soelen and family, B. Ovink and family, Hamakers, Eisinger and family, Spier and family, Bloem and family, Brunting and family, Van Sohsten and family, De Raad and family, Van Mouw and family, Kuypers and family, Hajenius, Donkersloot, J. Spier, Kuster, Thieme, Hanibalo and family, Koningsfeld, Huppen and family, Mrs. D. Rienar, Mrs. Martens and family, Mrs. Gobius, Mrs. Hellings, Miss Van Soelen, De Raad and Dodelyn, Messrs. Burgemeester and Van Soelen; per Fop Smit, Messrs. Van Schuylenburg and family, J. Erdbrink and family, Frederich and family, Van den Borne and family, J. Loots.

PASSENGERS OUTWARD.—For Java, per Friesland: Messrs. F. Pertat, E. Andreas, J. Andreas, H. Liss; per Noach III.: Messrs. Ketjer and family, Locker de Bruine, de Bruin and family, Kalfsterman and family, Jorritsma and family, Blom, Engelenburg, van Hall and family, Maerseveen and family, Dires, Wisbols Teugen, Pluggers, van Berkel, de Vogel, van Oldeborgh, Miss Beyerinck, Batiste, van der Wall, de Bruyn, Mrs. Rosenburg.

# Monetary and Commercial.

The company alluded to in our last issue as about to be formed for laying a telegraphic cable from Galle to the Straits, and eventually on to China, has now been launched under good support, and a contract made with the Telegraph Construction Company for the cable to be laid during next year. Full particulars of the project will be found in our advertising pages.

The India, China, and Australia Company, which proposed to lay a light cable from Galle to the Straits, has, we believe, been given up. This course we had anticipated.

The "Albert Life Office" has gone into liquidation, the Vice-Chancellor having appointed Mr. Price and Mr. Young as the liquidators under the Court of Chancery. The shareholders will be called on for the unpaid capital, and every effort will be made to make the loss as light as possible to the unfortunate policy-holders, but that there will be a large deficiency there is no doubt. A correspondent at Ceylon, whose letter will be found in another column, gives a telling description of the working of the Albert in India. It is quite clear that the office has been insolvent for many years, and the directors who carried on such a concern certainly ought not to get off scot free. It will be for the public good that they should be prosecuted.

The following is from the report of the directors of the Singapore Gas Company (Limited):—

"The directors have the satisfaction of reporting continued progress in the lighting of Singapore, for particulars of which they refer to the report annexed, from their engineer and manager, Mr. E. J. Wells, dated Aug. 21, 1869. The balance-sheet to 30th June, 1869, and appended to this report, shows the financial position of the company. The profits for the half-year are £1,419 4s. 6d., after writing off for depreciation of works and plant, and off the expenses of first establishment, as per balance-sheet, at the rate of three-quarters per cent. per annum, which, together with £24 12s. 9d., the unappropriated profit of the preceding half-year, makes the available balance £1,443 17s. 3d. Out of this sum the directors recommend the declaration of a dividend at the rate of 7½ per cent. per annum, less income-tax, on the preference capital, and a dividend at the rate of 5 per cent. per annum on the amounts paid on the original capital, free from income tax; the balance of £199 14s. 4d. to be carried forward to the profit of the succeeding half-year. The profit is sufficient to pay a dividend of 6 per cent. on the ordinary share capital, but as the company is meanwhile short of working capital the directors consider it is not desirable at present to increase the dividend beyond 5 per cent. The dividend will be payable so soon as funds are received from Singapore, of which due notice will be given."

At the meeting of the Chartered Bank of India, Australia, and China, held on the 20th inst., the chairman announced a dividend at the rate of 6 per cent. per annum. A report will be found in another column.

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The *Manchester Examiner* announces the suspension of Mr. D. R. Rodocanachi, with liabilities variously estimated at from £10,000 to £30,000. At a final meeting at Manchester of the creditors of Mr. H. R. Stevenson, cloth merchant, who suspended about a month back, a composition was accepted of 18s. 9d. in the pound, to be paid immediately. A statement of the affairs of the manufacturing firm of Messrs. Anderson and Gray, of Glasgow, who recently suspended, shows debts for £80,250, exclusive of liabilities on bills for £105,616, which may prove to be fully covered by consignments, and assets amounting only to £20,287.

A change in the personnel of the banking-house of L. P. Morton, Burns, and Co. is announced, Mr. Burns retiring therefrom, and the Hon. Mr. Rose (the late Finance Minister of Canada) joining the firm, which, in London, will now be conducted under the name of Morton, Rose, and Co. Mr. Walter Watson (late manager of the Bank of British North America, in New York) becomes a partner in the firm of Morton, Bliss, and Co., there.

In relation to the Crédit Foncier of England (Limited) it is stated that the directors have been prevented from distributing the bonus of £30,000 among its shareholders, as authorised at the late general meeting, by an unforeseen legal difficulty. This difficulty, however, they hope to overcome early next month, on the re-opening of the Courts. Meanwhile it will be a satisfaction to the shareholders to know that the necessary funds for this purpose have been received from the ex-directors.

Some few months since we recorded the results of some experiments conducted by Mr. W. C. Sillar, at Leamington, with the object of purifying town sewage, and manufacturing from it a dry and portable manure. It is now proposed to extend the application of the process, and the patents have been assigned, together with the works at Leamington, to a Company entitled the Nataive Guano Company (Limited). The capital is to be £60,000, in £5 shares, to be fully paid up upon allotment, and the list of directors includes the names of Messrs. W. C. Sillar and R. G. Sillar, of China, and Messrs. William Napier and William Paterson, of Singapore.

With reference to a complaint made by a shareholder in the British India Submarine Co., that the cable was not being manufactured with Manila hemp, the following explains the matter, we think, satisfactorily :—

A letter appeared in the Money Article of the *Times* of the 8th inst. putting forward statements reflecting on the management of this company, which were controverted the next day in the same journal by the secretary. It may, however, interest some of your readers to know the following facts :—Page 39 of the printed contract specifies that the cable is to be covered with St. Petersburg or Manila hemp. The difference in value of the quantity used to make the cable is so small that under no circumstances could the suspicion arise that the directors would substitute an inferior article, as insinuated by the *Times'* correspondent. But the facts furnished to me by Sir James Anderson and the chairman, Mr. Pender, are as follows :—The result of an elaborate series of experiments, conducted some months ago, on the best description of each of these hemps (bought of one of the first London houses) gave a uniform result in every case in favour of Russian hemp. The cable covered with it, and tested at Messrs. Brown, Lenox, and Co.'s, gave a breaking strain of one-third higher than that covered with Manila. The former was consequently adopted irrespective of price. It is well known that a large speculation in Manila hemp was entered into some months since under the impression that the Construction Company *must* use it. *Hinc illæ lachrymæ!* The Construction Company, from its experience, is turning out the present British Indian cable in all respects equal, in many superior, to any cable yet made.

The directors of the Royal Mail (West India) Company have decided to recommend to the shareholders at the meeting of the 27th inst., the payment from the insurance fund of £1 per share, free of income-tax, for the half-year ended the 30th of June last.

Captain Jones, of the lost P. and O. steamer *Carnatic*, is expected from Bombay about the end of the month, when the Board of Trade inquiry will commence. The Salvage Association have not yet received any of the treasure, &c.

Tenders for £200,000 in bills on India were received on the 20th at the Bank of England. The amount allotted to Calcutta was £181,500, and to Madras £18,500. The minimum price was fixed as before at 1s. 11d. Tenders on these presidencies at 1s. 11$\frac{3}{8}$d. will receive about 11 per cent, and those above in full.

The amount of bullion by the P. and O. Company's steamer *Pera*, from Southampton, on the 16th inst., was—in gold, to Galle £117 ; to Bombay, £25,000 ; to Madras, £4,450 ; in silver, to Hong Kong, £12,365 ; total in gold, £29,567 ; in silver, £12,365.

## CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

On the 20th an extraordinary meeting of the shareholders in the above-named bank was held at the London Tavern, Bishopsgate-street, for the purpose of declaring an *ad interim* dividend. The chair was occupied by Mr. T. A. Mitchell, M.P., and there was a large attendance of shareholders. The notice calling the meeting having been read by the secretary, Mr. Mullins,

The Chairman said: Gentlemen, we shall to-day have to confine ourselves to one resolution only, and that is the amount of dividend which we have to declare. You will have been made aware by the foot-note attached to the notice calling this meeting—which was also published in most of the daily newspapers—of the views of the directors. I may therefore just say that we propose to carry out those views by proposing that the dividend for the half year should be at the rate of 6 per cent. per annum, free of income tax. In deciding upon doing so, I need not assure you that the board have been careful to consult the best interests of the company, nor state that the board have done their duty, which is to be perfectly certain that they in nowise touch upon the capital, but pay the dividend out of real and ascertained profits. (Hear, hear.) I may just say, however, that we, the directors, have most carefully and most dispassionately considered the question, and after a thorough review of the accounts we have no hesitation whatever in recommending the dividend which we propose. (Cheers.) With regard to the general aspect of commerce, I am convinced I need scarcely tell you, who are for the most part men of business engaged in various commercial pursuits, that I regret to say the trade of the East has partaken of the general dulness which has been the characteristic of the trade of this country for the past three years. (Hear, hear.) Under these circumstances it is a matter for congratulation that all through India and the Straits we have been able to hold our own as a bank against all comers. In China there has been a deal of overtrading. There have been large importations, and the markets there have been glutted with British manufactures to so great an extent that between one million and a half and two millions of bullion have been returned from that country. This, as I need hardly tell you, has operated adversely upon banking transactions; but then I must tell you that, whatever may be the consequences, we suffer not alone, but in common with other institutions of a kindred character. (Hear, hear.) As to the bad debt account, it will be in your recollection that the amount at which it stood when last I had the pleasure of addressing you was £56,000. It is therefore a matter for sincere congratulation that since then it has been reduced, and now stands at only £36,000, and that the whole account has resulted in a very fair profit upon our valuation. Consequently, we now know that we did not at the time undervalue the loss which we imagined we had previously sustained. (Cheers.) It will be, I am sure, in your recollection—at least in the recollection of such of those present as attended the last meeting—that upon that occasion I adverted to a fresh liability—I can scarcely call it a bad debt—which had been incurred in the East, at Batavia. At that time very exaggerated ideas obtained currency as to the amount of that liability, but I may now tell you that the gross amount of that liability is but £70,000. Against the total sum we have the undivided profits which we carried forward on the last occasion, amounting to £23,000. But it was not entirely a question of bad debt. We knew the firm, which had been trading in Batavia for over forty or fifty years, and we did not think a great deal of it, and did not intend to give it any credit. But the manager or agent of the firm there simply deceived the manager of our bank, and now the whole question is the amount of the securities we hold, which is involved in the intricacies of Dutch and German law. Out of the £70,000 we hold the bills of lading upon some goods which have since come home, and they have been sold by our agents, Messrs. Hope and Co., of Amsterdam, and part of the proceeds of those sales are in dispute, and part not. The remainder is in bills drawn under credits to the firm, which should have been duly honoured, but the whole matter is, as I have already told you, involved in the intricacies of German and Dutch law, and we cannot anticipate the decisions which will be arrived at. Considering, however, the amount of undivided profit we carried forward before, added to the amount we now treat in the same manner, the board consider themselves fully justified in maintaining the usual dividend. As one of the best proofs of the position of the bank and the confidence it enjoys, I may just say—without mentioning the exact amount—that our deposit receipts are yearly progressing, and that they have doubled within the past two or three years. (Loud cheers.) I do not know that I have any further remarks to address to you, and simply premising that I shall on behalf of the board be most happy to afford any and every information, and answer any questions which you may wish to put to me, I will move—"That an *ad interim* dividend, at the rate of 6 per cent. per annum, free of income tax, be now declared for the half year ended 30th June last, payable on and after the 27th instant."

Mr. Jones begged to second the motion, which he did in the full assurance that the shareholders had sufficient confidence in the directors to leave the matter in their hands, in the firm conviction that the board would not recommend a dividend which had not been fairly and honestly earned. A slight discussion ensued, in which Messrs. Huggins, Armstrong, and A. Morrison took part, and the chairman having replied to the questions put, the resolution was unanimously agreed to. Mr. Huggins said, the formal business of the day being concluded, he was anxious, before the meeting separated, to propose a vote of confidence and thanks in the directors for the way in which they had managed the bank's affairs. Mr. E. Watson had very much pleasure in seconding the motion, which was unanimously agreed to, and the proceedings terminated.

## EXPORT OF COTTON GOODS TO THE FAR EAST.

The following is a summary of Mr. Sam Mendel's tables for the present month, which contain details of the quantities of Cotton Manufactures and Yarn shipped from the ports of London, Liverpool, Southampton, and the Clyde, to Hong Kong, Shanghai, Japan, Singapore, Batavia, Manila, and Ceylon, during the month and twelve months ended 16th Oct., 1869, compared with the corresponding periods of the two preceding years :—

### HONG KONG AND WHAMPOA.

Plain Cottons.—Export for the month ended 16th Oct., 1869, 1,683,473 yards; for the twelve months 1869, 40,863,414 yards; for the

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twelve months, 1868, 63,391,402 yards; for the twelve months 1867, 47,077,309 yards. Decrease for 1869 against 1868, 22,527,988 yards.

Coloured Cottons.—Export for the month ended 16th Oct., 1869, 12,640 yards; for the twelve months 1869, 1,353,575 yards; for the twelve months, 1868, 1,881,548 yards; for the twelve months, 1867, 2,182,016 yards. Decrease for 1869 against 1868, 527,973 yards.

Printed Cottons.—Export for the month ended 16th Oct., 1869, 43,075 yards; for the twelve months 1869, 889,397 yards; for the twelve months 1868, 2,154,518 yards; for the twelve months, 1867, 781,359 yards. Decrease for 1869 against 1868, 1,265,121 yards.

Cotton Yarn.—Export for the month ended 16th Oct., 1869, *nil.*; for the twelve months 1869, 3,914,422 lbs.; for the twelve months 1868, 7,157,788 lbs.; for the twelve months 1867, 6,097,244 lbs. Decrease for 1869 against 1868, 3,243,366 lbs.

Value.—For the month ended 16th Oct., 1869, £41,504; for the twelve months 1869, £1,090,054; for the twelve months 1868, £1,727,871; for the twelve months 1867, £1,480,946. Decrease for 1869 against 1868, £637,817.

### SHANGHAI.

Plain Cottons.—Export for the month ended 16th Oct., 1869, 58,76,195 yards; for the twelve months 1869, 212.210,671 yards; for the twelve months 1868, 241,967,841 yards; for the twelve months 1867, 129,447,623 yards. Decrease for 1869 against 1868, 29,757,170 yards.

Coloured Cottons.—Export for the month ended 16th Oct., 1869, 769,687 yards; for the twelve months 1869, 12,640,963 yards; for the twelve months 1868, 8,322,561 yards; for the twelve months 1867, 10,026,735 yards. Increase for 1869 against 1868, 4,318,402 yards.

Printed Cottons.—Export for the month ended 16th Oct., 1869, 877,204 yards; for the twelve months 1869, 3,933,442 yards; for the twelve months 1868, 4,575,127 yards; for the twelve months 1867, 4,947,122 yards. Decrease for 1869 against 1868, 641,685 yards.

Cotton Yarn.—Export for the month ended 16th Oct., 1869, *nil*; for the twelve months 1869, 335,623 lbs.; for the twelve months 1868, 241,700 lbs.; for the twelve months 1867, 431,232 lbs. Increase for 1869 against 1868, 93,923 lbs.

Value.—For the month ended 16th Oct., 1869, £203,577; for the twelve months 1869, £4,099,587; for the twelve months 1868, £4,146,998; for the twelve months 1867, £2,905,572. Decrease for 1869 against 1868, £47,411.

### JAPAN.

Plain Cottons.—Export for the month ended 16th Oct., 1869, 755,879 yards; for the twelve months 1869, 17,140,107 yards; for the twelve months 1868, 22,568,886 yards; for the twelve months 1867, 19,196,615 yards. Decrease for 1869 against 1868, 5,428,779 yards.

Coloured Cottons.—Export for the month ended 16th Oct., 1869, 244,517 yards; for the twelve months 1869, 1,542,402 yards; for the twelve months 1868, 1,750,291 yards; for the twelve months 1867, 3,318,261 yards. Decrease for 1869 against 1868, 207,889 yards.

Printed Cottons.—Export for the month ended 16th Oct., 1869, 13,200 yards; for the twelve months 1869, 768,392 yards; for the twelve months 1868, 573,003 yards; for the twelve months 1867, 783,192 yards. Increase for 1869 against 1868, 195,389 yards.

Cotton Yarn.—Export for the month ended 16th Oct., 1869, 181,204 lbs.; for the twelve months 1869, 5,418,910 lbs.; for the twelve months 1868, 4,449,369 lbs.; for the twelve months 1867, 2,611 429 lbs Increase for 1869 against 1868, 969,541 lbs.

Value.—For the month ended 16th Oct., 1869, £36,063; for the twelve months 1869, £700,548; for the twelve months 1868, £709,028; for the twelve months 1867, £690,337. Decrease for 1869 against 1868, £8,480.

### SINGAPORE AND PENANG.

Plain Cottons.—Export for the month ended 16th Oct., 1869, 3,727,500 yards; for the twelve months 1869, 46,051,107 yards; for the twelve months 1868, 55,075,342 yards; for the twelve months 1867, 58,310,972 yards. Decrease for 1869 against 1868, 9,024,235 yards.

Coloured Cottons.—Export for the month ended 16th Oct., 1869, 657,705 yards; for the twelve months 1869, 4,865,851 yards; for the twelve months 1868, 5,018,289 yards; for the twelve months 1867, 9,695,927 yards. Decrease for 1869 against 1868, 152,438 yards.

Printed Cottons.—Export for the month ended 16th Oct., 1869, 614,073 yards; for the twelve months 1869, 3,352,654 yards; for the twelve months 1868, 2,515,660 yards; for the twelve months 1867, 4,293,101 yards. Increase for 1869 against 1868, 836,994 yards.

Cotton Yarn.—Export for the month ended 16th Oct., 1869, 110,569 lbs.; for the twelve months 1869, 1,231,558 lbs.; for the twelve months 1868, 2,001,009 lbs.; for the twelve months 1867, 2,646,593 lbs. Decrease for 1869 against 1868, 769,451 lbs.

Value.—For the month ended 16th Oct., 1869, £213,561; for the twelve months 1869, £1,031,780; for the twelve months 1868, £1,152,460; for the twelve months 1867, £1,664,224. Decrease for 1869 against 1868, £120,680.

### BATAVIA.

Plain Cottons.—Export for the month ended 16th Oct., 1869, 75,487 yards; for the twelve months 1869, 9,036,236 yards; for the twelve months 1868, 20,965,936 yards; for the twelve months 1867, 23,005,738 yards. Decrease for 1869 against 1868, 11,929,700 yards.

Coloured Cottons.—Export for the month ended 16th Oct., 1869, *nil*; for the twelve months 1869, 6,302,479 yards; for the twelve months 1868, 8,279,072 yards; for the twelve months 1867, 14,223,477 yards. Decrease for 1869 against 1868, 1,976,593 yards.

Printed Cottons.—Export for the month ended 16th Oct., 1869, *nil*; for the twelve months 1869, 4,303,401 yards; for the twelve months 1868, 6,718,023 yards; for the twelve months 1867, 15,283,377 yards. Decrease for 1869 against 1868, 2,414,622 yards.

Cotton Yarn.—Export for the month ended 16th Oct., 1869, *nil*; for the twelve months 1869, 313,475 lbs.; for the twelve months 1868, 713,580 lbs.; for the twelve months 1867, 701,995 lbs. Decrease for 1869 against 1868, 400,105 lbs.

Value.—For the month ended 16th Oct., 1869, £2,571; for the twelve months 1869, £425,611; for the twelve months, 1868, £777,104; for the twelve months 1867, £1,225,962. Decrease for 1869 against 1868, £351,493.

### MANILA.

Plain Cottons.—Export for the month ended 16th Oct., 1869, 2,455,302 yards; for the twelve months 1869, 13,970,698 yards; for the twelve months 1868, 17,287,426 yards; for the twelve months 1867, 19,466,450 yards. Decrease for 1869 against 1868, 3,316,728 yards.

Coloured Cottons.—Export for the month ended 16th Oct., 1869, 1,545,962 yards; for the twelve months 1869, 12,353,372 yards; for the twelve months 1868, 13,458,432 yards; for the twelve months 1867, 17,084,686 yards. Decrease for 1869 against 1868, 1,105,060 yards.

Printed Cottons.—Export for the month ended 16th Oct., 1869, 157,376 yards; for the twelve months 1869, 1,306,918 yards; for the twelve months 1868, 989,220 yards; for the twelve months 1867, 869,887 yards. Increase for 1869 against 1868, 317,698 yards.

Cotton Yarn.—Export for the month ended 16th Oct., 1869, 18,530 lbs.; for the twelve months 1869, 176,585lbs.; forthe twelve months 1868, 356,022 lbs.; for the twelve months 1867,204,196 lbs. Decrease for 1869 against 1868, 179,437 lbs.

Value.—For the month ended 16th Oct., 1869, £85.176; for the twelve months 1869, £571,996; for the twelve months 1868, £749,148; for the twelve months 1867, £913,475. Decrease for 1869 against 1868, £177,152.

### CEYLON.

Plain Cottons.—Export for the month ended 16th Oct., 1869. 2,868,542 yards; for the twelve months 1869, 22,036,967 yards; for the twelve months 1868, 23,663,513 yards; for the twelve months 1867, 18,424,706 yards. Decrease for 1869 against 1868, 1,626,546 yards.

Coloured Cottons.—Export for the month ended 16th Oct., 1869, 206,185 yards; for the twelve months 1869, 1,138,432 yards; for the twelve months 1868, 836,157 yards; for the twelve months 1867, 1,257,858 yards. Increase for 1869 against 1868, 302,275 yards.

Printed Cottons.—Export for the month ended 16th Oct., 1869, 447,462 yards; for the twelve months, 1869, 3,601,814 yards; for the twelve months 1868, 1,923,656 yds.; for the twelve months 1867, 2,536,085 yards. Increase for 1869 against 1868, 1,678,158 yards.

Cotton Yarn.—Export for the month ended 16th Oct., 1869, 102,330 lbs.; for the twelve months 1869, 417,472 lbs.; for the twelve months 1868, 509,137 lbs.; for the twelve months 1867, 266,135 lbs. Decrease for 1869 against 1868, 91,665 lbs.

Value.—For the month ended 16th Oct., 1869, £76,776; for the twelve months 1869, £507,361; for the twelve months 1868, £473,835; for the twelve months 1867, £504,437. Increase for 1869 against 1868 £33,526.

## ARTICLES OF IMPORT.

*(For Quotations see Table of Prices Current.)*

### TEA.

Since our last report there has been little alteration in the tone of the market; the demand continues languid, and the desire to sell on arrival still evident, whilst the supplies on offer are more than buyers can absorb. The result has been a further slight decline in nearly all kinds, the sole exception being the finest parcels, which are readily taken, both by the trade and exporters, at extreme prices. The public sales of the 19th inst. comprised 22,079 packages, of which 20,942 packages were printed without reserve.

Siftings and broken-leaf Congous have sold ½d. per lb. lower, at 7½d. to 9d. Fair to good common must be quoted a fraction easier. Old Kaisows have sold at very low prices, from 1s. 1d. to 1s. 2d. per lb. In new seasons, fair to good have been difficult of sale, and prices have given way ½d. to 1d. per lb. In the finer kinds those with strength or character have been fairly saleable at about former prices, but many parcels wanting in point have been difficult to move; finest have been readily taken from 2s. 2d. to 2s. 10d. per lb. Pak Lins have been much depressed, and fair to good in boxes have sold from 1s. 4d. to 1s. 6d. per lb.; fine, 1s. 8d. to 1s. 11d.; a few parcels choice have sold from 2s. 6d. to 2s. 9d. per lb.; half-chests have sold from 1s. 3d. to 1s. 6d. for good quality. In Amoy kinds the decline is about ½d. per lb. Good common Black-leaf have sold from 1s. 0¾d. to 1s. 1d., being a shade lower. Old season's good to fine have been sold from 1s. 2d. to 1s. 4d., showing a further reduction. In new, good qualities have sold from 1s. 4d. to 1s. 8d., being about previous prices. Fine have been dull of sale, but the few finest parcels on offer have commanded full prices. New-make Cantons remain difficult of sale at the decline last quoted. Oolongs have been much depressed, old Teas selling at 10¾d. to 1s. per lb., and new at 1s. 2d. to 1s. 6d. per lb., being 4d. to 6d. below opening rates. Souchongs remain much as before; we are still without arrivals of really fine quality. Flowery Pekoes have been inquired for. Scented Teas —Canton Capers: The first supplies, per Deerhound, were on offer yesterday, and a fair proportion was sold, prices ranging from 1s. 10d. to 2s. for good, and from 2s. 2d. to 2s. 7d. per lb. for fine to finest. Foochow kinds remain in demand. Orange Pekoes: Canton kinds, of old import, have been neglected. In new few sales have been made in fair to good, but 2s. 2d. to 2s. 7d. per lb. has been paid for fine to finest. Foochow kinds have been dull of sale at a further reduction in prices. Uncoloured Japans: The supplies, per Ariel, have been chiefly common to fair, and only a very small portion has been sold. Green Teas: There has been less demand during the past fortnight, and prices have generally ruled slightly in favour of buyers. The Fychow kinds have been comparatively difficult of sale.

The following is from Messrs. Shepard, Harrison and Rehden's Circular:—The market has been over-weighted with Tea throughout the past fortnight, and a strong desire evinced on the part of importers to realise; the result has been a further giving way in the value of all Congous, but exceptionally fine quality, which has continued to bring fancy prices. The advices from China, latest dates by telegram extending to 28th Sept., report business checked at Shanghai owing to the high prices demanded, an impression prevailing that the export would prove short, but though it may be a few millions of pounds

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weight under those of previous seasons, there is no fear whatever, with 15,000,000 lbs. from India, of any scarcity of Tea in this country for the next 12 months, and admitting better times next spring, Teas bought in China by late advices will scarcely pay unless this market improves considerably as the season advances. There is no new feature with regard to the export trade, which has been small to all parts of the world.

Black.—There has been a fair demand for grades of red-leaf below common, but prices have ruled lower, ranging from 7½d. to 11½d. per lb.; inferior to good flavoury kinds have been in full supply at 1s. 0½d. to 1s. 1d. per lb.; for new season's Kaisow kinds to fine Kaisow great difference of opinion exists as to value, but results are against Importers; only finest and extra fine Kaisow give profit, which sell from 2s. 4d. to 2s. 10d. per lb. Packlings have sold at lower rates than usual, many hundreds of boxes medium to fine realising but 1s. 3d. to 1s. 6d., finest 1s. 7d. to 2s. 2d. per lb. Imitation Kaisow made from Tayshan leaf: The limited transactions have been at a low scale of prices. Black-leaf: Good common Oonam is obtainable at 1s. 0½d. per lb.; preferable to medium (old seasons'), at 1s. 1d. to 1s. 2d.; medium to fine at 1s. 2½d. to 1s. 4d. per lb. New season's has been fairly dealt in, and there is no question that prices have receded to a very moderate standard, but with the system inaugurated this season of importers determined to sell on arrival (and past experience has proved this the best policy) there is room for a further decline, unless holders support the market. Souchong: No further arrivals of importance have taken place. Sales have been made at 1s. 5d. to 2s. 2d. per lb. for medium to finest. Oolong: Seldom or ever has this class sold cheaper, and consumption here must be less than formerly; the low prices current have attracted shippers' notice, and some buying has resulted for the American markets. Scented Teas—Canton Orange Pekoe: Transactions have been limited to one or two parcels ex Deerhound, the first vessel with New Season's, at 2s. to 2s. 6d. per lb. Capers of New crop are in good demand, and are realising extreme, rates from 1s. 10d. to 2s. 7d. per lb. Foochow Orange Pekoe or Caper: No change. Green: No further arrivals of New Ping Sueys have taken place. The market has been well supplied with Old Seasons' ex Forward Ho, chiefly Fychow kinds, which have met a slow sale. Uncoloured leaf: Some 7,000 half-chests ex Ariel have been on the market last few days; so far, no business of importance has transpired. The quality proves ordinary common to fair quality.

## SILK.

The public sales of the 20th and 21st inst. have passed off with an extremely limited amount of business, and a depressing tone generally. The trade appears very unwilling buyers, notwithstanding the really tempting rates at which much Silk is offering, and importers are still anxious to be current, and in many instances press sales. Of Japan Silk some further parcels have been sold this week at continued low rates, but in China Silk there is no quotable alteration, but prices are rather easier, generally, than they were this time last week. The deliveries from 1st to 20th inst. are—1,799 Chinas, 230 Cantons, 411 Japans, 214 Bengals; total, 2,660 bales.

The Lyons market report is as follows:—The decline in prices continues, and falls more especially on thrown silks. Those of France, which had hitherto been comparatively firm, in consequence of the slowness of production, are beginning to follow the general movement. Wefts command better prices proportionally. Raw silks are falling, but not so rapidly as the thrown. Chinese goods are most in favour just now; after having been abandoned for more than a year, they are at present in great demand. The news from London is not very satisfactory. Since the end of Sept. business has been far from brisk, and the transactions are far from being important. The last cargo consisted of 3,000 bales, and the quality is said to be anything but first-rate. However, the official returns show that there is a certain activity in manufacture. The tissue market naturally feels the effect of the dulness in the raw material. Some diminution in production is reported; the dyers in black, for example, are less occupied than they were a few weeks ago. This state of things is explained by the desire of the weavers to exhaust the stocks they had laid in at high prices, so as to be able to deal with the raw material at lower rates. However, the apprehension of a further decline seems for the present to prevent any resumption of activity.

Quotations are: Tsatlee, No. 1, 30s. to 31s.; No. 2. 29s. to 30s.; No. 3, 27s. 6d. to 28s. 6d.; Red Peacock, 23s.; Canton, 14s. to 21s.; Maibash, No. 1, 29s. to 30s.; Sodai, No. 1, 25s. 6d. to 26s.; Koshu, No. 1, 26s. to 27s.; mixed parcels, 24s.

## COFFEE.

The prices for Ceylon descriptions show but little change from those current at the date of our last report, when the large quantities brought to public sale had occasioned a decline. Although the supplies at auction have since been considerably lighter, no recovery has been effected, the demand being restricted to the immediate requirements, speculators holding back in anticipation of a lower range of prices being established, which is at present prevented by the firmness of holders, and many parcels offered at the sales have consequently been bought in. The following are the latest prices paid:—Plantation Ceylon, chips and garblings, 12s. 6d. to 25s. 6d.; triage and ordinary, 40s. to 60s. 6d.; small grey, 59s. to 61s.; low middling grey and dull kinds, 65s. to 65s. 6d.; bold do., 69s. to 72s. 6d.; small coloury, 63s. 6d. to 67s.; middling coloury, 70s. 6d. to 74s. 6d.; pea-berry, 74s. to 76s.; native Ceylon triage, 38s. to 39s.; ordinary, 49s. 6d.; good and fine ordinary, 52s. to 53s. There is still an entire absence of transactions in Manila, no offers having been made since our last report. Singapore has shared in the decline affecting Ceylon, a sale of 861 bags good Bonthyne having realised 59s. 6d. for pale, and 52s. to 56s. 6d. for mixed.

The quantity of Ceylon Coffee afloat for Great Britain on the 18th inst. was as follows:—Plantation, 120,187 cwt., against 84,879 cwt. at the corresponding date of 1868; Native, 35,083 cwt., against 29,370 cwt. The quantity afloat for Europe was—Plantation, 1,167 cwt., against 4,275 cwt.; Native, 2,701 cwt., against 6,341 cwt. The quantity of Coffee landed in the forty-two weeks ended Oct. 2, 1869, was, of Ceylon, 34,726 tons, against 38,832 tons during the corresponding period of 1868; of all descriptions, 62,428 tons, against 59,989 tons. The quantity entered for home consumption was, of Ceylon, 8,789 tons, against 10,096 tons; of all descriptions, 15,276 tons, against 15,732 tons. The quantity exported was, of Ceylon, 21,923 tons, against 24,656 tons; of all descriptions, 38,444 tons, against 36,380 tons. The stock on Oct. 16 was, of Ceylon, 15,009 tons, against 14,067 tons; of all descriptions, 28,028 tons, against 24,209 tons.

Cotton.—A slight improvement set in on the 16th inst., which has since become more marked, and rates have recovered to the extent of ½d. to 1d. per lb., the current quotations being—Surats, 6½d. to 10½d.; Bengal, Scinde, &c., 3⅝d. to 8⅜d. The London market has also exhibited an improvement, and is firm at the following rates:—Madras—Tinnevelly, middling fair, 8⅝d.; fair, 9d.; good fair, 9⅛d. to 9⅜d.; Northern and Western, middling fair, 8⅜d.; fair, 8⅝d.; good fair, 9⅛d.; Coconada, fair, 8⅝ d. to 8⅞d.; good fair, 9d.; Scinde, middling fair, 7⅝d.; fair, 8d.; good fair, 8½d.; Bengal, middling fair, 7⅛d.; fair, 8d.; good fair, 8¼d.

Cocoa-nut Oil.—The demand for Ceylon is quiet, at £41 10s. to £42 per ton.

Camphor.—Limited transactions in China at £4 15s. per cwt.

Coir Goods.—The moderate supply placed on offer during the interval has for the most part been taken off at previous rates. 46,866 dhols., &c. (66 tons), Ceylon Yarn chiefly sold, very common to common at £21 15s. to £25, low middling to middling £25 15s. to £27, good middling to good £30 5s. to £32 5s., very good £38 10s., and 11 bales fine at £46 10s. 10 bales fine bright pale Ceylon Fibre sold at £34 5s.; of 3,821 ballots (10½ tons) 2 tons middling sold at £20 5s., the remainder low bought in at £11 per ton.

Galls.—There is a moderate business doing in China and Japan at 53s. per cwt.

Gums.—Benjamin: No Siam offered; of Sumatra 173 cases brought forward and partly sold, fair third quality at £5 to £5 10s., middling second at £8, and some low dark at 65s. to 67s. 6d. per cwt. Copal: Of 89 cases Manila at auction nearly all sold, common soft at 33s. 6d.; fair hard, 42s. 6d.; mixed, 30s. to 33s. 6d. per cwt. Damar: At auction 22 cases Penang obtained 84s. to 85s. per cwt. for fair clean; 61 boxes Ceylon, ordinary mixed, sold at 28s. 6d., and good pale 51s. Gamboge: Of 11 cases in auction, 10 cases sold; good fair pipe at £16 5s. to £16 7s. 6d.; blocky, £15 to £15 10s. per cwt.

Japan Wax.—Prices are firmly maintained, but only small quantities have been offered, and these were for the most part bought in, there being little or no enquiry.

Manila Hemp.—The improvement noted in our last was followed by an active demand on the part of speculators, which has extended over the entire interval, and has had the effect of forcing prices up fully £10 per ton, sales being quoted of good roping at £63, Boluzan at £66, and Quilot at £70.

Plumbago.—The market is dull, owing to the placing upon the market of recent heavy arrivals; Ceylon, good and fine lump is quoted 20s. to 23s. 6d.; medium, 16s. to 17s. 6d.; Chips, 10s. to 14s.; and dust, 9s. to 10s. per cwt.

Pepper.—Black: At auction Trang has realised 4 1-16d. to 4⅛d.; Borneo, 4¼d.; Siam, 4¼d.; Singapore, 4¼d. to 4⅜d.; private sales of Penang are reported at 4⅜d. White Singapore at public sale has brought 5⅜d. to 6d. per lb.

Rice.—The demand for White Bengal is still the leading feature of the market, all other descriptions remaining extremely dull. Small public sales are reported of new Rangoon at 10s.; Necransie, 8s. to 8s. 6d.; Saigon, 9s.; Siam, 8s. to 8s. 6d.; and limited private business has transpired at corresponding prices.

Rhubarb.—Has sold irregularly; of 144 cases China at auction, part sold—good flat at 5s. 3d. per lb.; very good round, 6s. 10d.; middling, 3s. 8d. to 3s. 10d.; inferior rough, 1s.

Sugar.—The market has been characterised throughout the interval by a similar absence of activity to that prevailing at the date of our last, and the continued dulness has depressed prices to the extent of about 6d. per cwt. We note public sales of Clayed Manila (duty 8s.) at 30s., low Java at 26s. 3d., low brown Penang at 26s., and private business in low brown Java at 26s. 3d. A cargo of about 1,400 tons unclayed Ilo Ilo has been sold to arrive at 20s. 6d. per cwt. ex quay.

Spices.—Cassia Lignea: Nothing of consequence doing, for want of supplies. Cinnamon: Is in good demand for all desirable qualities; of 67 bales at auction, half sold upon former terms; of Chips about 600 bags have been sold at firm prices, low to good middling 4½d. to 8½d. per lb. Cloves. More enquiry for Penang, and sales to some extent effected at very full prices, generally 11½d. to 11⅝d. per lb.; Zanzibar steady, with inquiry. 400 bales at auction sold at 2⅞d. to 3d. per lb. for ordinary dull to very fair. Mace: Flat, and sales made privately at 3s. 7d. to 3s. 8d. per lb. for good, being lower; 29 cases Penang in auction were retired; 31 cases Java sold at 2s. 9d. for middling palish, and 2s. 6d. to 2s. 7d. for ordinary reddish. Nutmegs: Dull, and buyers only at a decline from late rates; of 63 cases in auction a few only sold at 1s. 9d. to 2s. 8d. per lb.; for small to middling bold, steady, at 9s. 3d. per lb., with retail business.

Sapanwood.—At auction Siam has realised £8 10s., and Ceylon £9 per ton.

Tapioca.—Is difficult of sale, the supply being in excess of the requirements of the trade; 192 bags Malacca at auction sold at 2½d. per lb. for good: 434 bags Singapore were retired; 576 bags Penang partly sold, middling greyish 2¼d.; good middling 2⅜d.; Pearl has declined 1s. to 2s. per cwt. Sales of good bold made at 22s. 6d., and bullets at 27s. per cwt.

Terra Japonica.—Cutch: The large supplies check speculative operations, and the market remains extremely dull. Of 4,515 boxes and bags Pegue at auction only a small part sold at 24s. per cwt. for good, in boxes. Gambier is steady; of 1,173 bales block at auction

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part sold at 17s. to 17s. 3d. per cwt., chiefly the former price. Of 3,863 baskets Cubes one-fourth sold at 20s. 6d. for middling quality. Sales of good extent also effected privately in block.

Tin.—Until within the past few days the demand has been extremely restricted, owing to the unfavourable position of the Dutch mark e, but there is now a slightly improved tone apparent. Quotations: Straits, on the spot, £125; afloat, £123; Banca, £126 to £127 per ton.

## ARTICLES OF EXPORT.

### MANCHESTER GOODS.

The slight improvement in the demand for China Shirtings which existed at the date of our last report was only of short duration, and renewed dulness became perceptible a few days after the departure of the mail. Extreme depression has now been the characteristic feature of the market for nearly two months past. Stocks are reduced since the last few weeks within very moderate compass, and this, with the shorter production, serves to give a stronger tone to the market than the actual extent of the demand warrants. Yarns are quieter than Goods, and quotations are barely maintained.

### WOOLLEN AND WORSTED GOODS.

62-inch, 19 yards, Spanish Stripes, Elephant Chop, Scarlet, 2s. 11½d. per yard; Black 3d. per yard less, other colours in proportion. 0 to 31-inch, 24 yards, Long Ells, Lion Chop, Scarlet. 31s. 6d. per piece Black 3s. per piece less. 30 to 31-inch, 58 yards, Camlets, best SS, Elephant Chop, Scarlet, 63s. per piece; Black 5s. 3d. per piece less; 31-inch, 30 to 31 yards, Lastings, Lion Chop, Gentian, 60s. per piece. 31-inch, 30 to 31 yards, Lastings, Lion Chop, Dark Blue, 59s. per piece. 31-inch, 30 to 31 yards Lastings, Lion Chop, Black, 57s. per piece. 31-inch, 29 yards, Brocades, Cotton Warp, Half-moon Chop, Scarlet, 22s. per piece; Black 2s. 3d. per piece less.

# Shipping Intelligence.

## ARRIVALS.

| Date | Ship. | Captain. | From. | At. |
|---|---|---|---|---|
| Oct 15 | Salsette | Davis | Bassein | Liverpool |
| — 16 | Quinteros | Brynan | Ceylon | Deal |
| — 16 | Amity | Purdy | Bassein, for Rotrdm. | Falmouth |
| — 16 | Polyxena | Slack | Rangoon | Liverpool |
| — 16 | Queen of Ceylon | Atkinson | Colombo, &c. | London |
| — 18 | Prins. Maria Vittoria | Semauva | Akyab | Do. |
| — 18 | Couranto | Peirce | Galle | Do. |
| — 18 | Spindrift | Innes | Foochow | Do. |
| — 17 | Edinburgh Castle | — | Singapore | Liverpool |
| — 16 | Severo | Graffione | Rangoon | Queenstown |
| — 4 | Sarah Marsh | Morton | Hong Kong | San Francisco |
| — 2 | W. G. Russell | Jewett | Manila | New York |
| — 3 | Crested Wave | Renouf | Nagasaki | Do. |
| — 3 | A. E. Vidal | Angebeck | Hong Kong | Do. |
| — 4 | Harriet Irving | Salter | Manila | Off do. |
| — 4 | Fleetwing | Thatcher | Do. | Off Boston |
| — 18 | Star | Robinson | Singapore | Liverpool |
| — | Virginia | — | Bassein, for Liverpl. | Off Queenstown |
| — 16 | Chateaubriand | Hubert | Saigon | Bordeaux |
| — 6 | Georg and Ludwig | Tobias | Padang | New York |
| — 18 | Surat | Dunlop | Bassein | Falmouth |
| — 6 | Mindora | Allen | Manila | Boston |
| — 4 | Hazard | — | Do. | Do |
| — 15 | Algernon | Otty | Hiogo | Brouwershaven |
| — 18 | Salado | — | Penang | Off Prawle Point |
| — 19 | Marion | Davidson | Manila | Plymouth |
| — | Queen's Own | — | Singapore | Off N. Foreland |
| — | Argonaut | Nicholson | Shanghai | Off Dover |
| — 19 | Belted Will | Locke | Macao | Do. |
| — 20 | Granville | Gallichan | Colombo | Do. |
| — | Workington | — | China | Off the Wight |
| — | Andreas | Peters | Hong Kong | Portland, Oregon |

## DEPARTURES.

| Date. | Ship. | Captain. | For. | From |
|---|---|---|---|---|
| Aug24 | Noach III | Wierix | Batavia | Rotterdam |
| Oct. 5 | Solent | Meldrum | Hong Kong | Penarth |
| — 10 | Phillis | Bowman | Galle | Shields |
| — 18 | Norman Court | Shewan | Hong Kong | London |
| — 20 | Bessie Morris | Gardiner | Tientsin and Chefoo | Do. |
| — 19 | Nestor (str) | Dreuning | Mauritius, Peng, &c. | Liverpool |

(See Commercial Postscript and Correspondents' Letters.)

### LOADING.

At London.—For Hiogo and Osaka: Royal Minstrel. For Yokohama: Eliza Shaw, Black Watch. For Tientsin and Chefoo: Amberwitch. For Shanghai: Forward Ho! Leander, Lahloo, Ariel, Chinaman, Spindrift, Deerhound. For Hong Kong: Isles of the South, Tonbridge, Sir Lancelot, Taitsing. For Singapore: Sir Henry Havelock, Frances. For Penang: Buston Vale. For Singapore and Penang: King Harold. For Batavia and Sourabaya: New Brunswick. For Colombo: Teviot, Warrior, Boyne. For Colombo, &c.: Queen of the West, Queen of Devon, Queen of Ceylon. For Trincomalee and Galle: Simon.

At Liverpool.—For Yokohama: Caractacus. For Hong Kong: Lily of Devon. For Singapore: Clifton, Dorette. For Manila: Maria, Loyola, Olano. For Batavia and Sourabaya: Hans. For Mauritius, Penang, Singapore, Hong Kong, and Shanghai: Achilles (str).

At Glasgow.—For Singapore, Hong Kong, Yokohama, and Nagasaki: Eastern Isles (str.). For Yokohama: Wilhelmina Emma (str.). For Batavia and Sourabaya: County of Bute. For Penang: Hyacinth.

### SPOKEN.

Maxima, Penang to London, Aug. 2, 24 S., 52 E.
Caribou, Clyde to Galle, Oct. 6, 49 N., 19 W.
Timaris, Padang to Havana, Sept. 4, 11 S., 11 W.
Amitie (brig), Marseilles to Shanghai, 29 S., 27 W.
Mary Goddard, Amsterdam to Macassar, Sept. 1, 23 S., 30 W.
Esperanza (Brit. barq.), Hartlepool to Japan, Aug. 26, 14 N., 111 E.
Devonport, London to Shanghai, Aug. 22, 40 S., 25 E.
Forbes (Dan. brig), Sarawak to London, Oct. 1, 40 N., 39 W.
B. Mary (?) (Span. brq.), Manila to London, Aug. 11, 35 S., 24 E.
Sarah Nicholson, London to Shanghai, 2 S., 12 W.
Feiga, Hong Kong to Homburg, 36 N., 41 W.
Black Prince, from Foochow, Aug. 28, 18 S., 99 E.
Anna and Sophia, Batavia to Amsterdam, Sept. 16, 13 N., 20 W.
Marie Elise, Amsterdam to Batavia, Sept. 20, 11 N., 26 W.
Gladiateur, Liverpool to Shanghai, Aug. 16, 13 N., 113 E.
Blonde, Shanghai to London, Sept. 28, 35 N., 41 W.
Lord Collingwood, Saigon to Falmouth, Aug. 29, 36 S., 18 E.
Grace Peille, Clyde to Hong Kong, Sept. 19, 10 N., 25 W.
Felicia, Bangkok to Bremen, Aug. 29, 4 S., 18 W.

### FREIGHTS AND CHARTERS.

We have no change to note in berth freights to the Eastern ports; the long prevailing dulness still continues, and there seems as yet but little prospect of improvement; coal freights from the Northern outports remain very inactive.

Current rates of freight for vessels on the berth:—To Yokohama: 32s. 6d. weight, 30s. meast. To Nagasaki: 45s. weight or meast. To Hiogo or Osaka: 40s. weight, 35s. meast. To Shanghai: 40s. weight, 35s. meast. To Hong Kong: 35s. weight, 27s. 6d. meast. To Batavia: 25s. weight, 30s. meast. To Singapore: 30s. weight, 25s. to 30s. meast. To Ceylon: 20s. to 25s. weight, 20s. meast. At New York to China; $12 to $15 per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—For Shanghai: £42. For Hong Kong: £33. For Singapore: £24. For Galle: £22. 10s. From Newport, Cardiff, or Swansea per ton. For Shanghai: £2. For Hong Kong: £1 10s. For Singapore: £1 4s. For Galle: £1 2s. 6d.

The Admiralty have invited tenders for the conveyance of about 33 tones stores to Trincomalee, and sundry small stores to Hong Kong.

### CASUALTIES.

The Warren (?) (ship), of and for London, from Ceylon, was spoken with Aug. 5, off Cape Agulhas, by the W. G. Russell, arrived at New York from Manila, and reported having been on her beam ends, and lost foretopmast during a heavy gale.

The Hazard, which arrived at Boston Oct. 4, from Manila, had experienced severe W. gales for 14 days between Algoa Bay and the Cape of Good Hope, and had bulwarks stove, &c.

The W. G. Russell, Jewett, from Manila, which arrived at New York Oct. 2, had lost several sails, having experienced a cyclone veering from W. to S., Sept. 11, in lat. 12 N., lon. 41 W.

The Star, Robinson, from Singapore, which arrived at Liverpool Oct. 18, had experienced very severe weather during the whole passage; she was continually shipping heavy seas, which filled the cabin with water; also lost part of bulwarks, cabin skylights, sails, &c., and received other damage.

The Mindoro, which arrived at Boston, Oct. 6, from Manila, lost sails during a violent S.E. gale off Cape Cod.

The Belted Will, Capt. Locke, from Canton and Macao, reports that shortly after passing Gaspar Straits, July 30, during a gale from E by S., the ship, while plunging heavily, struck, as was supposed, the bottom, and the bottom was seen to be stirred up in her wake in one spot as if it were a bank; she grazed over the shoal a second time without striking, and on sounding shortly after got two casts of the lead in nine fathoms, but to the westward it was thought the water looked shoal; the vessel would not have touched if the water had been smooth. This dangerous spot was in lat. 3 deg. 35 min. 35 sec. S., lon. 106 deg. 56 min. E.

### MISCELLANEOUS.

An inquiry, instituted by direction of the Board of Trade, and which had occupied three days' previous investigation, has been held at the Greenwich Police-court, into the circumstances attending the abandonment at sea of the ship Old England, Captain Thomas Bulman master. The evidence taken was very voluminous. It appeared that the vessel, on the 15th of June last, left Cardiff with a cargo of patent fuel for Point de Galle, Ceylon. Her crew consisted of twenty-three hands, including the master. Nothing unusual occurred in the voyage until the 17th of July, when a leak was discovered, and this continued until, on soundings being taken, there was a measurement of twelve feet of water. The crew were kept constantly at the pumps, until about seventeen hours before the vessel was abandoned, they having refused to work, and during that time they were keeping company with a Portuguese brig, which took them on board with provisions brought from the ship, and landed them at one of the Cape Verd Islands. The freight had been insured for £1,600, and the ship (insured by the several owners, of which Captain Bulman held an eighth of sixty-four shares) was valued at £4,000. In the course of the inquiry it was stated that the captain and the carpenter had gone into the hold of the ship, and that holes were cut in the side of it by the latter with an auger; but this was shown to be necessary cutting in order to ascertain where the leak was. After being taken on board the Portuguese brig it was shown that the record of the voyage, with the exception of a few days, had been written from an old into a new log book, and that the old log book was not produced because the first mate had given it to the mate of the Portuguese brig, who had expressed a desire to see in what manner the log of an English ship was kept. The judgment of the Court was that the vessel had been improperly abandoned; the Court therefore adjudged that the certificate of Captain Thomas Bulman be cancelled.

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# LONDON PRICES CURRENT.

## IMPORTS.

| | s. d. | s. d. |
|---|---|---|
| CANES, Bamboo—each | 0 0½ | 0 2½ |
| Malacca ... ... | 0 1½ | 0 9 |
| Partridge ... ... | 0 1 | 0 4½ |
| Tonkin ... ... | 0 0¾ | 0 1½ |
| COFFEE, in bond per ct. (*Duty 3d. per lb.*) | | |
| Ceylon | | |
| Native, fine bold ... | 55 0 | 59 0 |
| gd. and fine ord. | 52 0 | 53 0 |
| small and ordinary... | 44 0 | 49 0 |
| Plantation, fine ... | 88 0 | 92 0 |
| fine middling ... | 83 0 | 87 0 |
| good middling ... | 76 6 | 82 0 |
| middling ... ... | 69 6 | 76 0 |
| fin. ord. to low mid. | 62 0 | 69 0 |
| mixed and triage ... | 30 0 | 58 0 |
| Batavia, yellow ... | 69 0 | 80 0 |
| pale and mixed ... | 48 0 | 66 0 |
| Sumatra ... ... | — | — |
| Manila... ... ... | 46 0 | 66 0 |
| Singapore ... ... | 52 0 | 59 6 |
| COIR GOODS, per ton | £ s. | £. s. |
| Rope, Ceylon ... | 18 0 | 33 0 |
| Yarn, good & fine... | 38 10 | 46 10 |
| ord. to fair ... | 25 15 | 32 5 |
| Junk ... ... | — | — |
| Fibre ... ... | 20 5 | 32 5 |
| COTTON ...per lb. | s. d. | s. d. |
| Surat ... ... ... | 0 8½ | 0 11½ |
| Sawginned Dharw ... | 0 10 | 0 11½ |
| Madras, Tinnevelly ... | 0 9½ | 0 10 |
| North, and Westrn. | 0 8½ | 0 10 |
| Cocanada ... ... | 0 9½ | 0 9¾ |
| Bengal and Rangoon | 0 8½ | 0 9¾ |
| Scinde ... ... ... | 0 8¾ | 0 9¾ |
| China ... ... ... | — | — |
| Egyptian ... ... | 0 10 | 1 5 |
| Smyrna ... ... | 0 9½ | 0 11¾ |
| Sea Island ... ... | 1 9 | 4 2 |
| Upland... ... ... | 0 11 | 1 1 |
| Mobile... ... ... | 1 0 | 1 1 |
| New Orleans ... ... | 0 11¾ | 1 1½ |
| CUTCH. | | |
| Pegu ... ... ... | 24 0 | — |
| Straits... ... ... | — | — |
| DRUGS. | | |
| Aloes, Hepatic, per ct. | 80 0 | 180 0 |
| Socotrine ... ... | 120 0 | 300 0 |
| Aniseed, China Star... | 105 0 | — |
| Beans, Tonquin, per lb. | 1 0 | 1 6 |
| Camphor, per cwt. ... | — | — |
| Japan ... ... | — | — |
| China ... ... | 95 0 | — |
| Cardamoms ...per lb. | | |
| Malabar, good ... | 7 6 | 8 0 |
| inferior ... ... | 5 9 | 7 0 |
| Ceylon ... ... | 2 8 | 3 1 |
| Corosos Nuts, per cwt. | 15 0 | 18 0 |
| Cassia Fistula ... | 20 0 | 40 0 |
| China Root ... ... | 27 0 | 35 0 |
| Colombo Root ... | — | — |
| Cubebs... ... ... | 36 0 | 39 0 |
| Dragon's Blood ... | 100 0 | 160 0 |
| Galangal Root ... | 15 0 | 20 0 |
| Gentian Root... ... | 19 0 | — |
| Ipecacuanha ... ... | 5 3 | 5 6 |
| Isinglass, Brazil ... | 2 8 | 4 8 |
| Tongue sort ... | 3 2 | 5 1 |
| Penang ... ... | 2 0 | 4 4 |
| Myrabolanes, per cwt. | 8 0 | 15 6 |
| Musk ... ...per oz. | 16 0 | 33 0 |
| Vermillion, China ... | 2 8 | 2 9 |
| Rhubarb ... per lb. | | |
| China, good and fine | 5 3 | 6 10 |
| gd mid. to ord... | 3 8 | 3 10 |
| Dutch trimd. ... | 10 0 | — |
| Saffron, Spanish ... | 30 0 | 38 0 |
| Squills... ... ... | 0 1 | 0 2¼ |
| Tamarinds ...per ct. | | |
| East India ... ... | 11 0 | 12 0 |
| Vanilla, large...per lb. | 23 0 | 26 0 |
| ESSENTIAL OILS. | | |
| Aniseed ...per lb. | 8 6 | 8 9 |
| Cassia ... ... | 4 10 | 5 0 |
| Cinnamon ...per oz. | 1 0 | 4 6 |
| Citronel ... ... | 0 2¾ | 0 2¾ |
| fine ... ... .. | 0 3 | 0 3½ |
| Clove ... ...per lb. | 2 7 | — |
| Lemon... ... ... | 4 6 | 7 0 |
| Lemongrass ...per oz. | 0 4¾ | 0 4½ |
| Mace, expressed ... | 0 1 | 0 2½ |
| Nutmeg ... ... | 0 4 | 0 8½ |
| Orange ... per lb | 5 0 | 7 0 |
| Patchouli ...per oz. | 6 0 | — |
| Orris Root ... per ct. | 38 0 | 44 0 |
| DYE STUFFS. | | |
| Galls, Buss. bl. per ct. | 80 0 | 100 0 |
| in sorts ... ... | 65 0 | 75 0 |
| white ... .. | 48 0 | 50 0 |
| China ... ... | 52 0 | 53 0 |
| Japan ... ... | 52 0 | 53 0 |
| Sticklac, Siam per ct. | 45 0 | 61 0 |
| Madder Root... ... | — | — |
| Bombay ... ... | 40 0 | 50 0 |
| Orchella, Angola ... | 60 0 | 65 0 |
| Bombay ... ... | — | — |
| Turmeric per cwt. | — | — |
| Bengal ... ... | 20 6 | 21 0 |
| Madras ... ... | 12 0 | 35 0 |
| Malabar ... ... | 12 0 | 13 0 |
| Java... ... ... | 19 0 | 20 0 |
| China ... ... | 30 0 | 35 0 |
| GAMBIER. | | |
| Bales per cwt. | — | — |
| Cubes ... ... | — | — |
| GUMS ... per cwt. | £ s. | £ s. |
| Arabic... ... ... | — | — |
| E. I fine pale ... | 3 18 | 4 2 |
| sorts, mid. to fine | 3 5 | 3 16 |
| garblings ... | 2 0 | 3 0 |
| Assafœtida,com.to gd. | 1 3 | 4 5 |
| Benjamin, Siam, 1st and 2nd ... ... | — | — |
| Sumatra, 1st and 2nd | 8 0 | — |
| do. third ... | 5 0 | 5 10 |

## IMPORTS—(*Continued*).

| | £ s | £ s |
|---|---|---|
| GUMS. | | |
| Copal, Angola red ... | 5 0 | 5 7½ |
| Manila ... ... | 1 10 | 2 2½ |
| Dammar, Batavia, pale | 4 15 | 5 2 |
| Straits ... ... | 4 4 | 4 5 |
| Gamboge, pkd. pipe... | 16 0 | 18 0 |
| GUTTA PERCHA. | s. d. | s. d. |
| genuine ...per lb. | 1 6 | 3 6 |
| HEMP ... per ton | £. s. | £. s. |
| Sisal ... ... ... | 45 0 | 50 0 |
| Manila, fair roping ... | 63 0 | — |
| do., Boluzan ... | 66 0 | — |
| China grass ... ... | 130 10 | — |
| HIDES. | | |
| Sourabaya & Batavia | | |
| Ox and cow hides, dry, best, 6lb. to 10lb. ... ... | s d 0 8 | s d 0 9½ |
| Seconds ... ... | 0 7 | 0 7½ |
| Thirds ... ... | 0 4 | 0 6 |
| Buffalo hides, yellow, best, 17lb. to 22lb. ... | 0 6½ | 0 7¾ |
| Seconds ... ... | 0 5½ | 0 6 |
| Thirds ... ... | 0 3½ | 0 4½ |
| Dark, best, 20lb. to 28lb. ... ... | 0 5½ | 0 6½ |
| Seconds ... ... | 0 4½ | 0 5¼ |
| Singapre., Pnang., &c. | | |
| Ox and cow hides, dry, best, 6lb. to 10lb. ... ... | 0 8½ | 0 10 |
| Seconds & Thirds | 0 6½ | 0 9½ |
| Buffalo hides, best, 20lb. to 36lb. ... | 0 5½ | 0 6¾ |
| Seconds ... ... | 0 4½ | 0 5½ |
| Manila, | | |
| Buffalo hides, best, 18lb. to 27lb. ... | 0 4 | 0 5 |
| Seconds ... ... | 0 3½ | 0 3¾ |
| HORNS, BUFFALO, per cwt. | 19 6 | 41 0 |
| Singapore, 2½lb. to 4lb. | 35 0 | 47 0 |
| INDIGO.— | | |
| Manila ... ... ... | — | — |
| Bengal ... ... ... | — | — |
| INDIA RUBBER, pr lb. | | |
| Assam and Pegu ... | 0 9 | 1 2 |
| Penang and Java ... | 1 3 | 1 6 |
| JAPAN WAX. | | |
| Saucer ... ... ... | 62 6 | 83 0 |
| Block ... ... ... | 62 6 | 75 0 |
| OILS. | £ s. | £ s. |
| Cocoa-nut, Coch. p.tn. | 44 0 | — |
| Ceylon ... ... | 41 10 | 42 0 |
| Sydney ... ... | 36 0 | 42 0 |
| Singapore ... ... | — | — |
| PEPPER. per lb. | s. d. | s. d. |
| Penang, black ... | 0 4½ | — |
| Singapore, do. ... | 0 4¾ | 0 4½ |
| Siam, do. ... ... | 0 4½ | — |
| Singapore, white ... | 0 5¾ | 0 6 |
| PLUMBAGO. | s. d. | s. d. |
| Ceylon, Lump ... | 20 0 | 23 6 |
| Dust ... ... | 9 0 | 10 0 |
| German ... ... | 4 0 | 5 0 |
| RUM. | | |
| Penang ... ... | — | — |
| RATTANS. | | |
| Straits ... ... ... | 3 3 | — |
| Java ... ... ... | 2 5 | 5 5 |
| Siam ... ... ... | — | — |
| RICE ... per cwt. | s. d. | s. d. |
| Arracan (Necransie) | 8 0 | 8 6 |
| Rangoon ... ... | 10 0 | — |
| Bassein ... ... | 10 0 | — |
| Saigon... ... ... | 9 0 | — |
| Java ... ... ... | 10 0 | — |
| Siam, garden... .. | 8 0 | 8 6 |
| Do. field ... ... | — | — |
| SAGO (*duty free*) ... | | |
| Pearl, small ... ... | 17 6 | 18 3 |
| large and medium | 18 0 | 18 3 |
| Flour ... ... ... | — | — |
| SHELLS per cwt. | | |
| Mother o'Pearl ... | — | — |
| Manila ... ... | 140 0 | 200 0 |
| Singapore ... ... | — | — |
| Bombay ... ... | 45 0 | 130 0 |
| Tortoise per lb. | — | — |
| Manila ... ... | — | — |
| Singapore ... ... | — | — |
| SOY per gall. | | |
| China ... ... ... | 2 8 | 2 9 |
| Japan ... ... ... | — | — — |
| SPICES. | | |
| Cassia Lignea, per cwt. | 125 0 | 135 0 |
| Vera... ... .. | 45 0 | 82 6 |
| Buds ... .. | 140 0 | 180 0 |
| Cinnamon per lb. | | |
| Ceylon, 1st quality. | 1 6 | 3 5 |
| 2nd ,, | 1 2 | 3 5 |
| 3rd ,, | 1 0 | 3 2 |
| 4th ,, | 0 9 | 2 5 |
| Chips ... | 0 4½ | 0 8½ |
| Cloves, Penang ... | 0 11¼ | 0 11½ |
| Amboyna ... .. | 0 4½ | 0 5¼ |
| Zanzibar ... ... | 0 2⅝ | 0 3 |
| Ginger per cwt. | | |
| Cochin ... ... | 38 0 | 120 0 |
| Preserved China ... | 0 6 | 0 9 |
| Mace, 1st qual. per lb. | 3 7 | 3 8 |
| 2nd and inf. ... | 2 6 | 3 4 |
| Nutmegs. | | |
| 78 to 80 lb. ... | 2 10 | 4 4 |
| 80 to 90 lb. ... | 1 9 | 2 8 |
| 95 to 132 lb. ... | 1 8 | 2 2 |
| Pepper, black per lb | — | — |
| SAFFRON. per lb. | — | — |
| SUGAR per cwt. | | |
| *Duties:—* | | |
| *Ref. and Candy*, 12*s* | | |
| *Raw*, 1*st cl.* 11*s* 5*d* | | |
| ,, 2*nd cl.* 10*s.* 6*d* | | |
| ,, 3*rd cl.* 9*s.* 7*d.* | | |
| ,, 4*th cl.* 8*s.* | | |

## IMPORTS—(*Continued*).

| | £ s. | £ s |
|---|---|---|
| SUGAR. | | |
| Penang, yell. & white | 35 0 | 41 0 |
| brown ... | 26 0 | — |
| Manila, clayed ... | 30 0 | — |
| unclayed ... | 27 0 | 28 3 |
| Java, gray and white | — | — |
| brown and yel. | 26 3 | — |
| China ... ... ... | 35 0 | 40 0 |
| brown and yellow... | 26 6 | 33 6 |
| Siam, white ... ... | — | — |
| brown ... ... | — | — |
| TAPIOCA (*Duty free*) per lb. | | |
| Penang and Singapre. | 0 2½ | — |
| Pearl ... per cwt. | 24 0 | 26 0 |
| Flour ... ... .. | — | — |
| TEA AND SILK. | | |
| See Market Report. | | |
| TALLOW. | | |
| Straits... ... ... | — | — |
| TOBACCO. | | |
| (*Duty 3s. per lb., and 5 per cent. and ⅓ per cent., equal to about 3s. 1½d. per lb.*) pr. lb. | | |
| East India leaf ... | 0 2 | 0 5 |
| Japan ... ... ... | — | — |
| Java ... ... ... | 0 4 | 1 0 |
| Manila cheroots ... | 6 0 | 7 6 |
| TIN. | | |
| Banca ... ... ... | 126 0 | 127 0 |
| Straits ... ... ... | 125 0 | — |
| ,, afloat ... ... | 123 0 | — |
| WOOD ...per ton | | |
| Red Sanders, Singap. | 7 12½ | 7 17½ |
| Sapan, Manila ... | — | — |
| Do., Siam ... .. | 8 10 | — |
| Ebony... ...per ton | | |
| Ceylon ... ... | 5 0 | 14 0 |
| Satinwood ... per ft. | 1*s* 0*d* | — |
| Sandalwood ... ... | — | — |
| WOOL ... ... per lb. | | |
| E. I. & China, white | 0 9½ | 1 2½ |
| yellow and gray ... | 0 3 | 1 1 |

## EXPORTS.

| | s. d. | s. d. |
|---|---|---|
| CHEMICALS. | | |
| Alum ... ...per ton | 145 0 | 150 0 |
| Antimony, ore ... | 260 0 | 280 0 |
| crude ...per cwt. | 32 0 | — |
| regulus, bowl ... | 51 0 | — |
| star ... ... ... | 50 0 | 51 0 |
| Brimstone, roll ... | 11 0 | — |
| Calomel ...per lb. | 2 5 | — |
| Corros. Sublim. ... | 1 11 | — |
| Iodine, dry per oz. | 0 9½ | 0 10 |
| Ivory Blk. dry, p. cwt. | — | — |
| Lime, Acet. wh. ... | 12 6 | 23 0 |
| Magnes. Carb. ... | 42 6 | — |
| Prussian Blue, per lb. | — | — |
| Quinine Sulph., per oz. | — | — |
| British, in bottle ... | 5 9 | — |
| French ... ... | 5 4 | 5 5 |
| Vermilion, Eng., pr. lb. | — | 3 0 |
| China ... | — | — |
| COAL, per ton | | |
| London .. ... | 18 9 | 18 9 |
| Newcastle ... ... | 15 9 | 17 9 |
| Cardiff ... ... | — | — |
| COCHINEAL per lb. | | |
| Honduras, black ... | 2 10 | 4 0 |
| silver ... | 2 7 | 3 0 |
| pasty ... | 2 4 | 2 6 |
| Teneriffe, black ... | 2 10 | 4 10 |
| silver ... | 2 8 | 2 10 |
| METALS. | | |
| IRON ... ...per ton | £ s. | £ s. |
| Welsh Rails in Wales | 7 0 | 7 10 |
| Welsh Bars in Wales | 6 0 | 6 5 |
| Welsh Bars in London | 6 15 | 7 5 |
| Staffordshire Bst. Bars in London ... ... | 7 5 | 7 10 |
| Staffordshire B. Nail Rods... ... ... | 7 5 | 7 10 |
| Staffordshire B. Hoops | 8 0 | 8 5 |
| Staffordshire B. Sheets | 9 0 | 9 10 |
| Scotch Pig No. 1 in the Clyde ... ... | 2 13 | 3 3 |
| Swedes Bars in London ... ... ... | 10 0 | 10 10 |
| Swedes Steel in kegs, ½ in. and ⅝ in. ... | 15 0 | 15 5 |
| COPPER ... ... .. | s. d. | s. d. |
| Ore ... per unit | 13 0 | 13 3 |
| | £ s. | £ s. |
| English tough quality | 70 10 | 73 0 |
| English best selected | 73 0 | 76 0 |
| English Sheets,— Sheathing, &c. ... | 78 0 | 79 0 |
| English Bottoms ... rolled ... ... | 82 0 | — |
| English Bottoms ... hammered ... ... | 87 0 | — |
| Yellow Metal Sheets, 4 by 4 ft. ...per lb. | s. d. 0 6⅝ | s. d. — |
| Yellow Metal Sheathings and Rods ... | 0 6¾ | 0 7 |
| LEAD ... ...per ton | £. s. | £ s. |
| Pig, W.B. ... ... | 20 5 | — |
| Pig, L B. ... ... | 19 5 | — |
| Pig, other brands ... | 19 0 | 19 5 |
| Spanish soft, ex ship | 18 7½ | — |
| Sheet ... ... .. | 19 10 | — |
| Shot (kegs extra) ... | 22 0 | — |
| White (kegs extra) ... | 27 0 | 30 0 |
| Red (kegs extra) ... | 20 10 | 21 0 |
| QUICKSILVER ... ... | 6 17 | — |
| SPELTER ... ... | | |
| Silesian ... ... | 20 0 | — |
| English (smelted from ores)... ... | 20 0 | — |
| TIN. | | |
| English plates ... | 28 0 | 31 6 |
| ZINC. | | |
| English Sheet ... | 24 0 | — |

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# THE BRITISH-INDIAN EXTENSION TELEGRAPH COMPANY, LIMITED.

## CEYLON TO SINGAPORE,

In connexion with the Falmouth, Gibraltar, and Malta, the Anglo-Mediterranean, and the British-Indian Submarine Telegraph Companies; incorporated under the Companies Acts, 1862 and 1867.

## CAPITAL, £460,000, IN 46,000 SHARES OF £10 EACH,

OF WHICH 13,000 SHARES, FULLY PAID-UP, ARE RESERVED FOR THE CONTRACTORS, LEAVING 33,000 SHARES FOR SUBSCRIPTION. DEPOSIT ON APPLICATION £1 PER SHARE, ON ALLOTMENT £2.

### Directors.

Right Hon. WILLIAM NATHANIEL MASSEY, Chairman.
CHARLES WILLIAM EARLE, Esq., Director of the Electric and International Telegraph Company.
Lieut.-Colonel THOMAS GEORGE GLOVER, R.E., late Director-General of Telegraphs in India.
FRANCIS AUGUSTUS BEVAN, Esq., Lombard-street.
GEORGE GARDEN NICOL, Esq., Chairman of the Chartered Mercantile Bank of India, London, and China.
PHILIP RAWSON, Esq., Director of the Anglo-Mediterranean Telegraph Company.

**Engineers**—Sir CHARLES BRIGHT, LATIMER CLARK, Esq., H. C. FORDE, Esq. **Bankers**—Messrs. BARCLAY, BEVAN, TRITTON, and Co.; the CHARTERED MERCANTILE BANK OF INDIA, LONDON, AND CHINA.

**Solicitors**—Messrs. BISCHOFF, BOMPAS, and BISCHOFF. | **Secretary** (pro tem.)—T. H. WEDDELL, Esq.

### Temporary Offices—49, PALMERSTON-BUILDINGS, OLD BROAD-STREET.

The establishment of direct telegraphic communication with India by the formation of the Falmouth, Gibraltar, and Malta, Anglo-Mediterranean, and British-Indian Companies, whose cables are expected to be open for traffic in May next, calls attention to the want of further extensions eastward.

That this want has been long felt is shown by the fact that, notwithstanding the existing imperfect communication, which necessitates the conveyance of telegrams by steamers to and from Point de Galle, the traffic from Australia, China, Singapore, Java, and other places beyond Galle has amounted to about 20 per cent. of the whole messages hitherto passing over the Indo-European Lines.

To afford direct telegraphic communication to the countries lying east of British India this Company has been formed, and a cable will be laid from Galle to Singapore, touching at Penang and Malacca, as a first instalment towards connecting Australia and China with the Indian and European systems.

Negotiations are in progress, to the knowledge of the directors, with the Dutch and Australian authorities for the necessary concessions to enable telegraphic extensions to be carried out from Singapore to those countries, and soundings are about to be taken for a cable route from Singapore to Hong Kong.

From the extreme point of the Dutch Possessions to the Australian Continent the distance is only 1,130 miles; and a cable of 1,780 miles in length will connect Singapore with Hong Kong, *via* Cochin China.

The directors intend after the completion of their cable, or earlier if so advised, to adopt such measures as may ensure the carrying out of the above extensions.

When such a system is completed there can be little doubt that the messages passing over the Singapore and Ceylon Cable will exceed the present estimate of the British-Indian Company, namely, 300 per diem. In the meantime, looking to the importance of Singapore, and the fact that messages will reach it at once by steamers from China, the Philippines, Cochin China, and Java, it is considered a moderate estimate that 75 messages will pass each way daily.

The total length of the present Singapore Cable will be 1,756 miles, and the type is similar to those manufactured by the Telegraph Construction and Maintenance Company for other deep sea lines, with such improvements as recent experience has suggested.

A contract entered into with the Telegraph Construction and Maintenance Company provides for the manufacture and laying of this Company's cable in the year 1870, at a cost of £440,000, of which the contractors will take £130,000 in fully-paid shares. £50,000 of these fully-paid shares are to be reserved until this Company's engineers have certified that the whole line has been successfully laid and has continued for thirty consecutive days, equal to the standard of insulation prescribed by the specification.

A tariff has been arranged with the Falmouth, Gibraltar, and Malta, the Anglo-Mediterranean, and the British-Indian Telegraph Companies, by which the charge for a message of twenty words from England to Singapore will be £4 4s., of which this Company will receive £1 7s. The tariff for local messages between the termini of this Company's cable is intended to be £1 10s.

Calculating the daily number of messages at 150, of the average length of 30 words, at a tariff of 27s. per 20 words, and allowing 330 working days, the gross annual revenue would be £100,237. Deducting from this £16,000 for working expenses, and £10,000 for a reserve, a balance is left of £74,237, yielding upwards of 16 per cent. per annum on the capital; and it may be fairly assumed that this income will be doubled as soon as the projected extensions are carried out.

The payment on the shares subscribed and allotted will have to be made as follows:—

| | |
|---|---|
| On application ... ... ... ... | £1 per share |
| On allotment ... ... ... ... | 2 „ |
| 1st call 1st February, 1870... ... ... | 2 „ |
| 2nd do. 1st April, 1870 ... ... ... | 2 „ |
| 3rd do. 1st May, 1870 ... ... ... | 2 „ |
| 4th do. 1st June, 1870 ... ... ... | 1 „ |
| Total ... ... ... ... ... | £10 |

Copies of the Memorandum and Articles of Association and contract can be seen at the offices of the solicitors of the company, Messrs. Bischoff, Bompas, and Bischoff, 4, Great Winchester-street-buildings, E.C.

Application for shares in the form annexed, accompanied by a deposit of £1 per share, should be left with Messrs. Barclay and Co., the bankers of the Company. If no allotment is made the deposit will be returned in full, and if an allotment is made to the applicant the deposit will be appropriated towards the amount payable on deposit and allotment.

The deposit and subsequent payments will be liable to forfeiture if any instalment is not duly paid.

No applications for shares will be received after 4 o'clock on Monday, the 25th of Oct., for London, nor after 12 o'clock on Tuesday, the 26th Oct., for the country.

The following is a copy of the Memorandum of Association:—

1. The name of the Company is the British-Indian Extension Telegraph Company (Limited).

2. The registered office of the Company is to be in England.

3. The objects for which the Company is established are:—The contracting for, constructing, acquiring, leasing, maintaining, dealing with, and working lines of land and submarine telegraph between India and Singapore and other places in Eastern Asia and the adjacent Islands, and between any places or points forming or intended to form part or parts of any telegraphic route or routes between those places, or any of them, and (as and when authorieed by Extraordinary Meeting of the members) branches from and extensions of any of those lines to such countries or places as the Company think fit; the establishment of telegraph stations, and, generally, carrying on the business of a Telegraph Company; the applying for, acquiring, selling, leasing, using, and disposing of such lands, telegraph lines, vessels, concessions, leases, privileges, licenses, and letters patent, and any shares or interest therein respectively, as may be useful or desirable for the purposes aforesaid, or any of them; the doing of all or any of those matters or things in conjunction with any other Company or person; the registration or constitution of the Company abroad as a Société Anonyme or otherwise; the subscribing for and acquiring shares of or amalgamating with and sharing in the business or undertakings of any other Telegraph Company or Companies, and the making and carrying into effect of working, traffic, and other agreements with Governments, Railways, Postal, Steamboat, Telegraph, and other companies and authorities, and the doing of all such other things as are incidental or conducive to the attainment of the above objects.

4. The liability of the members is limited.

5. The capital of the Company is £460,000, in 46,000 shares of £10 each.

The following contract has been entered into:—19th October, 1869.—Contract between the Telegraph Construction and Maintenance Company (Limited) of the one part, and the British-Indian Extension Telegraph Company (Limited) of the other part.

THE BRITISH-INDIAN EXTENSION TELEGRAPH COMPANY (LIMITED).
No.——

Form of Application (to be retained by the bankers).

To the Directors of the British-Indian Extension Telegraph Company (Limited).

Gentlemen,—Having paid to Messrs. Barclay, Bevan, Tritton, and Co., the sum of £ , being a deposit of £1 per share, I request that you will allot me shares of £10 each, in your company, upon the terms of the prospectus and Memorandum and Articles of Association; and I hereby agree to accept the said shares, or any smaller number which you may allot to me, and I agree to make the payments thereon at the times specified in the prospectus, and to become a member of the company; and I request you to place my name on the register of members in respect of the shares which may be allotted to me.—I am, Gentlemen, your obedient servant,

Name in full .....
Address in full .....
Date.....

THE BRITISH INDIAN EXTENSION TELEGRAPH COMPANY (LIMITED).
Bankers' Receipt (to be retained by Applicant).

No.

Received the day of , 1869, on account of the British-Indian Extension Telegraph Company (Limited), from , the sum of pounds, being a deposit of £1 per share on application for shares of £10 each.
£

For Messrs. Barclay, Bevan, Tritton, and Co.

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## THE BEST ROOFING MATERIAL.

BRABY & CO. ALSO MANUFACTURE SHEET AND PERFORATED ZINC, ROOFING FELT, GALVANIZED BUCKETS, AND ALL OTHER ZINC AND GALVANIZED IRON GOODS, ILLUSTRATED LISTS OF WHICH WILL BE SENT FREE ON APPLICATION.

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(LIMITED),

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**A NEWSPAPER SPECIALLY ADAPTED FOR READERS IN CEYLON, CHINA, JAPAN AND OTHER EASTERN SETTLEMENTS.**

THE "London and China Express" is published in time for transmission by each outward mail, *via* Marseilles, to Ceylon, the Straits Settlements, Java, Siam, Manila, China, Japan, &c. Each number contains a well-selected digest of the news since the preceding mail, English, Continental, and American; extra space being devoted to subjects having a special interest for residents in the above countries. It also includes the fullest Commercial and Shipping Reports, and the same Leading Articles and Special Correspondence as appear in the "London and China Telegraph."

Merchants and others who wish their Correspondents or Agents in the Eastern Settlements to be kept well supplied with General, Mercantile, and Shipping news from Europe, are recommended to order the "London and China Express" to be sent to them regularly.

Terms of Subscription (including postage), 54s. per annum, payable in advance; or with Export Supplement (similar to that issued with the "Telegraph"), 12s. extra. Subscriptions payable to any of the Agents abroad (see list in separate advertisement), and in London to James West, publisher, at the head office,

2, COWPER'S COURT, CORNHILL, E.C.


## THE CHINA AND JAPAN AGENCY.

For the Purchase and Shipment of Goods of all kinds to Ports in China, Japan, the Straits Settlements, &c. Orders for Furniture, Stores, Books, and Personal Requirements of every description promptly executed, either by Overland Route or Clipper Sailing Vessels. The articles in all cases are carefully selected by persons who have had personal experience of the wants of residents in China and Japan. Orders should be accompanied either by a remittance, or a reference for payment in London. All communications to be addressed, and remittances made payable, to

THE MANAGER,
CHINA AND JAPAN AGENCY,
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COWASJEE DINSHAW.
Close to the Landing Place, Depot of
EUROPEAN CHINA, AND INDIAN WORK.
WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality. Bombay-made Soda Water and Lemonade Perfumery, Confectionery, Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.
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COMMISSION AGENTS, AUCTIONEERS AND NEWS AGENTS.
SPECIAL AGENTS FOR THE
LONDON AND CHINA EXPRESS.
HONG KONG.

THE STRAITS TIMES.—Daily, weekly, and fortnightly editions; published in Singapore, for circulation throughout the Straits Settlements, Java, Borneo, Siam, French Cochin China, China and Japan.
This paper, which is the oldest in Singapore, and the most widely circulated throughout the Far East, offers an excellent medium for the advertisements of shipbuilders, machinists, manufacturers, patentees, &c., in the United Kingdom.
Advertisements to be forwarded through an Agent in Singapore, or George Street, 30, Cornhill, London.

GENERAL COMMISSION AGENCY.
MAURICE BRIEL, 7, Rue Vivienne Paris.
IMPORT EXPORT TRANSIT, PURCHASE, AND SALE OF ARTICLES OF ALL KINDS PRICES CURRENT SENT ON APPLICATION.


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## SINGAPORE DOCKS.

THE PATENT SLIP AND DOCK COMPANY execute SHIPS' REPAIRS of all descriptions in the most efficient manner, under the supervision of European Engineers and Shipwrights.

The DRY DOCK (opened in March, 1859) admits two Vessels at the same time, being over 400 feet in length, with a depth of water ranging to 15½ feet. A second DRY DOCK of larger dimensions will shortly be completed, and available for the heaviest Steamers.

Adjoining the above there is extensive WHARF WAREHOUSE, and other accommodation, including every convenience for coaling Steamers, discharging cargo, and storing goods, together with ample MACHINERY and appliances for repairing iron steamers, &c.

Apply at the offices of Messrs. PATERSON, SIMONS and Co., Singapore; or 21, St. Swithin's-lane, Cannon-street, London, E.C.

WM. CLOUGHTON, Managing Director.

New Harbour, Singapore, June, 1868.

## PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's establishments at the above port afford every facility, at moderate charges, for REPAIRING and SPARRING VESSELS, cleaning and painting iron ships and steamers.

Their large Granite Dock has 286 feet length on the blocks, and at average spring tides can receive vessels of 16 to 17 feet draught. It has a caisson-gate and a powerful centrifugal steam pump, and an engineer's workshop fitted with lathes and tools, driven by steam: iron and brass foundries, boiler-makers' shop, a large smithy and carpenters and boat-builders' sheds. All superintended by resident Europeans.

Their two smaller GRANITE DOCKS can receive, at spring tides, vessels drawing 12 feet.

Spars, timber, and other Dockyard material kept in stock.

Quarters for officers and a DRY GODOWN for stores of vessels under repair.

## FOOCHOW DOCK.

*RIVER MIN.*

THE above granite floored DOCK, of the following dimensions, viz., Length, 300 feet, breadth at bottom, 40, is capable of receiving vessels drawing 13 to 16 feet, as the state of the tides will allow. The Dock runs dry to the blocks, and is pumped out by steam.

The above premises comprise a large Machine Shop containing a

WHITWORTH'S 12-INCH SCREW CUTTING GAP LATHE, DRILLING AND SCREWING MACHINES,

A LARGE SMITHY, &c., &c., &c.

Large Godowns are on the premises for STOWAGE OF CARGO, &c., &c. A large stock of Woods, Metal, &c., &c., always on hand.

The Dock steam tug *Woosung* is available at all times to tow vessels to or from sea.

JOHN C. SKEY, Superintendent.

## COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decree of 20th July, 1854, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

CAPITAL, fully paid up, £3,200,000.

Reserved Fund ... ... f 20,000,000 ... £800,000

HEAD OFFICE.—14, Rue Bergere, Paris.

AGENCIES AT—Lyons, Marseilles, and Nantes (France), Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokohama (Japan).

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LONDON AGENCY.—13, Leadenhall-stre t, E.C.

MANAGER.—G. Pietsch.

SUB-MANAGER.—Theod. Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent India, China, &c., upon terms to be ascertained at the Office.

## HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, 5,000,000 dols Paid up, 3,000,000 dols.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON MANAGER—W. H. Vacher, 32, Nicholas-lane

BANKERS.—London and County Bank.

BRANCHES AND AGENCIES:

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|---|---|---|
| Hong Kong | Hankow | Singapore |
| Shanghai | Japan (Yokohama) | Bombay |
| Foochow | Manila | Calcutta |
| Ningpo | | |

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit

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## CHARTERED BANK of INDIA, AUSTRALIA, and CHINA.

MINUTES of an EXTRAORDINARY GENERAL MEETING of the SHAREHOLDERS, held at the London Tavern, WEDNESDAY, the 20th day of October, 1869.

THOMAS A. MITCHELL, Esq., M.P., in the Chair

The advertisement convening the Meeting having been read, the following resolution, after some introductory observations, was moved by the Chairman, and, being seconded by John Jones, Esq., was carried unanimously:—

"That an INTERIM DIVIDEND at the rate of 6 per cent. per annum (free of Income-tax) be now declared for the half-year ended 30th June last, PAYABLE on and after the 27th instant."

With a vote of Thanks to the Chairman and Directors, moved by Thomas Huggins, Esq., seconded by Edward Watson, Esq., and carried unanimously, the proceedings terminated.

T. A. MITCHELL, Chairman.

Warrants for the dividend above declared, payable at the City Bank, Threadneedle-street, London, on and after the 27th inst., will be issued forthwith to all the shareholders.

October 20th, 1869.

## UNION INSURANCE SOCIETY OF CANTON.

DIRECTORS IN HONG KONG.
W. NISSEN, Esq.,
J. P. DUNCANSON, Esq.,
P. RYRIE, Esq.,
W. KESWICK, Esq.,
A. A. D. SASSOON, Esq.,
E. A. HITCHCOCK, Esq.,
W. LEMANN, Esq.,
W. H. FOSTER, Jun., Esq.

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Marine Risks are accepted by the above Society on goods by first class vessels from the United Kingdom to India, China, Japan, Melbourne, and Sydney, at the current rates of premium.

Claims for Losses and Averages are payable in London, or at the Port of destination, as may be desired.

OFFICES:—
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## ORIENTAL BANK CORPORATION.

Incorporated by Royal Charter, 30th August, 1851.

PAID-UP CAPITAL, £1,500,000.

RESERVED FUND, £444,000.

The Corporation grant Drafts and negotiate or collect Bills payable at Bombay, Calcutta, Colombo, Foochow, Hong Kong, Kandy, Kurrachee, Madras, Mauritius, Melbourne, Point de Galle, Shanghai, Singapore, Sydney, and Yokohama, on terms which may be ascertained at their office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India, the purchase and sale of Indian Securities, the safe custody of Indian Government Paper, the Receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named dependencies.

They also receive deposits of £100 and upwards, repayable at 10 days' notice, and also for longer periods, the terms for which may be ascertained on application at their office. Office hours, Ten to Three; Saturdays, Ten to Two.

Threadneedle-street, London, 1868.

## "THE CHINA MAIL."

No. 2, WYNDHAM-STREET, HONG KONG.

NOTICE.—THE BUSINESS heretofore carried on under the style of "Shortrede and Co." was this day purchased by the undersigned, in whose name and by whom it will henceforth be conducted and to whom all outstanding accounts owing to the said business are to be paid.

Hong Kong, Aug. 15, 1867. CHAS. A. SAINT.

NOTICE TO ADVERTISERS.

THE DAILY CHINA MAIL.—Six pages; published every evening (except Sunday). Subscription, 24 dols. per annum. Circulates in Hong Kong and along the China and Japan coasts. Terms of advertising:—Ten lines and under, 1 dol.; each additional line, 10 cents; one-half of these charges for repetitions. In Chinese, 2 cents per character for any number of days during the current week.

THE OVERLAND CHINA MAIL.—Compiled from the *Daily China Mail*, is published twice a month on the morning of the English mail's departure, and is a record of each fortnight's current history of events in China and Japan, contributed in original reports and collated from the journals published at the various ports in those countries. It contains, besides, a Shipping List for Shanghai, Hong Kong, Canton, and Macao, and a complete Commercial Summary.

Subscription, 12 dols per annum, payable to any of the undermentioned agents. Postage added. Terms of advertising:—Same as in *Daily China Mail*.

AGENTS.—London: F. Algar, 11, Clement's-lane, Lombard-street, E.C. San Francisco: White and Bauer, 518, Clay-street, San Francisco. Swatow: Drown and Co. Amoy: Giles and Co. Foochow: Thompson and Co. Shanghai: H. Fogg and Co. Manila: Karuth, Heinzen, and Co. Australia: Gordon and Gotch, Melbourne and Sydney. Singapore: Locke. Hongghee, and Co. Batavia: H. Van Dorp.

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WALL LIGHTS and LUSTRES for Gas and Candles CHANDELIERS in Bronze and Ormolu

MODERATOR LAMPS and LAMPS for INDIA.

TABLE GLASS of all kinds.

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THE ADVERTISER (who is the wife of a professional man), is willing to receive TWO YOUNG LADIES to be EDUCATED with her own daughter. The best course of education will be combined with all the advantages of a comfortable home. The house and garden are large, and in the neighbourhood of the Crystal Palace. Terms, £100 per annum each.

Address "T.," "London and China Telegraph" Office 2, Cowper's-court, Cornhill. Unexceptionable references given and required.

C. KRAMER begs to inform the public that he has established himself at this place as NURSERYMAN and SEEDSMAN, and is fully prepared to execute any orders for Japanese plants, bulbs, or seeds for any part of the world.

An experience of four years in this business in foreign parts, two of which has been gained in this country, may ensure the confidence of customers.

Orders must be accompanied by remittances or references, and letters must be addressed to

C. KRAMER,

No. 63, BLUFF, YOKOHAMA.

## NOTICE.

MORRIS'S DIRECTORY for CHINA, JAPAN, and the PHILIPPINES, &c., published on the 1st Jan., 1869, contains a Revised List of the Foreign Residents at all the open Ports of the China Sea, including Saigon, which has never yet been included in any similar work; together with the Time Tables of the different Steamship Companies, Rates of Postage, Local Ordinances, and such other matter as will be useful to all interested in the China trade. No trouble or expense has been spared to make this the most accurate publication of the kind ever offered to the public.

Price, complete in one volume, 14s.

Orders received by the Publisher of the "London and China Telegraph," 2, Cowper's-court, Cornhill, E.C.

AMSTERDAM INTERNATIONAL EXHIBITION, 1869.—THE GRAND DIPLOMA OF HONOUR, being the First Prize, and superior to the Gold Medal, has been awarded to LIEBIG COMPANY'S EXTRACT OF MEAT; which likewise carried the first prizes at the Paris and Havre Exhibitions

A single trial will at once convince the consumer of the great superiority in flavour, strength, and clearness over all other Extracts of Meat, thus fully showing the correctness of the received high distinctions.

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A SUMMARY of Commercial and Shipping Reports from SAIGON, and a Record of Progress in COCHIN CHINA.

Subscription, £5 per annum, exclusive of postage.

London Agency: THE LONDON AND CHINA TELEGRAPH Office, 2, Cowper's-court, Cornhill, London, E.C.

HOLLOWAY'S OINTMENT and PILLS are an infallible remedy for bad legs and all kinds of wounds. The surpassing sale of these invaluable medicines in every part of the civilised world is the most convincing proof of their efficacy, of which, were further proof required, the long list of voluntary testimonials received from grateful patients from all quarters of the globe would amply supply it. They speedily cure bad legs, old wounds, scrofula, and all diseases of the skin. Thousands of persons who had long and severely suffered from these dreadful maladies have been cured by these medicaments after every other means had failed; and it is a fact beyond all doubt that there is no case, however obstinate or however long standing, which they fail to relieve.


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## OVERLAND ROUTE.—

The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their steamers for—

| | From Southampton. | From Marseilles. |
|---|---|---|
| GIBRALTAR ... | Every Saturday, at 2 P.M. | — |
| MALTA ..... | ,, ,, | — |
| ALEXANDRIA. | ,, ,, | Every Sunday, at 7 A.M. |
| ADEN ..... | ,, ,, | ,, ,, |
| BOMBAY ..... | ,, ,, | ,, ,, |
| GALLE ..... | ,, ,, | ,, ,, |
| MADRAS ..... | Saturday, Oct. 2, 2 P.M. | Sunday, Oct. 10, 7 A.M. |
| CALCUTTA ... | And every alternate Saturday thereafter. | And every alternate Sunday thereafter. |
| PENANG ..... | | |
| SINGAPORE ... | | |
| CHINA ..... | | |
| JAPAN ..... | | |
| AUSTRALIA ... | Saturday, Oct. 2, 2 P.M. And every fourth Saturday thereafter. | Sunday, Oct. 10, 7 A.M. And every fourth Sunday thereafter. |

And all ports touched at by the British India Steam Navigation Company's steamers.

For further particulars apply at the Company's Offices, 122, Leadenhall-street, London; or Oriental-place, Southampton.

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## SUEZ CANAL.—EXTRA

STEAMER.—The PENINSULAR and ORIENTAL STEAM NAVIGATION COMPANY intend to despatch their steamer DELTA from MARSEILLES to ALEXANDRIA as an extra ship, on Saturday, 6th Nov., at 2 P.M.

---

**MAIL ROUTE FOR CALIFORNIA, JAPAN, AND CHINA, VIA PANAMA.**

## THE PACIFIC MAIL

STEAM SHIP COMPANY despatch their splendid side-wheel steamers from NEW YORK on the 1st, 11th, and 21st, and from PANAMA on the 9th, 19th, and 29th of every month for SAN FRANCISCO (calling at ACAPULCO and MANZANILLA *en route*), thence to YOKOHAMA, HIOGO, NAGASAKI, SHANGHAI, and HONG KONG, on the 4th of every month. Passengers from England may connect with this line at New York by any of the various lines of steamers from Liverpool, Glasgow, Southampton, or Havre.

Passengers by this line are less than ten days in the tropics.

SANDWICH ISLANDS and BRITISH COLUMBIA.—The steamers of the North Pacific Transportation Company leave San Francisco at regular intervals for those countries.

H. STARR and Co., Agents, 22, Moorgate-street, London.

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## UNION PACIFIC RAILWAY.—

THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco, in 18 days from England.
Japan ..... in 38 ,, ,,
China ..... in 44 ,, ,,

Passengers for California and intermediate points on this road may now be booked through from England at the established rates of fare; and from San Francisco to Japan, China, &c., by the magnificent steamers of the Pacific Mail Company.

For Rates, Tickets, &c., apply to H. STARR and Co., Agents, 22, Moorgate-street, London.

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**NEW ROUTE TO CHINA AND JAPAN, VIA LIVERPOOL.**

## THE WEST INDIA AND

PACIFIC STEAM SHIP COMPANY (Limited) sign through bills of lading for goods to Yokohama Nagasaki, Hong Kong, and Shanghai, via San Francisco, by the Pacific Mail Steam Ship Company's new line of mail steamers from that port.

Passengers will find excellent accommodation, and the fares more reasonable than by any other route.

For terms, &c., apply to the Agents, J. M. CURRIE, Esq., 21, Quai d'Orleans, Havre, or 7, Rue Scribe, Paris; or at the Company's Offices, 117, Leadenhall-street, London, and The Temple, Dale-street, Liverpool.

ARTHUR B. FORWOOD, Managing Director.

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## ROYAL MAIL

ROUTE, *via* PANAMA, for NORTH and SOUTH PACIFIC, Central America, Japan, and China.—The ROYAL MAIL STEAM PACKET COMPANY'S ATLANTIC STEAMERS now run through from Southampton to Colon (Aspinwall), by which arrangement passengers for the above localities will be conveyed to the Isthmus of Panama in the vessel in which they embark at Southampton.

Passengers and goods are booked
For the South Pacific, Central America, West Coast of Mexico, California, British Columbia ... ... } By steamer from Southampton on 2nd and 17th of each month.
For Japan and China... ... 17th of each month.

For further particulars apply to
J. M. LLOYD, Secretary.

Royal Mail Steam Packet Company, 55, Moorgate-street, London, E.C.

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## OVERLAND ROUTE VIA MARSEILLES.—SERVICES MARITIMES DES MESSAGERIES IMPERIALES OF FRANCE.—

FRENCH MAIL STEAM PACKETS LEAVE MARSEILLES AS FOLLOWS:—

2 October
30 ,,
27 Nov.
5 Dec.
} For { Alexandria, Aden, Mauritius, Seychelles, Reunion, Point de Galle (Ceylon), Pondicherry, Madras, Calcutta, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Japan.

9th, 19th, and 29th of every month for Alexandria.

For Passage, Freight, and information, apply to B. W. and H. HORNE, 4, Moorgate-street, London; G. H. FLETCHER and Co., Liverpool; at the offices of the Services Maritimes des Messageries Imperiales in Paris, Lyons, Bordeaux, and Marseilles; or to Smith and Co., Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.

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## SUEZ CANAL.—The Directors of the MESSAGERIES IMPERIALES beg leave to announce that they will despatch SUPPLEMENTARY STEAMERS from MARSEILLES on the 6th and 10th of Nov. to PORT SAID, to assist at the inauguration of the Suez Canal, viz.:—

The THABOR, to Alexandria, Port Said, and Suez, on the 6th Nov. at 5 P.M.

The GODAVERY, to Port Said, Suez, and Calcutta, 10th Nov., at 5 P.M.

The return voyages will be performed by the steamers Alphée, from Port Said on the 22nd Nov.; Erymanthe, from Fort Said on the 23rd Nov.

| | |
|---|---|
| Passage from Marseilles to Port Said, 1st class ... ... ... ... ... ... | £20 2 0 |
| Passage from Marseilles to Port Said, 1st class (return) ... ... ... ... ... | 36 14 0 |
| Passage from Marseilles to Port Said, 2nd class ... ... ... ... ... ... | 13 3 6 |
| Passage from Marseilles to Port Said, 2nd class (return) ... ... ... ... ... | 24 2 6 |
| Passage from Marseilles to Calcutta... ... | 85 0 0 |

The above rates include living during the passage only, but passengers desiring to remain on board during the stay at Alexandria or Port Said will be charged at the rate of 16s. per diem.

Passengers holding return tickets will, if they desire, be conveyed free through to Suez, on payment of 16s. per diem (for living, &c.), after leaving Port Said, and during the stay in the Canal. They will have to return from Suez to Port Said or Alexandria to join the steamers at their own expense.

B. W. and H. HORNE, Agents, 4, Moorgate-street, E.C., London.

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CHINA AND JAPAN.

## ROBERTSON and CO. will

despatch the following first-class clipper VESSELS:—

| Destination. | Ships. | Class. | Dock. | Last Shipping Day. |
|---|---|---|---|---|
| Shanghai ... | Leander ..... | A1 16 yr. | E.I.D. | Oct. 28 |
| Do. ..... | Spindrift ... | A1 16 yr. | E.I.D. | With des. |
| Do. ..... | Windhover... | A1 16 yr. | E.I.D. | To follow |
| Hong Kong | Taitsing ..... | A1 14 yr. | E.I.D. | With des. |
| Do. ..... | Serica ..... | A1 13 yr. | W.I.D. | To follow |
| Yokohama, Kanagawa | Ziba ..... | A1 18 yr. | W.I.D. | With des. |
| Tientsin & Nwchwng. | Walton ..... | A1 10 yr. | W.I.D. | With des. |

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

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## CHINA and JAPAN.—The

following splendid first-class SHIPS will be despatched as under:—

| Port. | Ship. | Class. | Dock. | Last Shipping Day. |
|---|---|---|---|---|
| Shanghai ... | Chinaman ... | A1 14 yr. | E.I.D. | Nov. 1 |
| Do. ..... | Taeping ..... | A1 14 yr. | E.I.D. | Nov. 15 |
| Do. ..... | Kaisow ..... | A1 16 yr. | E.I.D. | To follow |
| Hong Kong | Sir Lancelot. | A1 16 yr. | E.I.D. | With des. |
| Yokohama (Kanagawa) | Eliza Shaw | A1 17 yr. | E.I.D. | With des. |
| Colombo, Singapore, & Hg. Kg., thro' Suez Canal ..... | Wm. Miller (s.s.) ... | — | E.I.D. | Dec. 1 |

For Freight or Passage apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

---

## JOHN C. CAMPBELL will

despatch the following splendid VESSELS:—

| Destinatn. | Ships. | Tns. | Class. | Dock. | Sailing about |
|---|---|---|---|---|---|
| Colombo .. | Granville... | 696 | A1 15 yr. | W.I.D. | Nov. 25 |
| Do. ..... | Q. of Ceylon | 422 | A1 10 yr. | W.I.D. | To follw |
| Malabar Coast ... | Ann Lucey | 270 | A1 11 yr. | W.I.D. | Nov. 10 |
| Ceylon ... | Simon ... | 323 | A1 12 yr. | L.D. | Oct. 27 |

No. 22, Great St. Helen's, E.C.

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CHINA AND JAPAN.

## THE following high-classed

Clipper VESSELS will be despatched as under:—

| Port. | Ship. | Class. | Dock. | Last Shipping Day. |
|---|---|---|---|---|
| Yokohama | Black Watch | A1 12 yr. | E.I.D. | With des. |
| Tientsin and Chefoo ... | Amberwitch | A1 12 yr. | W.I.D. | With des. |
| Hiogo and Osaka..... | Royal Mintrel ..... | A1 14 yr. | E.I.D. | With des. |

For Freight or Passage apply to NORRIS and JOYNER, 60, Cornhill, E.C.

---

Malabar Coast. To follow the "Dione." Will meet with the usual quick despatch.

## DIRECT for COCHIN, CALICUT, MANGALORE, and CARWAR, the beautiful clipper ship ANN LUCEY, A1 11 years; 270 tons register, 450 tons burthen; WILLIAM NOBLE, Commander; West India Docks. This magnificent vessel, so well and favourably known in the Ceylon trade, presents the finest opportunity to shippers.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

Mate's receipts must be left before bills of lading can be signed.

L. H. and B. will not be responsible for demurrage on Craft sent alongside without their instructions.

N.B.—Shippers are particularly requested to have the Port for which the goods are intended distinctly marked on the packages, to prevent delay and confusion on delivery.

---

Will meet with quick despatch, having the greater portion of her cargo engaged.

## FOR POINT DE GALLE, CEYLON (calling at TRINCOMALEE), the beautiful clipper ship SIMON, A1 12 years, 223 tons register, T. VOLK, Commander; London Docks. This fine vessel is well known for the fine order in which she invariably delivers her cargoes.

For Freight or Passage apply to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

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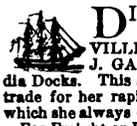
With immediate despatch.



## DIRECT FOR COLOMBO, the favourite clipper ship, GRANVILLE, A1 15 years, 696 tons register; J. GALLACHAN, Commander; West India Docks. This splendid vessel is well known in the trade for her rapid passages and the good order in which she always delivers her cargo.

For Freight or Passage apply to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

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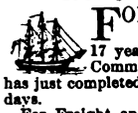
To sail punctually on the 5th November.



## FOR SHANGHAI, the splendid clipper ship DEERHOUND, A 1 17 years, 573 tons register; D. CARLI" Commander; East India Docks. This st has just completed her first voyage from China in 1 days.

For Freight apply to SHAW, MAXTON, and Co., Royal Exchange-buildings, London, E.C.

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With despatch.

## FOR SHANGHAI, the splendid composite clipper HUNTLEY CASTLE, A1 14 years, 623 tons register; STEWART, Commander; East India Docks.

For Freight or Passage, apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

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Regular Line of Packet Ship.

## FOR HONG KONG, the well-known Clipper BELTED WILL, A 1 14 years, 812 tons register; A. LOCKE, Commander; East India Docks. Has excellent accommodation for passengers.

For Freight or Passage, apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, E.C.

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## DINNEFORD'S FLUID MAGNESIA.

THE Medical Profession for Thirty Years have approved of this Pure SOLUTION OF MAGNESIA as the best remedy for ACIDITY OF THE STOMACH, HEARTBURN, HEADACHE, GOUT, and INDIGESTION; and as the best mild aperient for delicate constitutions, for LADIES, CHILDREN, and INFANTS, and for regular use in WARM CLIMATES.

DINNEFORD & CO.,
CHEMISTS, &c.,
172, NEW BOND-STREET, LONDON.
And of all other Chemists throughout the world.
N.B.—Ask for DINNEFORD'S Magnesia.

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# The London and China 新聞紙 Telegraph.

## JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON THE ARRIVAL OF THE FORTNIGHTLY ENGLISH, AND MONTHLY FRENCH MAILS FROM CHINA, JAPAN, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A SUMMARY OF NEWS FOR THE OUTWARD MAILS.

VOL. XI.—No. 331.] LONDON, MONDAY, NOV. 1, 1869. [Price 9d., with Sup., 1s. 3d.—Sub. 30s. per ann., postage included. Sup. 12s. extra.


## Latest Advices.

| PORTS. | OUTWARD. From London. | OUTWARD. Arrived out. | HOMEWARD. Received this day. |
|---|---|---|---|
| JAPAN — Yokohama | July 16 | Aug. 31 | Sept. 4 |
| Yedo | — | — | Sept. 3 |
| Osaka and Hiogo | — | — | Aug. 28 |
| Hakodadi | | | |
| Nagasaki | — | — | Sept. 6 |
| CHINA — Peking | — | — | Sept. 3 |
| Tien-tsin | — | — | Sept. 5 |
| Chefoo | — | — | Sept. 4 |
| New-chwang | — | — | Sept. 4 |
| Hankow | July 27 | Aug. 27 | Sept. 4 |
| Kiu-kiang | July 27 | Aug. 26 | Sept. 5 |
| Chin-klang | | | |
| Shanghai | July 16 | Aug. 30 | Sept. 9 |
| Ningpo | — | — | Sept. 7 |
| Foochow | July 16 | Aug. 28 | Sept. 8 |
| Formosa | | | |
| Amoy | — | — | Sept. 10 |
| Swatow | | | |
| Hong Kong | Aug. 5 | Sept. 14 | Sept. 16 |
| Canton | — | — | Sept. 15 |
| Macao | — | — | Sept. 15 |
| PHILIPPINES— Manila | July 16 | Aug. 30 | Sept. 9 |
| COCHIN-CHINA— Saigon | | | |
| SIAM — Bangkok | — | — | Sept 18. |
| BORNEO—Labuan | | | |
| Sarawak | — | — | Sept. 18 |
| JAVA — Batavia | — | — | Sept. 18 |
| Samarang | — | — | Sept. 16 |
| Sourabaya | — | — | Sept. 15 |
| MALACCA STRAITS— Singapore | Aug. 14 | Sept. 15 | Sept. 24 |
| Penang | Aug. 14 | Sept. 13 | Sept. 25 |
| CEYLON —Colombo | Sept. 2 | Sept. 28 | Oct. 3 |
| Galle | Sept. 2 | Sept. 27 | Oct. 4 |

### THE MAILS, &c.

The present mail passed Messina some twenty-four hours in advance of the usual time, and it was expected that letters would be delivered in London on Saturday. The next inward mail will be due on the 15th inst., and will bring advices from Yokohama to Sept. 22; Shanghai, 24; Hong Kong, 30; Singapore, Oct. 8.

Telegrams from Hong Kong to Sept. 30 were received, *via* Galle, on the 27th Oct.; and from Yokohama to Sept. 29, *via* San Francisco and Atlantic Cable, on the 26th ultimo.

## List of Passengers.

### PASSENGERS INWARD.

Per *America*, at San Francisco, Oct. 20.—From Japan and China: George W. Thorne, Charles E. Sprague, John Boone, J. Markham, A. M. Preston, C. J. Sands, Miss L. M. Sands, T. A. Ives, Major Crossman, Miss Jennie Thompson, Miss Madeline Shabro Lengahart, James E. Foster, U.S.N., F V. Green, U S.N., G. F. Seward, S. S. Phelps and wife, J. A. Smith, George W. Bramen, Barnard Herald, E. M. King, Colonel Allen, J. W. Terry, B. Costemda, W. Dennold, Rev. J. McKelvey, A. F. Smith, George Townsend, A. Dent, Captain Lennel, M. B. Maruth, Mrs. Frisby, Mrs. Connor, Charles Brayton, W. H. Rounds, G. A. Schoeder, W. M. Wright, Henry Pretchard, P. Kandseven, and 730 Chinese and Japanese.

By this mail to Marseilles, per P. and O. steamer *Poonah*, arrived Oct. 29.—From Hong Kong: Mrs. Wood, Mr. Mann, Mr. T. Howard, Mr. E. Chambers, Mr. C. N. Crawford, R.N., Don J. S. J. Ste. Cruz, Don J. M. Fout, Don A. T. Selkis, Lieut. T. W ood, Staff Com. Reed, and two second-class passengers.

To Southampton, per P. and O. steamer *Ripon*, expected to arrive Nov. 4.—From Yokohama: Mr. Watario Kokustoski. From Shanghai: Com. Stokes, Mr. Gracie. From Hong Kong: Mr. T. Ramsbotham. From Singapore: Lieut. Baker, Captain Bartholomew. From Ceylon: Mr. and Mrs. La Fane and child, Mr. D. W. Williams, Rev. J. K. Clarke, and one second-class passenger.

To Gibraltar.—From Hong Kong: Don Juan Josen, Don S. Banoza.

### PASSENGERS OUTWARD.

Per French mail steamer *Moeris*, from Marseilles, Oct. 30.—(Booked from London.) To Shanghai: Mr. F. Diers.

Per P. and O. steamer *Nyanza*, from Southampton, Oct. 30.—To Hong Kong: Mr. E. S. Scott, Mr. C. C. Huhlmann, Mrs. Dale and child. To Singapore: Mr. P. McMaster. To Ceylon: Mr. Carson, Mr. E. Layard, Mr. R. A. B. Dobree, Mr. and Mrs. Jessop, Mrs. E. Kelly and two children.

Per P. and O. steamer *Bangalore*, from Marseilles, Nov. 7.—To Hong Kong: Mrs. Pauncefote, Mr. A. Bazley, Mr. P. Ryrie. To Penang: Mr. and Mrs. G. M. Sandilands, Miss H. Glass. To Ceylon: Mr. and Mrs. St. Albin, Mr. Garbutt.

Per P. and O. steamer from Suez, Nov. 14.—To Hong Kong: Mr. C. Weber. To Batavia: Mr. Wilmer To Ceylon: Capt. D. G. Sandeman, Capt. J. H. Warnes.

Per P. and O. steamer from Marseilles, Nov. 14.—To Hong Kong (viâ Bombay): Mr. D. Maclean. To Singapore (via Bombay): Mr. Little.

Per P. and O. steamer *Tanjore*, from Southampton, Nov. 13.—To Hong Kong: Mr. J. A. Drought. To Singapore: Mr. A. D. Forbes. To Ceylon: Mr. H. L. Forbes, Mr. Vanderspar, two Misses Vanderspar.

Per P. and O. steamer *Pera*, from Marseilles, Nov. 21.—To Singapore: Mr. A. Fraser, Mr. and Mrs. Weir and two children, Miss A. M. Dare. To Ceylon: Mr. and Mrs. J. H. Cheape, Mr. D. A. Hambrough, Mr. and Mrs. H. F. Shipster, Captain and Mrs. Irvine, Capt. and Mrs. Ballantyne, Mr. Hudson, Mr. W. Douglas, Mr. and Mrs. Newman and three children.

Per P. and O. steamer from Suez, Nov. 28.—To Singapore: Mr. Otto Puttfarcken, Mr. J. H. N. Hulsz.

## Summary of News from the Far East.

### JAPAN.

#### YOKOHAMA.

The present mail brings advices from Yokohama to Sept. 4 The French mail of July 8 arrived on the 25th Aug., and the English mail of July 16 on the 31st Aug., the latter conveying London telegrams to Aug. 6. Besides these, the Pacific mail had arrived with San Francisco dates to Aug. 4, and London telegrams to Aug. 3, making three mails within a fortnight. In another column will be found a telegram in advance of the homeward Pacific mail, with Yokohama dates to Sept. 29—a fortnight later than those received to-day.

Our last issue contained nothing under this head, except a bare record of the Duke of Edinburgh's arival at Yokohama. We now give, from the *Japan Times* and *Japan Gazette*, a fuller account of his reception:—

H.M.S. *Galatea*, Captain his Royal Highness the Duke of Edin burgh, arrived in the harbour of Yokohama at 1 P.M. on Sunday the 29th inst., saluting the Admiral's flag only. On Monday the Prince landed privately, and lunched with Sir Harry Parkes, K.C.B., H.M.'s Minister to Japan, and in the afternoon went out riding, accompanied by the principal members of the Legation, Sir Henry Keppel, and several other gentlemen. On the following morning the Royal Standard was hoisted on board the *Galatea*, and saluted by all the vessels of war in port as well as by the fort of Kanagawa.

It had been previously notified in the official organ that his Royal Highness would hold a levee at the Legation at noon; consequently, in spite of the heavy rain which fell nearly the whole of the day, several persons assembled to witness his landing. At eleven o'clock the Prince left the *Galatea* in his barge, accompanied by Admiral Keppel, Colonel Norman, C.B., Captain Maxwell, adjutant-general, and several other officers, and followed in succession by the captains of H.M.'s ships in their respective galleys. On landing his Royal Highness was enthusiastically cheered, which he repeatedly acknowledged; then, entering the carriage-in-waiting, in which Sir Harry Parkes was sitting, drove to the Legation.

The following is the text of the Address presented to his Royal Highness by the British Residents, which was read by Mr. W. G. Aspinall:—

*May it please your Royal Highness:*

We, the undersigned British subjects, resident at Yokohama, beg to approach your Royal Highness in order to testify our loyalty and devotion to the Throne and Family of our most Gracious Queen. We feel it our happiness on the occasion of the visit of your Royal Highness to Japan to be allowed to tender you a most hearty welcome, and we beg to assure Her Majesty and your Royal Highness, that though we are a small community, scattered among men of every race, in a settlement far from our native shores, we ever cherish the deepest affection towards our beloved Queen and her Royal Family. We hail the arrival of the *Galatea* in these waters, and we heartily pray that prosperity may attend the ship and her Royal Captain throughout. We own with gratitude the watchful Providence which has ever guarded the life and prospered the reign of our

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Gracious Queen, and we fervently pray that God will long vouchsafe His blessings to Her Majesty and her royal line.

Subscribed at Yokohama, August, 1869.

To the Address were nearly 260 signatures, being within half-a-dozen of all the known British residents. Mr. Aspinall having handed it to an aide-de-camp, his Royal Highness read his reply, which ran thus :—

Gentlemen,—I thank you sincerely for the Address which you have presented to me. In the Queen's name I acknowledge the expression of loyalty to her Throne and person; and for myself, I am grateful for the kind wishes which you have expressed for my future welfare. I attach the more weight to your Address because it comes from a body of gentlemen who form the principal link between the Empires of Japan and Great Britain. The increased favourable relations between these two countries must add very materially to the prosperity of both, and it rests to a very great extent with you, by the energetic prosecution of peaceful industry, to improve still more the intimacy and good-fellowship between the people of this country and your own land. That your efforts in so good a cause may be crowned with success is my earnest wish—a wish that is all the more sincere because I feel that your prosperity in this country must add to the well-being of both Empires. ALFRED.

To the British Residents at Yokohama.

After this, officers of the army and navy were presented, and then Mr. Lowder, H.M.'s Consul, and the gentlemen of the Consulate, all of whom were introduced by Sir Harry Parkes. The general residents followed, but they, unfortunately, were but few in number, most of them being behind time, as the proceedings commenced with a punctuality said to be rare at the Legation. Mr. Loureiro, the Portuguese Consul, was only just in time to be presented before the Duke left the room, and he had actually retired when M. Outrey, the French Minister, arrived, but courteously returned and received that gentleman and his suite. Many others subsequently arrived, but were too late.

The appearance of the Duke, and the manner of his reception, seem to have been a source of unmixed surprise to the Japanese. They could not understand that one who claimed equality with the Mikado could actually be the captain of a man-of-war. But the greatest puzzle of all was, when the Duke landed in private clothes to tiffin with Sir Harry Parkes. He landed like any other man; got into a carriage like any other man; and was driven off without fuss of any kind; and the remark of the numerous Japanese who had assembled, expecting to see a great sight, was universally one of disappointment. One man asked derisively, "D'ye call that an English Prince?" alluding to the absence of display and ceremony. The next day, when he landed in state, it was quite another thing. But then they could not understand his condescension in noticing the people by raising his hat, nor the noisy manifestations of welcome when the people cheered.

The Prince, escorted by a guard of honour from the Legation, and accompanied by Sir Harry Parkes, drove to Yedo on Wednesday, Oct. 1, where he arrived at half-past one, and was received by a guard of marines and a detachment of native troops. Some attempt at illumination appears to have been made by the Japanese in Sinagawa, in the usual manner, paper lanterns; but his reception so far has been altogether private and free from ostentation of any sort.

No particulars are yet to hand of the interview with the Mikado, except that the arrangements were on a magnificent scale. A correspondent informs us, that from Japan the Duke will proceed to Peking, whether invited or not; that he will be accompanied by Admiral Keppel, who will continue with him while in China waters, after which Sir Henry will return home, and the *Galatea* proceed to Calcutta.

The same correspondent informs us that trade at Yokohama is very bad, the Japanese holding out for very high prices for silkworms' eggs, while tea and silk both continue dull.

The P. M. S.S. Company is rapidly becoming the largest line of steamers in the Far East. The new San Francisco steamer, the *America*, arrived at Singapore on the 4th inst., and was expected to leave Hong Kong with the mails on the 18th Sept. The *Oregonian* is also a new steamer of the same class as the *New York* and *Costa Rica*, and is intended to run upon the Shanghai line *via* the Inland Sea. A change will also be made in the agencies of the company; Captain Phelps, about to leave for New York, will be succeeded by Mr. George E. Lane, from Hong Kong, as general agent, who in turn will be succeeded by Mr. J. A. Harris, formerly of Acapulco. Mr. Gibbons, the popular agent here, takes charge of the Nagasaki station, and Mr. G. F. Bowman remains at Shanghai.

H. M. the Mikado is daily expected to return to Kioto, and it is rumoured that soon after his arrival a grand council will be held, when the (to the Japanese) momentous question of whether foreigners shall be encouraged or discouraged to remain in Japan will be discused.

## CHINA.

—o—

### PEKING.

(FROM OUR OWN CORRESPONDENT.)

Mr. Hart has been obliged to admit the contumacy of the Tsung-le-Yâmun in continuing to refuse to acknowledge the treaty made by Mr. Burlingame with the United States. The French Minister has telegraphed this home, and it is said requested his Government to defer entering upon further negotiations with Mr. Burlingame until his despatches reach Paris. The following extract from the *North China Daily News* is well worth sending you, as showing how rotten and corrupt the Government of China is :—

We subjoin a sketch of the paragraph about Lekim taxation, from a memorial to which we lately referred as having been presented to the Emperor. A correspondent, in sending it, adds, such memorials are filled with enumerations of office prostituted, and mandarins corrupted, and altogether afford a darker picture of the decadence, even rottenness, of the Empire, than ever entered the mind of foreigners to conceive. The Government are suspicious of the mandarins; the mandarins prey upon the people; and the memorialists are no better than the rest of their class. Otherwise, being judges, and having power, why do they not quel the evils they condemn?

In a recent memorial, presented to the Emperor by one Tsien-pou-lien, an eminent scholar and high officer at the capital, the disbandment of all militia forces still under organisation is forcibly urged, with a recommendation that all arms and ammunition in their possession shall be given up, and the temporary fortifications made by them in time of danger be reduced—the former with a view to prevent piracy, the latter defiance.

The memorialist further urges that, inasmuch as peace is now largely restored to the country, *Li-king* (Li-kim), or war-tax, should be greatly abated, and suggests that this can best be done by distinguishing between large and small dealers, and between articles of luxury and the necessaries of life, as, for instance, wines and tobacco, silks and satins, should be taxed, while articles of food, cotton, cloth, wood, coal, oil, paper, &c., &c., should be exempt.

This distinction, he insists, is necessary to protect the poor against the squeezes of unprincipled mandarins, and to protect and encourage trade.

In conclusion, the memorialist begs that the Emperor will cause the Collector-General to be required, by orders from the Governors-General and Governors, to publish a list of such articles as are subject to the above tax, whereby the oppression of the people may be in future prevented, and the poor have occasion for gratitude.

It is said that foreigners are treated with marked disrespect; abusive epithets, until recently unknown, are now freely used. A foreigner was the other day walking in the streets, a runner accompanying a mandarin's cortege passing, exclaimed, "See, the foreign devils now take off their hats to Chinese."

HANGCHOW.—A correspondent writes, there has been so much rain and no sun, that now we have an epidemic; dysentery and cholera are raging.

HANKOW.—The water continues to rise; it is from three to four feet over the Bund; sampans are again in use.

CHEFOO.—The weather is getting so cold as to cause some of the visitors—health seekers—to come South. The Settlement was thrown into a state of excitement on the 1st inst. by a row between the Swatow junk men and the Imperial troops from Tientsin; the latter got the worst of it.

### TIENTSIN.

#### MURDER OF MR. WILLIAMSON.

The following is from the *Evening Courier;* it is the most authentic account of the circumstances connected with the murder, near Tientsin, of the Rev. John Williamson, late of the London Missionary Society :—

The deceased, in company with the Rev. Mr. Hodge, was proceeding by boat up the Grand Canal, to visit some inland stations, and on the night of Wednesday, the 25th Aug., or the morning of the 26th, while their boat was at anchor off the west bank of the canal, opposite to the town of Chêng kuan-tun, about 35 miles from Tientsin, it was boarded and plundered by a number of armed Chinese robbers.

Mr. Hodge deposed before H. M.'s Consul at Tientsin on the 27th that he and Mr. Williamson retired at 9.30 on the 25th, in the large central compartment of their boat; that about one o'clock next morning he was awakened by the violent rocking of the boat, and by the voices of a number of men outside. He sprang out of bed, and was surprised that he could see nothing of Mr. Williamson. He looked out and saw four or five Chinese armed with swords, at the bow of the boat, which was hauled on to the bank. Failing to open his revolver case he jumped on deck with the intention of throwing the case into the water. As soon as he appeared a cry of "mao-tze," "mao-tze," an opprobrious epithet commonly applied to foreigners in the North of China, was raised, supplemented with "ta, ta" (strike, strike). He threw down the revolver case and called out "let me go ashore;" and while endeavouring to get away, he was struck on the head and shoulders by the robbers with the flats of their swords. He succeeded in jumping ashore, and when there was again struck in a similar manner by others of the robbers who were on the bank. He escaped from them, and was not pursued, as he ran off to a neighbouring village for assistance. Arrived at the village, he roused the inhabitants. One of them, on being told that the robbers numbered about 20, recognised them as being known in the neighbourhood to be very dangerous. This villager lent him some clothes, and on their way to the town of Chêng-kuan-tun they met a local mardarin, who

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was on his way with soldiers to the boat. Mr. Hodge joined them, but on reaching the boat they found it had been deserted by the robbers after they had pillaged it. None of the Chinese on board were injured, but Mr. Williamson was nowhere to be found, and none of them knew what had become of him. One of the boatmen, however, who had slept on the foredeck, afterwards informed Mr. Hodge that when he was held down by the robbers he saw Mr. Williamson on the forepart of the vessel, but could not say whether he jumped ashore or fell into the water. This man, when subsequently examined by Her Majesty's Consul, denied all knowledge of having seen or heard anything about Mr. Williamson, but stated that at the time the robbers were holding him down he heard a shot fired, followed by something falling into the water. The other boatmen declared that at the very beginning of the attack they heard two shots fired, but heard nothing fall into the water. Mr. Hodge himself heard no shots at all. Mr. Williamson's body was found on the 28th floating in the canal, and was buried on the 29th. Active measures are being taken by the Chinese authorities to trace the murderers. The deceased was brother of the Rev. A. Williamson, of Chefoo. His wife went home in May last.

## SHANGHAI.

(FROM OUR OWN CORRESPONDENT.)

SHANGHAI, Sept. 9, 1869.

Telegrams have been received, *via* Kiachta, dated London, Aug. 17, arriving here on 5th inst., by San Francisco from Europe, dated 3rd Aug., both to hand same day. We have received telegrams to Aug. 11, brought on by the extra P. and O. steamer *China*. On the 5th inst. the *United Service* arrived, bringing $700,000, also the P.M.S. *New York*, on the same day, with $400,000.

The *Mary Moore* started with a cargo of tea on the 4th for London; she was too lightly ballasted, and before she got to the *Hellespont* wreck she had to return to Woosung. She got ashore on the inner bar coming up the river, through the carelessness of the pilot. She is now discharging her cargo at Gibb's Wharf; she may be expected to sail in a few days. The steamer *Fan-le-Juen* (late *Nora Creina*) is at Ningpo in a sinking condition. The British barque *Stinchar*, laden with rice from Bangkok, struck on Ty-go-san; she has become a total wreck; the crew have arrived at this port, and are under the care of H.B.M.'s Consul. The steamer *Bertha* is in dock at Foochow.

A land sale took place on the 3rd inst. A parcel on the Hongque side, between Gibbs, Lvingstone and Dow's Wharf, fetched Tls.21½ a mow. A lot on the Siccawei-road brought Tls.24½ a mow; another lot on the same road brought Tls.7 the mow. A piece on the French-road realised Tls.11 per mow.

There has been a meeting of the Gymnasium; the members propose moving from the Masonic Hall to the Main Guard. It was decided at the meeting not to have any costume for athletic sports. The Shanghai Rifle Club has had a meeting, and elected Mr. William Kidner their captain. The Rowing Club has decided to hold a regatta at the end of October. It is hoped that a Yacht Club will be permanently established. Messrs. Stevenson, of the Kiang-nan Arsenals, have given cups to be sailed for by yachts on the 18th and 20th of this month.

Sir Edmund Hornby finds such an accumulation of public business at Yokohama, consequent on the death of Mr. Fletcher, and subsequent changes, that he is compelled to remain longer at that port than he anticipated. To facilitate the getting through of the work, he has ordered one of the Clerks of the Supreme Court to be sent over to his assistance. Mr. R. A. Mowat, Law Secretary, left by the French mail for England; his object in going home is to qualify and get called to the Bar. Mr. G. A. Jamieson, of the Consular Service, takes up Mr. Mowat's duties during his absence.

Mr. Seward, U.S. Consul-General, leaves for San Francisco by the P.M.S.S. *Costa Rica* on a year's leave of absence. Mr. Markham, H.B.M.'s Consul at Chefoo, proceeds to England on leave, *via* the States. Mr. Lay, now at Kiukiang, succeeds Mr. Markham, and Mr. Hughes, on his return from Europe, returns to Kiukiang. Mr. F. Dillon, for several years H.I.M.'s Vice-Consul in London, and brother of Mons. Dillon, Vice-Consul for France at this port, passed through Shanghai the other day, *en route* to Bangkok, to which place he has been appointed Consul. Mr. Chaloner Alabaster, H.M.'s Acting Consul at Swatow, is to be relieved from that station, and take up the duties of Vice-Consul at Shanghai. Whether this change has been made on account of Mr. Alabaster's action some time ago in regard to the attack by the villagers near Swatow, on the boats of H.M.S. *Cockchafer*, has not transpired. Mr. Forrest will most likely take up the duties of Consul at Newchwang, in the room of the late Mr. T. Taylor Meadows It is rumoured Mr. Winchester returns to Shanghai, in which case Mr. Medhurst goes back to his old post at Hankow. Dr. Jenkins takes charge of the U.S. Consulate during Mr. Seward's absence. Mons. Dalry, Consul-General for France, has returned from Japan. Mr. Medhurst, H.B.M.'s Consul, has left for Nagasaki to recruit his health.

Admiral Sir Harry Keppel, K.C.B., returns to England, *via* San Francisco, by the next Pacific mail. It is rumoured that H.R.H. the Duke of Edinburgh will not visit Shanghai.

Mr. Cunningham, president of the Shanghai Steam Navigation Company, and head of Messrs. Russell and Co.'s firm in China, will leave for America early in the coming year. It is thought he leaves China for good. Messrs. David Sassoon, Sons, and Co. have had a difference with the opium guild at this port, and for the past fortnight that large opium firm has been unable to do business with the Chinese. The American portion of the community were all on the *qui vive* on the arrival of the American mail steamer on the 5th, there being a probability that ex-Secretary Seward would be on board. It is confidently asserted here by some Americans he intends visiting China.

Considerable indignation is felt towards the Shanghai Club Committee for having suddenly posted up a list of gentlemen who have not, from absence and other causes, paid their subscriptions. This abrupt action is not likely to increase the popularity of an institution which has a heavy lee-way to make up to take anything like a foremost position in public esteem. Mr. Koch, honorary secretary of the gymnasium, has been presented by the members with a handsome microscope, in acknowledgement of his valuable services to that institution.

On Saturday evening, Sept. 4, about six o'clock, a gentleman in the employ of Messrs. Russell and Co., while returning from Toonkado with his wife, was set upon by a number of Chinese, stripped of all his clothes, and beaten severely, and was very nearly losing his life. It seems that a Chinaman went up to the chair in which the lady was and looked in, and that her husband pushed him away. The scoundrel then made threatening gestures, and called out to his companions, who assaulted the gentleman, beating him severely. An immense number of Chinese were soon collected, and with great difficulty the gentleman got into a house, but was followed by his assailants, and for nearly an hour managed to keep them at bay with a piece of wood, which he tore from the staircase. The mob, however, continued to attack him, until he got through a window into the street. There they again set upon him, stripped him of all his clothes, and beat him most brutally, until a respectable Chinaman came up, who addressed the crowd and got their victim away, and supplied him with sufficient Chinese clothes to enable him to go home. The gentleman is a Mons. Louvier, Messrs. Russell and Co.'s silk inspector, a French subject, but it seems that information was not given to the police until this morning, and we are unaware whether any of the Chinamen have been arrested. Occurrences of this kind are becoming far too frequent, and we trust that the cowardly ruffians will not be allowed to escape like those who committed the outrage at Pootung some time ago, and that they will meet with such a punishment as will prevent another occurrence of the kind for sometime.

### SUPPLEMENTARY.

SEPT. 10.

Mail has been delayed one day.

On the 9th a small screw steamer, entirely built by Messrs. David Muirhead and Co., of Pootung, including engines, in Shanghai, took a turn round the shipping; from the speed she attained the result was most satisfactory. This is the first steamer, I believe, that has been completely built in China.

The recent letter of Mr. Johnstone, secretary to the Municipal Council, to the *London and China Telegraph*, in which he vindicates the aspersions cast on it by his Grace the Duke of Somerset, has caused considerable comment in the China Press. The *Evening Courier* has made a savage assault upon it, and wilfully misconceived what seems to have been its scope and intention. The *Courier* attempts to make it the council's vindication of the model settlement, but the letter, as it stands, could but appear, to any unprejudiced person, not to be an official utterance.

KUIKIANG.—A correspondent says, "We are still water-locked here, and likely to remain so if the reports about the state of the Upper Yang-tsze are correct."

The *Courier* has the following:—

No less than twenty large ships are at present lying idle in the harbour, finding it pay better to do so than to accept current coasting rates. One inconvenience arising from this state of things is probably not generally known. To save a vessel the expense of moving say 20 to 30 taels, vessels are kept waiting in berths far down the reach, involving three to six and even more days' extra detention, with a consequent additional expense of say from Tls. 60 to 200 and upwards. We mention the alleged fact as one worthy of attention from those concerned.

I extract the following from one of the local journals:—

Preliminary arrangements are being made to offer a hospitable reception to the Duke of Edinburgh. The general Committee have elected sub-committees to compose addresses and to communicate with the various Shanghai societies, who, it is supposed, will desire to take part in the projected entertainments. A theatrical performance by the Amateur Dramatic Club is proposed, and Dion Boucicault's comedy of "London Assurance" has been selected as the piece to be played on the occasion of his Royal Highness's visit. The Club Concordia, we believe, intend to offer a dramatic and musical entertainment, and a *dejeuner* on the field will be got up by the Shanghai Cricket Club.

## HONG KONG.

Dates by this mail are to the 16th of Sept. The London mai of 7th Aug. (French) arrived out on the 15th Sept., with telegrams to the 30th Aug.

There is nothing of interest in local affairs beyond the prepara-

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tions to receive the Duke of Edinburgh. The *Daily Press* on this subject says:—

The chief topic of interest during the past fortnight has been the approaching arrival of H.R.H. the Duke of Edinburgh. Various accounts come to hand concerning his movements, in consequence of the refusal of the Peking mandarins to receive him with the honours due to his rank. It was first reported that he would not in consequence visit any of the China ports, but it is now finally settled that he will go to Peking as a private individual, and will also visit Shanghai. He may be expected in Hong Kong about Oct. 20. Although it is quite impossible to designate as yet anything like a perfect programme of the festivities that are now under consideration, a brief enumeration of what is proposed, and of the actual preparations in progress, will be of interest to home readers. As previously advised, the visit was not to extend beyond four days, but on account of the *Galatea* requiring a refit there is some probability of this time being extended. The public landing will take place at Peddar's Wharf, where a triumphal arch is now in the course of erection. His Royal Highness will then be invited to inaugurate the City Hall, and it is proposed that he should afterwards hold a public *levee* in the building. In the evening a ball will be given in the City Hall in honour of the distinguished guest, by the reception committee, which in all probability will be one of the most brilliant affairs that has yet occurred in this colony. Invitations have been issued, and subscription lists are already being prepared for circulation. The minimum limit of the amount of a single subscription has, it is understood, been fixed by the committee at $15, and it is to be hoped that the well-known liberality of the residents of Hong Kong will not be found a thing of the past, notwithstanding the gloomy aspect of things commercial. On the evening of the arrival, and, consequently, of the ball, if the above proposal should be carried out, it is expected that a general illumination of the colony will take place, and if the various rumours of preparations in progress for this event should turn out correct, it will be a brilliant as well as novel spectacle. The second evening is to be devoted to an inaugural performance in the new theatre, given jointly by the English and German amateurs theatrical societies. This will also be an event of no small importance. The third evening it is proposed to have a display of Chinese fireworks upon the cricket ground, and afterwards a Chinese dinner, or "chow-chow," and a Chinese "sing-song," given by the Chinese community to his Royal Highness, is talked of.

## STRAITS SETTLEMENTS.

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### PENANG.

We understand that Mr. Allan, of Messrs. Sandilands, Buttery and Co., has been appointed a commissioner under the new Fire Bill, and Mr. Gentle, of Messrs. Fraser and Co., will represent the merchants.

The rooms lately fitted for the Merchants' Exchange room have been opened, and are a vast improvement on the old ones.

Mr. William Maxwell, son of the Chief Justice, has taken up the post of magistrate.

Complaints continue to reach us that Governor Anson does not consult the community in the various measures proposed for the Settlement.

## CEYLON.

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### COLOMBO.

(FROM A CORRESPONDENT.)

COLOMBO, Sept. 28, 1869.

Dates by the present mail are to the 3rd Oct. from Colombo, and 4th from Galle. The chief items of news were, however, anticipated in our issue of the 25th Oct. per French mail.

And so we are to have a visit from the Duke of Edinburgh. The Governor told us this in his opening speech to the Legislative Council. It is not, therefore, longer a matter of doubt, but one of fact, for the Viceroy has declared it, and has asked the Council to vote the necessary supplies, which they will do right cheerfully, no doubt. And right royally will he be welcomed to one of the most loyal dependencies of the British Crown, for his august mother holds not under her sway a more devoted population. Let us hope he will come, and see and admire what there is to be seen and admired in this beautiful island, and that his visit will be full of enjoyment to himself, of satisfaction to the colonists, and of information to the people at home. These are not all so ignorant that they require to be informed of our island's whereabouts, although sometimes it is mistaken for Sierra Leone, and at others it is thought to lie somewhere between the Falkland Islands and Terra del Fuego. Anyhow, there are many in England that require to be informed of its whereabouts, and what sort of people inhabit it, not even excepting some Members of Parliament and editors of newspapers. The more especially is enlightenment necessary when such unscrupulous writers as Mr., now Sir Charles Wentworth Dilke, in travelling over the country see so many things which do not exist, and use the traveller's license so freely on their return as to mistake facts, misrepresent customs, and communicate a distorted view of everything. After such a visit and such a description it is high time that a truthful picture of this "Eden of the Eastern wave" should be presented to the British public. Therefore, if for no other reason, it would be gratifying to the colonists that a son of England's Queen should visit them, and see if such things exist as have been represented by Sir C. W. Dilke, and distorted and exaggerated by his critic of the *Edinburgh Review*. Mr. Dilke must have travelled first and made up his notes afterwards; for he has evidently jumbled up what he saw in one country with his description of another. He must have been dreaming when he saw the four ponies drawing the coach, been asleep when, all the way from Colombo to the interior, he did not see a single European, and been lively with his imagination when he saw the Mahawelliganga emptying itself into the Kandy Lake. You, Sir, have recently visited Kandy, and will doubtless recollect that the River Mahawelliganga, while it encircles the town, is at a lower elevation by an average of say 300 feet, while it does not at any point approach within two miles of the central capital. The Duke's visit will therefore do good, inasmuch as it will tend to correct the absurd statements promulgated by the bookmakers. Let us hope Sir C. W. Dilke will be more correct and truthful in his description of the Russian scenes he is now visiting. His records of Ceylon remind one of those of another bookmaker who wrote about it some 12 or 15 years ago—Mr. Knighton. He wrote some sketches of Ceylon, its scenery and its business; a very readable book he made, too, and very instructive to those who knew no better; but equally untrue in many of his descriptions with those of Mr. Dilke. For instance, he said the coffee planter was of the type of the Haleys and Legrees of "Uncle Tom's Cabin," who considered he had a right to wallop his own nigger whenever he pleased; and the merchants, he said, marked all their best coffee *mocha*; both statements being downright fabrications; but they were sensational, and doubtless helped to make the book sell. Well, to return to the Prince, his visit here will be as good as an advertisement to us, and will tend to make our quiet little island better known, and, we hope, better appreciated than it is. That this is necessary no better proof exists, in addition to the facts above related, than that of an English paper the other day commenting on a statement made by one of our local journals, to the effect that £24,000 were to be voted by the Legislative Council, to defray the cost of the entertainment of his Royal Highness:—"All very well," says this sage critic, "for you people of Ceylon to vote away our money—the money taken out of the pockets of the British tax-payer. But we object to you having the fun and we the pay." Let us inform said critic, however, that whatever may be voted by the Ceylon Government (and the subject has not yet been even broached in the Legislative Council), it is our own money—not that of the English tax-payer—that will be spent. Let us tell him, further, that Ceylon is the only colony of Great Britain that pays her own expenses, and does not cost the mother-country a farthing; and, therefore, we may be allowed to be liberal in entertaining a Prince of the blood without our generosity being cavilled at, or our propriety being called in question. All this is something to know, and it is as well that our English friends who are disposed to be critical should know something of our position. Therefore, again, the visit of the Royal Duke will be heartily welcomed. So also would be the visits of every member of that Royal house. Let us hope that when he does come there will be in the Prince's train—

"A chield amang us takin' notes,"

and that he'll print them.

GALLE, Sept. 28.

The following items are from the *London and China Express Telegraphic Extra*:—

The M. I. steamer *Hooghly* arrived on the 25th inst., after a very favourable passage (much before her time), bringing the China mail of the 9th idem. She left Singapore on 17th inst. She sailed this morning for Suez.

The s. s. *Tigre*, with European mails (London, 2nd inst.), arrived 27th inst., and sails this afternoon for China.

The telegraph lines have lately been interrupted between England and India, and a dearth of telegraphic news has been the consequence.

Our last issue per English mail of 22nd mentioned the rumoured loss of the *Carnatic*, which was only yesterday confirmed.

EXCHANGE.—Unchanged.

# Commercial Report.

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(*For dates see First Page.*)

## CEYLON, STRAITS, JAVA, CHINA, AND JAPAN IMPORTS.

YOKOHAMA.—The market for the two principal staples, Yarn and Shirtings, had maintained the active tone noted in our issue of the 18th ult. An advance in prices, noticeable especially in Shirtings, had been established, and holders continuing firm, an improved business was looked for. For Cotton Yarn a fair inquiry existed, about 600 bales of all counts having been settled at advanced prices. It is gratifying to be able to announce that holders were firm and not tempted by the demand. Beyond a slight inquiry for Velvets, the above-named staples had enjoyed a monopoly of the business done. Camlets, Blankets, and all classes of Woollen Goods were stationary and without demand, though quotations remained without change. Nail Rod Iron and other metals were quiet,

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with but small inquiry. Quotations:—Cotton Yarn, 16 to 24, $46.0 to $47.0 per picul; 28 to 32, $48.0 to $48.50; 38 to 42, $49.50 to $50.50; Grey Shirtings, 7 lbs., $2.40 to $2.45 per piece; 8.4 to 8.6 lbs., $2.90 to $2.95; Black Velvets, $8.25 to $9.60 per piece; T. R. Cambrics, $0.90 to $0.95 per lb.; Blankets, $0.45 per lb.

TIENTSIN.—An advance of two candareens had taken place in Grey Shirtings, and a similar improvement was noticeable in T-Cloths, 7 lbs. best Mexican being quoted Tls. 1.7.5 to Tls. 1.8.2.

HANKOW.—Grey Shirtings: The demand had been very limited, and prices during the early part of the fortnight declined two candareens per piece. Subsequently holders became firmer, owing to more encouraging advices from Shanghai; but the dealers showed little anxiety to get into stock, and the market closed quiet. 7 lbs. goods had been inquired for, but heavy makes received no attention. Closing quotations were, Tls. 1.96 to Tls. 1.98 for 7 lbs., Tls. 2.15 to Tls. 2.19 for 8¼ lbs., and Tls. 2.80 to Tls. 2.95 per piece for 9¾ lbs. goods. White Shirtings: Beyond a few transactions in 64/66 reeds at easier rates, nothing had been done in these goods. T-Cloths: There had been a small inquiry for 8 lbs. goods, but the amount of business done was unimportant; 7 lbs. cloth of good make had been sold at lower prices to a small extent. Drills had continued in fair inquiry at a slight decline on last quotations; low-priced goods were most in demand. Fancy Cottons: Dyed Spots and Brocades had been inquired for at higher prices, while White goods were lower, and almost unsaleable. Dyed Damasks and Black Velvets had been sold at a decline, and were not much wanted. Camlets: Few transactions reported, and sellers had submitted to a decline in prices in order to induce business. Lastings extremely dull of sale. Long Ells: Scarlet again 5 candareens per piece lower, without inquiry; Indigo wanted at about Tls. 7 per piece for a good shade; Assortments quiet. Spanish Stripes little wanted. Medium and Broad Cloths found buyers to some extent at low prices. Figured Orleans had been in little demand, and sales were not readily effected. Metals: Sales in Lead had been made at Tls. 5.30 to Tls. 5.40 per picul, but the market was weak; transactions in Quicksilver were few, and the market was quiet; Tin advanced in price, owing to the market being bare of stock.

SHANGHAI.—We have to report a fair business in the chief staples during the fortnight, but only in Grey Shirtings can a decided improvement in price be noted. Arrivals of cargoes from England had been numerous, but the high cost of the goods had prevented their being forced on the market. Grey Shirtings: The increased firmness of holders and the comparatively light stocks in dealers' hands had tended to raise rates, and prices were 5 cands. per piece higher for ordinary goods (8-4 lbs.), and 3 cands. per piece for Eagles; 7 lbs. had been in active inquiry at a rise of 7 cands. per piece for fair makes, and 5 cands. per piece for best Eagles. Heavy goods dull with but few buyers—7lbs. Tls. 2.0.1 to Tls. 2.0.3, 8-4 lbs. Tls. 2.1.9 to Tls. 2.2.3, and 9 lbs. to 9-12 lbs. Tls. 2.4.5 to Tls. 2.8 5 per piece. T-Cloths: There is but a limited business to report in these goods, and prices were somewhat lower. Quotations—6 lbs. Tls. 1.3.5 to Tls. 1.6.0, 7 lbs. Tls. 1.6.0 to Tls. 1.8.7, and 8 lbs., 36 inch, Tls. 2 to Tls. 2.1.5 per piece. White Shirtings: Improved demand for the lower counts, and prices 5 cands. per piece higher. Sales between 8,000 and 9,000 pieces. Prices—Tls. 2.1.0 to Tls. 2.1.5 for 56 reed, Tls. 2.2.0 to Tls. 2.2.5 for 60 reed, Tls. 2.3.5 to Tls. 2.4.0 for 64 reed, and Tls. 2.4.5 to Tls. 2.5.0 for 66 reeds. Drills: The chief sales of the fortnight had been of American Cloth (mixed chops) at a fall on last prices, Tls. 4 per piece representing the value of best American cloth. English and Dutch dealt in to a fair extent at last prices. Sheetings quiet, prices lower. Jeans: Sales of American at a further fall, and there were Chinese re-sellers at Tls. 3.1.5 per piece. English Cloth in demand at Tls. 2.85 to Tls. 2.90 per piece. Fancy Goods: A moderate business reported in Gentian Shirtings, Chintzes and Turkey Red Cloth, at about last prices. Dyed Brocades higher, with good inquiry. Woollens: Assorted Camlets rather lower, and difficult to place, though some colours show a slight rise. In Long Ells, Medium Cloth and Spanish Stripes the business had been limited, while about 4,000 pieces of Figured Orleans are reported as sold at a small improvement in value. Crape Lustres and Crape Lastings had slightly given way in price. Metals—Iron: The market had been very dull, only 5,000 bales of Nail Rods having found buyers at Tls. 1.9.0 to Tls. 2.1.0. Bars neglected, no transactions. Stock of Nail Rods heavy, being estimated at 90,000 bdls., that of Bars about 4,000 piculs. Lead: Stock considerably reduced; some speculative purchases at Tls. 4.8.5 to Tls. 5.0.0. Holders firm. Coals: Transactions unimportant, and quotations unchanged. Arrivals—Cardiff, 686 tons, Newcastle, 1,430.

FOOCHOW.—The following have been the transactions during the interval:—1,000 pieces, 7 lbs., T-Cloths, at $2.40 per piece; 500 pieces, 8 lbs., Grey Shirtings, at $2.95; 1,000 pieces, 8¼ lbs., Grey Shirtings, at $3.05; 100 pieces Scarlet Camlet, at $18; 120 pieces Assorted Camlets, at $17.25; 100 pieces Scarlet Long Ells, at $8.50; and 1,175 piculs Lead, at $7.50 for cash and $8 to $8.25 against Tea.

HONG KONG.—Messrs. Olyphant and Co.'s Circular, dated 9th September, contains the following report:—Cotton Yarn: Settlements have been upon a large scale, and stocks in foreign hands are now reported to be less than 2,000 bales of all counts; the inquiry continues strong, and sales in some instances show an advance of $3 to $5 per bale, but a general rise of $2.50 per bale is to be noted. With the small supply now on offer, importers are showing no particular desire to make sales even at the advance, as a further rise in the market is thought likely. Piece Goods: The market has ruled firm for all descriptions of Cotton Goods, and a further slight improvement is observable in most of the staple manufactures. 7lb. and 8.4lb. Grey Shirtings are dearer, and meet with ready sale at an advance of 2c. for the former and 5c. for the latter; 8.4 lb., however, are not freely offered at this figure, as higher prices are demanded. Common White Shirtings are wanted at a rise of 5c. per piece, while the better qualities are not so much in request. 6lb. and 7lb. T-Cloths show an enhancement in values of 2c. to 5c., and whilst an active inquiry exists for the lower qualities, the best chops of these weights are in but slight demand. Drills have commanded increased attention, and the sales made have been upon more favourable terms. One or two small lots of American have found buyers at $5.15 to $5.20 per piece, but holders' ideas are now somewhat above these rates, though dealers have shown no disposition to make large purchases at the figures mentioned. Sales of Dutch amount to nearly 6,000 pieces, prices realised showing an advance of 10 cents; the stock on offer is very small. Woollens: Beyond a large auction sale of 2,000 pairs of 7 lb. and 10 lb. Blankets nothing of special moment has transpired, and no particular change has to be noted other than a decline of 2 to 3 cents in Scarlet Spanish Stripes. Metals: Prices of Iron Nail Rod are unchanged. Bar Iron is lower, though holders of Soft are not willing sellers at quotations. Hoop continues firm. Steel is lower. Lead has declined 10 to 20 cents. Large quantities of Tin have come to hand, and in consequence rates have fallen $2 per picul. Quicksilver is more firmly held. Coal: Arrivals have been—4,239 tons Sydney, 1,700 tons West Hartley (to consumers), 2,800 tons Anthracite, and 2,220 tons Cardiff. Sales have been 3,989 tons of Sydney at $5 to $6 per ton. Ginseng: The inquiry is not active, and the market has a downward tendency. Sales reported are—104 large casks Crude at $118 per picul, and 40 half-casks White at $170 per picul. The current quotations were:—Cotton Yarn, Nos. 16 to 24, $135.00 to $140.00 per bale; 28 to 32, $145.00 to $150.00 per bale; 38 to 42, $153.00 to $157.50 per bale; Grey Shirtings, 7 lbs., $2.55 to $2.60 per piece; 8.4 lbs., $2.87½ to $2.92½ per piece; White Shirtings, $2.50 to $4.80 per piece; T-Cloths, 6 lbs., $1.90 to $2.10 per piece; 7 lbs., $2.17½ to $2.60 per piece; 8 to 8.4 lb., $2.75 to $2.85 per piece; American Drills, 40 yards, 15 lbs., $5.15 to $5.20 per piece; Dutch Drills, 40 yards 14 lbs., $4.60 to $4.80 per piece; Spanish Stripes, Scarlet, $0.73 to $0.75 per yard; ditto, Assorted, $0.70 to $0.72 per yard; Medium, Ladies' and Habit Cloths, $1.15 to $2.00 per yard; Long Ells, Scarlet, $7.80 to $7.90 per piece; ditto, Assorted, $7.70 to $7.80 per piece; Camlets, SS., $16.25 to $16.50 per piece. Iron—Nail Rod, $2.70 to $2.75 per picul; Lead, $6.25 to $6.80 per picul; Tin-Plates, $6.25 to $6.50 per box; Steel, $4.25 to $4.50 per tub; Coals, English, $8.00 to $8.50 per ton; ditto, Welsh, $9.50 to $10.00 per ton.

BATAVIA.—Maddapollams:—Dutch White: In little demand at last rates. Unbleached: Trifling sales. English white: Quite neglected. Unbleached: Held for higher rates. Shirtings—Dutch white: Demand still small. Unbleached: Small supplies, and wanted. English white: Little demand, some qualities saleable at low prices. Unbleached: Holders firm and prices rising. Cambrics: Still dull of sale. Drills—Dutch: Demand increasing. English: Saleable at advanced rates. Blue: Nothing doing. Jaconets—Plain: Unsaleable. Printed: Suitable styles saleable. T. R. Cloth: Saleable at low rates. Dyed Cloth: No transactions. Prints: Demand for green diminished, padded pinks saleable, prices somewhat lower. Mule Twist: Small supplies, holders firm, but the demand is small. Turkey Red: In no inquiry. Green and Orange: Saleable. Sewing Thread: Still of ready sale. Batticks: Prices low, and market quiet. Blankets—Woollen: Saleable. Molton: In some inquiry at lower prices. Iron—Swedish: No demand, market amply supplied. English: Overstocked, sales by auction; out of hand unsaleable. Steel: Arrivals. Sheet Copper: Saleable occasionally. Zinc—Sheet: Little request. Spelter: Saleable. Lead—Sheet: Neglected. Pig: In some demand. Iron Nails: Good assortments of ready sale. Copper Nails: Without inquiry. Tin Plates: Prices improving. Coals—English and Australian: Overstocked and no demand; more supplies expected. Flour—American and Dutch: Overstocked and unsaleable.

SINGAPORE.—Grey Cloth, after showing considerable advance, had receded, and was quoted $2.97½ to $2.95 per piece for 8¼ lbs. Madapollams maintained previous rates; transactions small. Light weight T-Cloths in fair inquiry at last quotations; heavier weights dull. Drills: In less demand. White Shirtings: Medium to fine placed to fair extent, at easier prices. Low Reed Shirtings: In small stock; few sales reported. Imitation Irish Linens: Less inquired for. Cambrics: In moderate inquiry; prices a shade better. There had been some sales of Jacconets, but at low rates. Figured Shirtings: More inquired for, and sales of Spots at slightly better prices. Dyed Cottons dull. Turkey Red Cambrics: Sales of light weights at previous rates; heavy cloth unsaleable. Sarongs sold to some extent, but at poor rates. Batticks very dull. Grey Yarn in fair inquiry. Woollens of all descriptions out of demand; trifling sales of Spanish Stripes and Ladies' Cloth. In metals only a small business. Iron in large stock; demand limited, prices weak. Lead sold at a reduction on last rates. Yellow Metal in better inquiry. Coals unimproved; a cargo of 600 tons Cardiff had been placed at $8 per ton ex ship.

PENANG.—The business done during the fortnight had been very much restricted, as holders of the principal staples had remained firm, and refused to operate, unless the price demanded by them be given by intending purchasers, who only supply themselves with what goods they actually require. Grey Shirtings were not in heavy stock, and the small quantity disposed of had been at somewhat hardened prices. 6 lbs. at $18 per corge; 7 lbs., $52 per corge; 8¼ lbs., $61 to $63 per corge. Grey Long Cloths neglected. Grey Madapollams: Sales effected of 8 lbs. goods at $22½ per corge. Grey T-Cloths continued in fair demand, and sales reported at slightly firmer prices. In 4 lbs. nothing done; 5 lbs., inferior, $32½; superior, $35 per corge; 6 lbs., $39½ to $39¼; 7 lbs., $45 to $45¾ per corge. White Shirtings: Prices ranged from $65 to $86 per corge for 36 inch, medium, and from $88 to $110 per corge for fine—the "low fine" had been in the best demand. In 45 inch goods no transactions.

COLOMBO.—The following is from Messrs. Geo. Wall and Co.'s Report—We have a very limited business to comment upon, and we again close with "nothing doing." The Chelties have been alarmed by the sudden lowering of the offer for Cotton, and expect a corresponding reduction in the value of the manufactured article. As yet, however, there is hardly a quotable reduction, but the business done has been chiefly confined to the articles upon which the narrowest margin existed, while the qualities for which quotations showed a fair profit have been neglected. Thus in Grey Shirtings there have been sales of the lower and of the higher weights, while for the medium qualities, formerly most in demand, our quotation is quite nominal; 30 inch 7 lbs., 11s. 3d.; 8¼ lbs., 13s. 9d. to 14s.; 45 inch 8 lbs., 13s. 9d. to 14s.; 9 lbs., 16s. 6d. to 16s. 9d.; 10 lbs., 18s. 6d. to 19s.; 11 lbs. 20s. 6d.; 50 inch 10 lbs. 18s. 6d. to 19s.; 11 lbs. 20s.

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## CEYLON, STRAITS, JAVA, CHINA, AND JAPAN EXPORTS.

### TEA.

YOKOHAMA.—Advices from America being unfavourable business had been quiet, and settlements did not exceed 1,000 piculs, chiefly of good medium and fine grades. Stocks were rather heavy, but of good quality. Prices showed no change, and although native dealers were anxious to realise, they were very firm in making no reduction as long as purchases continued. The Mary Lee and the Cedric were fully engaged; the Carobel, Janet Ferguson, Geo. Becker, and Phaeton were loading. The Great Republic sailed on the 29th Aug. with 168,102 lbs. for San Francisco and 34,702 lbs. for New York. Quotations:—Common, nominal; good common, $22.0 to $23.0 per picul; medium, $25.0 to $26.0; good medium, $27.0 to $30.0; fine, $31.0 to $33.0; finest, $36.0 to $37.0.; choice, nominal.

SHANGHAI.—Black: The market remained quiet for some days after the departure of the last P. and O. mail, and a small and quiet business was transacted at unchanged rates. Later on large and hurried transactions were entered into, and natives instantly demanded and obtained a considerable advance on previous quotations, the enhanced price showing itself more particularly in those grades possessing a little flavour, which had been previously ignored, except at a fractional advance on those possessing almost none. The tone of the market at the close was quiet, and natives were rather disposed to sell than to hold. The stock was materially reduced. Settlements for the fortnight, 36,000 chests; reshipments on owners' account, 6,000 chests; stock 95 chops, or 17,000 chests. Quotations (duty paid, at exchange for credits, six months' sight, 5s. 11½d. per tael, and freight at £1. 10s. per ton):—Hohow, common to fair, 1s. 2d. to 1s. 8d. per lb.; Oonam, common to good, 1s. 1d. to 1s. 5d; Ningchow, fair, 1s. 2¾d. to 1s. 3¾d.; Oopack, fair, 1s. 2¾d. to 1s. 4¼d. Green: The market had been a drooping one, few American buyers operating except to a very limited extent, at existing quotations, in the face of gloomy New York advices. A few English buyers had bought Teenkai Teas for the steamer Diomed, but in face of export figures equal to those of last year, no great spirit had been shown. Pingsueys had been bought at Tls. 35¼ to 39¼; Fychows, Tls. 29¼ to 36; and Moyunes and Teenkais, Tls. 37½ to 44¼. Prices upon the whole are Tls. 1 to 2 lower. Settlements for the fortnight, 34,000 half-chests; reshipments on owners' account, 900 half-chests; Stock 69 chops, or 45,000 packages.

HANKOW.—The following is from Messrs. Drysdale, Ringer, and Co.'s report:—Throughout the fortnight our market has been but barely supplied, only a few chops coming to hand daily, which have been at once taken at gradually hardening rates, till we now quote an advance of fully one tael per picul. Settlements for the time under notice have been 7,600 chests and 2,950 half-chests, at Tls. 16 to 19¼, the bulk being common to fair Oopak kinds at Tls. 17¼ to 18¼, as only two chops of Shuntan packed have been offered, which realised Tls. 16 respectively, and, till within the last two or three days, teamen found it very difficult to realise a higher figure even for teas of much better quality. The third crop teas are, we think, relatively better than the second; we have not, however, received many that can be called true thirds, as they have been mostly more or less mixed with second crop leaf. We are still unable to speak with any confidence as to our probable total supply, as the high state of the water has now for some time past interfered with the transit of teas from the country to this, rendering it very difficult to estimate the supply yet to come; native estimates show a deficit of 5 to 6 millions pounds; we are, however, disposed to think that about 8 millions will prove to be the quantity short of last year's supply. We quote Shuntam packed tea 16. Leeling and Oopack, common to fair, 17¼ to 18¼; fair to good, 18¼ to 19¼. Settlements from 21st ult. to 4th September 7,600 chests, 2,950 half-chests.

KIUKIANG.—Black Teas: Only three small chops had found buyers during the fortnight, but native speculators had purchased for resale on the Shanghai market, and prices had had an upward tendency. Quotations were—Ningchows, Tls. 16¾ to 17¾; Hohows, nominal. Exports from 1st Jan. to 4th Sept., 1869, 10,585,451 lbs.; ditto ditto, 1868, 13,161,590 lbs. Green Teas: Contrary to general expectation, only three chops had arrived in the fortnight, but should the winds be favourable a further supply of about 20,000 half-chests were expected. Exports from 1st Jan. to 4th Sept., 1869, 1,923,197 lbs.; ditto ditto, 1868, 852,376 lbs.

FOOCHOW.—A large business had been transacted during the fornight. Congous had been in very brisk demand, principally on English account; settlements (which for the fortnight amounted to 49,000 chests) consisted principally of the low to good common kinds, and had been made at fully previous quotations. The few arrivals of better grade Teas from the Sar Yune, Yung How and Kaisow districts had been eagerly competed for at advancing rates. Supplies were coming in much more freely from the country; and, although the arrivals showed a marked falling off as compared with last season, it was generally expected that the total yield of Congou for the year would show but a very small deficiency. Souchongs: Owing to the poor assortment on offer, only a small business had been done. Oolongs: American buyers had not entered the market, and there were no transactions to report. Scented Teas: In limited inquiry and rather cheaper. Flowery Pekoes: About 1,400 chests had found buyers at very full prices. Settlements for the fortnight:—Congou, 49,159 chests, at Tls. 9.8 to Tls. 26.8 per picul, ship off; Souchong, 2,922 chests, at Tls. 19.3 to Tls. 29.8 per picul, ship off; Oolong, nil.; Scented Teas, 3,621 boxes, at Tls. 22.3 to Tls. 26.05; Flowery Pekoe; 1,399 chests, at Tls. 16.8 to Tls. 54.8.

AMOY.—Congou: During the fortnight about 5,120 packages of low quality had been settled at $16 to $18. There was no stock left on the market, and but 5,000 half-chests more were looked for during the rest of the season. Oolongs: There was but little business to report, 852 packages had been taken at $18½ to $19 for common and for fair $21¾ to $22.

CANTON.—During the fortnight a fair amount of business had resulted, settlements consisting almost entirely of the commoner grades, of which stocks were generally composed; prices without change. No arrivals of Country Congou, and none in stock.

### SILK.

YOKOHAMA.—Arrivals had been on a fair scale, about 800 bales, consisting chiefly of medium hanks. Buyers had shown some disposition to operate, but the supplies comprised so very few lots of good, and the parcels altogether were so mixed, that settlements were not more than 550 bales. Stocks increased. Prices of good Silks had been well maintained. Common had been obtainable on somewhat easier terms. Quotations (all charges paid to London at exchange 4s. 5¾d.): Hanks, Mybash, Sinchu, &c., best, 30s. 11d. to 32s. 11d.; medium, 28s. 4d. to 30s. 3d.; inferior, 26s. to 27s. 7d.; Oshu, best, 30s. 3d. to 32s. 2d.; Coshu, best, 26s. 5d.; medium, 24s. 7d. to 25s. 8d. Silk Worms' Eggs: Total arrivals now amounted to 400,000 cards, against 1,500,000 to date last year. Buyers had given way to a small extent, and made some purchases. Total settlements estimated at 75,000 cards. Common to good held at $½ to $3½; best at $3½ to $4½.

SHANGHAI.—Messrs. C. J. Skeggs and Co. report as follows:—There is little of interest to notice as regards this market, and no change in prices can be quoted. Settlements for the fortnight are estimated at 1,800 bales, about 600 of which have already been shipped per French mail, and other opportunities. The dealers are very anxious to sell, but firmly hold out for previous rates, and it is only at the close that a few needy owners of common Silks may have given way about Tls. 5; this description, however, runs so mixed and irregular, as evidenced by the large quantity rejected, that the market cannot be considered in favour of buyers, especially as exchange has slightly advanced. In Tsatlees chop Silks are unchanged. A few crack No. 1 Kahings have been taken at Tls. 500, which shows an advance, and Chincums are also a shade higher, but all other classes are nominally as before, and firmly held.

## JAVA, STRAITS, AND CEYLON PRODUCE.

BATAVIA.—Arrack: f.120 to f.125 per leaguer; sales, and in good demand. Cloves: f.18 to f.20 per picul; dull. Coffee—Java: f.31 to f.32.50 per picul; sales. Cubebs: f.17 to f.18 per picul; nothing doing. Gutta Percha: f.60 to f.120 per picul, according to quality; market bare. Gum Damar: f.46 to f.48.50 per picul, sales; supplies. Hides: Cow f.35 to f.40; Buffalo, f.23 to f.25 per pound, according to quality. India Rubber: f.90 to f.100 per picul; sales and scarce. Indigo; Sales at Samarang, f.5.25 to f.5.35 per lb. for first quality. Mace: f.110 to f.115 per picul—wanted. Nutmegs: f.110 to f.115 per picul—sales. Pepper—Black f.18, White f.30 per picul; no stocks. Rice in demand; first quality, f.150 to f.160; second quality, f.120 to f.130; cargo, f.95 to f.100—per Coyang. Rattans: Borneo f.10.50 to f.13 per picul, and Padang f.8 to f.8.50 per picul. Sapanwood: Manila in bond f.5—none; Java f.3 to f.3.50 per picul—sales. Sugar: No. 14, f.16.50 per picul.

SINGAPORE.—Gambier: About 1,500 tons sold at $3.30 to $3.20, the latter being the closing price. Black Pepper $7.10 to $7⅛. White Pepper very scarce, and worth $10.60 to $11. Sago Flour: 9,000 piculs Borneo sold at $2.70 to 2.75. Contracts for Singapore at $2.72½. Pearl Sago very active, small grain contracted for at $3.30 to $3.35, large grain at $3.40. Tapioca dull at $4⅛ to $4⅜. Buffalo Hides in good demand at $10¾ to $11½. Buffalo Horns without arrival, wanted at $10½. Gum Damar out of supply, worth $17. Rattans in better supply, good quality worth $3 to $3⅜; common, $2 to $2½. India Rubber: An arrival of 100 piculs brought $36. Guttapercha: Purchases at $65 for No. 1 quality. Camphor in more demand, market cleared at $19 for shipment to India. Cassia Lignea held for $20½. Cubebs very dull, worth $7½ to $8¾. Coffee: 1,500 piculs Benthyne taken at $12⅜, stock held for higher prices. Nutmegs: No arrivals, worth $50. Mace in demand, worth $55.

PENANG.—Pepper: No business. Tin had not come forward to any large extent; the greater part offered was secured for China; prices, $30.12½ to $30.75 per picul. Sugar: None offering. Hides: Buffalo scarce; purchases at $10.10 per picul. Cow Hides scarcer, at $13.50 per picul.

CEYLON.—Coffee: Moderate business in Plantation, at about former prices. Native: Market bare of supplies; prices nominal. Cinnamon: Prices maintained by good advices from home markets. Cocoa Nut Oil: Fair business at £34. 10s. to £35 per ton. Coir Yarn in some inquiry, at 20s. to 24s. per cwt. for medium, finer descriptions quoted 27s. to 30s.; supply limited. Plumbago: No transactions; good bright lump £14, and dust £4 to £5.

## EXPORT OF TEA AND SILK, SEASON 1869-70.

### TO GREAT BRITAIN.

| Date. | From Yokohama & Nagasaki. | From Shanghai and Hankow | From Foochow. | From Amoy. | From Canton, Macao, &c. | Total lbs. | SILK. Total Bales & Cses |
|---|---|---|---|---|---|---|---|
| From June 1 to Aug. 31, 1869 ..... | ... | 39207698 | 26025789 | 932920 | 5832350 | 71998757 | 17357 |
| Corresponding period last season..... | 605753 | 40109266 | 41291913 | ... | 7398304 | 89405236 | 25758 |

*Particulars of Shipments;*

| | | | | | |
|---|---|---|---|---|---|
| Aug. 28 | per Magellan | From Foochow | ... | 769,600* | |
| — 20 | ... John Milton | ... Do. | ... | 788,700* | |
| Sept. 1 | ... Veronica | ... Can on | ... | 418,977 | |
| — 1 | ... Vanguard | ... Do. | ... | 834,670 | |
| — 1 | ... Mary Moore | ... Shanghai | ... | 798,655 | 129 |
| — 2 | ... Columbian (ml. str.) | ... Do., &c. | ... | — | 616† |
| — — | ... Prudhoe | ... Do. | ... | 727,876 | |
| — 4 | ... Devana | ... Foochow | ... | 1,027,200 | |
| — 7 | ... Sir Harry Parkes | ... Shanghai | ... | 1,041,510 | 57 |
| — 9 | ... Hooghly (ml. str.) | ... Do., &c. | ... | — | 691 |
| — 10 | ... Behar (ml str.) | ... Do. | ... | — | 1,922 |

* Included in above total. † In addition to that last reported.

### TO UNITED STATES.

| | | | | | | | Pcls. |
|---|---|---|---|---|---|---|---|
| From June 1 to Aug. 31, 1869 ..... | ... | ... | ... | ... | ... | 1882292 | 267 |
| Corresponding period last season..... | ... | ... | ... | ... | ... | 2120655 | 310 |

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*Particulars of Shipments Since;*

| | | | | |
|---|---|---|---|---|
| Sept. 1 | per Stanley Castle | From Shanghai | ... | 588,558 |
| — 2 | ... Argonaut | ... Do. | ... | 694,209 |
| — 4 | ... Chattanooga | ... Hong Kong | ... | 14,000 |
| ... 7 | ... Gamecock | ... Do. | ... | 359,003 |

TO THE CONTINENT.

| | | |
|---|---|---|
| From June 1 to Aug. 31, 1869 ... ... ... ... ... | 42720 | Bales. — |
| orresponding period last season ... ... ... ... ... | 2097660 | — |

*Particulars of Shipments;*

| | | | |
|---|---|---|---|
| ug. — per Sea Mew | From Canton | ... | 60,520 |

TO AUSTRALIA.

| | |
|---|---|
| From June 1 to Aug. 31, 1869 ... ... ... ... ... | 8,556,853 lbs. |
| Corresponding period last year ... ... ... ... ... | 7,724,104 |

*Particulars of Shipments Since;*

| | | | | |
|---|---|---|---|---|
| Sept. 2 | per J. F. Ericksen | From Foochow | ... | 217,200 |
| — 3 | ... Blairmore | ... Hong Kong | ... | 193,760 |
| — 6 | ... Marie Gabriel | ... Foochow | ... | 302,400 |

TO GREAT BRITAIN.

| | Tea—lbs. | Silk bales China & Japan. |
|---|---|---|
| From 1843 to 1844 ... ... ... | 51,022,600 | ... |
| ,, 1845 to 1846 ... ... ... | 57,384,200 | 18,604 |
| ,, 1850 to 1851 ... ... ... | 63,972,000 | 22,143 |
| ,, 1853 to 1854 ... ... ... | 77,327,800 | 61,280 |
| ,, 1855 to 1856 ... ... ... | 92,240,300 | 50,481 |
| ,, 1857 to 1858 ... ... ... | 76,990,255 | 68,315 |
| ,, 1858 to 1859 ... ... ... | 65,789,792 | 83,134 |
| ,, 1859 to 1860 ... ... ... | 85,560,452 | 64,169 |
| ,, 1860 to 1861 ... ... ... | 90,066,160 | 76,644 |
| ,, 1861 to 1862 ... ... ... | 109,854,040 | 79,199 |
| ,, 1862 to 1863 ... ... ... | 121,273,580 | 72,887 |
| ,, 1863 to 1864 ... ... ... | 117,463,586 | 46,603 |
| ,, 1864 to 1865 ... ... ... | 121,236,870 | 32,313 |
| ,, 1865 to 1866 ... ... ... | 118,333,042 | 62,890 |
| ,, 1866 to 1867 ... ... ... | 118,423,290 | 50,052 |
| ,, 1867 to 1868 ... ... ... | 116,890,430 | 57,449 |
| ,, 1868 to 1869 ... ... ... | 142,789,804 | 70,917 |

## EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

| At | Bank Bills. | Credits. | Documentary. |
|---|---|---|---|
| Yokohama, 6 m. s. ... | 4s. 5½d. | 4s. 5½d. | 4s. 5¾d. |
| Hiogo & Osaka ,, ... | — | — | — |
| Shanghai ,, ,, ... | 5s. 10¾d. | 5s. 11¼d. | 5s. 11½d. |
| Canton ,, ,, | 4s. 6d. | 4s. 6¼d. | 4s. 6¾d. |
| Hong Kong ,, ,, | | | |
| Macao ,, ,, | | | |
| Singapore ,, ,, ... | 4s. 5¾d. | 4s. 6d. | 4s. 6¼d. |
| Manila ,, ,, ... | 4s. 3¼d. | — | — |
| Colombo ,, ,, ... | 1½ to 2 dis. | — | par. |

MISCELLANEOUS.

| — | At Shanghai. | At Hong Kong. |
|---|---|---|
| Bills on India ... ... ... | 300 | 226½ |
| ,, Hong Kong ... ... | 24½ to 24¾ dis. | — |
| Bar silver ... ... ... | 111.5.0 to 112.0. | 7½ prem. |
| Mexican dollars ... ... ... | 77.4.0 | ¼ to ½ prem. |

Bous, at Yokohama, 338 to 350 per 100 dols.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, New, 15; Old, 29 to 29½ per cent. premium.
Hong Kong Gas Company, 44 dols. per share.
Hong Kong and Whampoa Dock, 15 to 20 per cent. discount.
Union Dock Company, 40 to 50 per cent. discount.
China Traders' Insurance, 900 dols. premium.
Hotel shares, 50 to 60 per cent. discount.
Hong Kong and Macao Steamboat Company, 20 per cent. premium.

## TELEGRAMS SINCE LAST MAIL.

(Received by Atlantic Cable, Oct. 26.)

The Pacific Mail Company's steamer *America* has arrived at San Francisco with dates to Sept. 18 from Hong Kong, Shanghai 20th, and from Yokohama 29th. The Duke of Edinburgh, after a most brilliant reception in Japan, left in the *Galatea* for Shanghai on Sept. 16. Sir Harry Parkes was assaulted in Yedo by a Yaconin, who was promptly arrested. The Japanese Parliament had voted the surrender of the estates and revenues of the Daimios to the Mikado; honorary titles to be conferred on them, and to be relieved of the expense of their retainers. [This confirms the report given in our issue of Oct. 22.—Ed. *L. and C. E.*]. Mr. Consul Markham is a passenger by the *America*.

(Received via Galle Oct. 27.)

Hong Kong, Sept. 30.—Grey Shirtings, 6½ catties, 8¼ lb., $2·90; market quiet. Water-twist, 16-24, $142½. Cotton, Bengal, fair medium, $18. Tea firmer—prices check business. Total export (China and Japan), 87,500,000 lbs. Exchange on London, Bank bills, six months, 4s. 6¼d.

Shanghai, Sept. 24.—Grey Shirtings, 6½ catties, 8¼ lb., 2.30 taels. Cotton: Shanghai, 18 taels. Silk moderate demand, but firmer; No. 8, Tsatlee, 570 taels. Settlements since departure of last mail, 2,700 bales. Export to date (China and Japan), from commencement of season, 25,500 bales. Exchange on London, Bank bills, six months, 6s. Freights: Tea, £1 10s.

## COMMERCIAL POSTSCRIPT.

The amount of bullion by the P. and O. Company's steamer *Nyanza*, from Southampton, on the 30th ult., was—in gold, to Bombay, £2,900; to Galle, £20,400; to Madras, £21,879; in silver, to Bombay, £15,000, to Hong Kong, £12.365; to Penang, £14,800; to Singapore, £9,860; total in gold, £45,179; in silver, £52,025.

The following telegrams appeared in the *Daily News*:—

The steam launch *Pauline*, under the command of Captain Kirton, of the Peninsular and Oriental Company's service, has surveyed the Suez Canal throughout, taking soundings all the way. The report is, that the Canal is a sterling success. The least depth in the channel is twenty feet, and the remaining obstructions are being rapidly removed.

Mr. John Pender, who has taken a leading part in the establishment of submarine telegraphy with India, proceeds to Egypt for the opening of the Suez Canal.

Tenders have been invited for bills on Ceylon for Rupees 260,000.

SHIPPING.

Arrivals not in the Tables.—At Gironde, from Bangkok, Glenallan; Oct. 1, off Galveston, from Canton, Walter; 15, at San Francisco, from Yokohama, Horatio Sprague; Sept. 7, at Valparaiso, from Hong Kong, Lima; Oct. 28, off Plymouth, from Bassein, Beautiful Star; 25, at Bremerhaven, from Bangkok, Felicie; 30, at London, from Canton, &c., Douglas Castle; 11, at San Francisco, from Colombo, Voyager; 30, at Falmouth, from Rangoon, Princess Beatrice; 28, at Zierikzee, from Batavia, for Rotterdam, Nestor; Nov. 1, at London, from Singapore, Eleanor.

Departures.—Oct. 27, from London, for Colombo, Teviot; for Hong Kong, Tonbridge; 25, from Sunderland, for Nagasaki, Aztec. Oct 28, from London, for Shanghai, Lahloo; 14, from San Francisco, for Hong Kong, Nellie Abbot; Sept 15, from Monte Video, for Batavia, Courser, Albion; Oct. 29, from London, for Hong Kong, Isles of the South; for Shanghai, Ariel; 25, from Penarth Dock, for Hong Kong, Lena; 24, from Shields, for Galle, Webfoot; 18, from San Francisco, for Hong Kong, Singapore; 30, from London. for Cardiff and Singapore, Milton; 4, from San Francisco, for Hong Kong, Mauritius; from Texel, for Batavia, Waterloo; 27, from Glasgow, for Penang, Hyacinth.

Laid-on.—At London, for Newchwang, Walton; for Penang, Benvoirlich; for Singapore and Penang, Volunteer. At Liverpool, for Singapore, Lizzy. At Glasgow, for Singapore, Lockleven Castle. At Greenock, for Hong Kong, Sunshine.

Spoken.—Johanna Christina, Rotterdam to Batavia, 23 days out, N., 24 W.; Alcyon (Dut. barq.), Rotterdam to Sourabaya, Sept. 31, N., 24 W.; Felicie, Bangkok to Bremen, Sept. 26, 34 N., 34 W.; Niagara (ship), Cardiff to Hong Kong, Sept. 5, 8 N., 24 W.; Elliot, Sunderland to Galle, July 12, 18 N., 25 W.; William Clowes, Colombo to London, Sept. 25, 16 N., 32 W.; Barque, No. 0,321, 2nd d.p., Colombo to London, Oct. 24, 46 N., 24 W.; Jas. Shepherd, London to Hong Kong, Aug. 1, 13 S., 31 W.; Her Majesty, Manila to Queenstown, Sept. 5; Amor (?) (English barque), Manila to Queenstown, Sept. 29, 39 N., 34 W.; Grace Peille, Clyde to Hong Kong, Sept. 16, 12 N., 25 W.; Abot (?), for Galle, Sept. 17, 13 N., 26 W.; Panama, Liverpool to Hong Kong, Aug. 20, 24 S., 28 W.; John Eleanor (?), Ceylon to London, 69 days out, Sept. 8, 11 N., 26 W.

Miscellaneous.—Off St. Helena, Sept. 22, Athole, Gorley, from Sourabaya, for London, not as before reported. Advices from St. Thomas', dated Oct. 13, state that the cargo ex-condemned ship A. Lloret, Gonzalez, from Manila to London, would go forward per Ferdinand Brunim. At Callao, Sept. 19, Camilo Cavour, Asterquia, from Macao and Payta, and sailed 25 for China. At Utsalady, previour to Sept. 27, F. A. Palmer, King, for Hong Kong.

Casualties.—The Kingdom of Belgium, Singapore to New York, is reported ashore in Delaware Bay.

## BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

Fraser—On the 6th Sept., at Samarang, Java, the wife of William Thomson Fraser Esq., of a son.

Furniss—On the 31st Aug., at Yokohama, Mrs. Joseph Furniss, jun., of a son.

Hooper—On the 23rd Sept., at Plymouth, the wife of Capt. J. B. Hooper, of China, of a daughter.

Jerdein—On the 26th Oct., at Stoke Goldington Rectory, Newport Pagnel, the wife of the Rev. Charles Jerdein, of a son.

Kustermann—On the 24th Sept., at Singapore, Mrs. F. Kustermann, of a daughter.

MARRIAGES.

Brooke—de Windt.—On the 28th Oct., at St. Michael's, Highworth, Wilts, by the Lord Bishop of Labuan and Sarawak, assisted by the Right Rev. Bishop McDougall, the Rev. J. B. Smeaton, and the Rev. F. Norman, H.H. Charles Brooke, Rajah of Sarawak, to Margaret Lili Alice, only daughter of the late Clayton de Windt, Esq., of Blunsdon Hall.

Jones—Batchelor.—On the 27th Oct, at St. Bartholomew's, Sydenham, by the Hon. and Rev. Augustus Legge, Herbert Jones, Esq., B A., son of the late Richard Jones, Esq., of The Lawns, South Norwood, to Florence Emily, eldest daughter of Henry Batchelor, Esq., of West-hill, Sydenham.

Morris—Caldwell.—On the 9th Sept., at St. John's Cathedral, Hong Kong, by the Rev. Canon Beach, Alfred George Morris, to Sarah Ann, eldest daughter of D. R. Caldwell, Esq., of Hong Kong.

DEATHS.

Haslewood—On the 29th Oct., at Hendon Park, Highwood, Lewis H. Haslewood, aged 63.

Lincker—On the 12th Aug., at sea, on board the N.G. barque *Lorelei*, between Hong Kong and Newchwang, Mr. A. G. Lincker, of Hong Kong, and formerly of Swatow.

Poulson—On the 13th Sept., at Hong Kong, Wilhelm L. T. Poulson, of Elsinore, Denmark, aged 28.

Short—On the 22nd Sept., Howard Samuel, aged five years; also, on the 24th, Alice Maud, aged seven years—children of Mr. James Short, of Madras; and, on the 26th, Katharine, wife of the above. All died of cholera, after a few hours' illness.

Strutt—On the 24th Oct., at Richmond-terrace, Southampton, Capt. William Stru F.R.G.S., Superintendent Union Mail Company, aged 48.

☞ *For Mail Shipping see page 570.*

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# The London & China Telegraph.

*LONDON, MONDAY, NOV.* 1, 1869.

## THE MISSIONARY IN CHINA.'

IN our last issue we noticed an ably-written paper by Mr. KNOWLTON on this subject, and the manifesto addressed to Sir RUTHERFORD ALCOCK by the Missionaries at Peking. In another column will be found an article from the *Globe*, in which the arguments adduced in the last-named document are warmly supported. The only point on which the *Globe* differs with the authors is that of their right to settle in the interior, which, the *Globe* thinks, is based on an insufficient plea, namely, the "favoured nation clause" in our Treaty. It is quite true that there is no provision in the Treaty of Tientsin that directly grants the right of residence in the interior for the purpose of teaching Christianity, and that it is only the fact of Roman Catholics having been previously allowed the privilege that gives our own Missionaries the right to claim a similar indulgence. But, in our opinion, no better ground than this is required. The so-called "favoured nation clause" is as much an integral part of the Treaty as any other, and should be as stringently enforced. The fact that the Jesuits have been permitted to make good their footing in the inmost recesses of the Empire should be, and is, a powerful incentive to good Protestants to obtain similar advantages and opportunities for teaching their own faith; and so long as those who push forward in this path are guided by moderation and discretion, nothing but good can come of their endeavours. As the *Globe* justly remarks, we must not forget that there are Missionaries *and* Missionaries; we must not confuse the able, highly-educated, and intelligent class of Missionaries, whose labour has been so fruitful in good works, with those others whose well-meant but ignorant zeal has so far exceeded the bounds of discretion as to make them a laughing-stock. It is to be hoped that the Home Government will learn to appreciate this distinction. Under the present *régime* peace and retrenchment are to go hand in hand, and all must give way before them—but we trust Christianity is not to be thrown overboard, even to secure these precious results. Sir RUTHERFORD ALCOCK some time since enunciated views on the Missionary question that his Government might well have taken a lesson from, but from more recent indications we fear he has hardly courage to stand by the position then taken. If the cause of Christian Missions and the rights of their ministers and converts are to be thrown over as a sop to the Chinese, and in deference to the narrow-minded, worldly policy of the Duke of SOMERSET and his supporters, a day of reckoning will come, and at no distant date, when the people of England will learn a harsh and unpalatable lesson, when the alternative will be presented to them, either of enduring a series of ever increasing humiliations, not only in China, but before the whole world, or of launching into another costly and unpopular war. The only way to avoid this is to be just to the Chinese, and equally just to those who represent our commerce and our religion in China, by firmly defending all the rights we have acquired, and being always ready to enforce them against the shuffling, deceitful policy of the native Government.

## LETTERS ON THE POLITICAL SITUATION IN CHINA.

A PAMPHLET issued in Shanghai under the above title contains three ably written letters addressed to the editor of the *Daily News*, by Mr. JAMES B. ROBERTSON, in June and July of the present year. It is not at all clear why Mr. ROBERTSON should have selected the *Daily News* as the medium for bringing his views before the public. The letters being avowedly intended as a protest against what the writer mildly terms the "mistaken policy" of our present Government towards China, were far more likely to find their way into the waste-basket than into the columns of a journal devoted to the Liberal Cabinet. *The Times*, though greatly to be blamed for its vacillating course with regard to China affairs, at any rate deserves credit for a degree of impartiality that gives a fair hearing to both sides of the question, and had Mr. ROBERTSON addressed his communications to the leading papers, they would no doubt have been published; but in the *Daily News* they were not. Second-class journals are not so eager to accord publicity to communications that tell strongly against the policy of their own party. Perhaps it was some prevision of the fate that would befall his letters in this country that induced Mr. ROBERTSON to publish them in the *North China Herald*, and to issue them in pamphlet form also. They undoubtedly form a valuable contribution to the discussion now pending on the question of British policy in China. The first is principally devoted to an exposition of the absurd error made by Lord CLARENDON in treating the Chinese Government as though it were the Government of a civilised and Christian nation, and in crediting this "central Government" with all the powers that a central Government in any European State would naturally possess. The entire absence of any public opinion or true patriotic feeling among the people is strongly insisted on; and manifold reasons are adduced for the conclusion that the present policy, in whatever light it may be viewed, is one of retrogression. The second letter is devoted to the origin and objects of that contemptible, but unhappily successful imposture, the BURLINGAME Mission; a subject on which Mr. ROBERTSON'S views are precisely identical with those so frequently expressed in these columns. The third letter contains a general review of British policy in China, and its results, immediate and prospective. And here the writer expresses his conviction that the fate of the present policy is already sealed, for its utter inconsistency has been so clearly manifested, that an adherence to it is impossible, without incurring the danger of another war. In this we entirely agree; yet we could wish that Mr. ROBERTSON had been a little less profuse in his apologies for the GLADSTONE Cabinet. While protesting against their action, he palliates their motives in such phrases as this: "A liberal Ministry, anxious "to perform a generous and praiseworthy part towards all "nations, has suddenly, and without time for consultation with "its officials in China, agreed to a policy which is untenable in "itself, and which is based on erroneous ideas regarding Chinese "progress." Now we do not believe that the line of conduct pursued by Lord CLARENDON arose either from over-haste, or from an excess of generous impulse. It has been, from first to last, an obstinate, unreasoning persistence in carrying out the peculiar views of Mr. BRIGHT regarding our foreign policy; views that will very soon make the very name of England a subject for scorn and derision throughout the world, unless the better sense of Englishmen comes to the rescue, and the degrading GLADSTONE-worship of the present day is once more replaced by that spirit of patriotism that in former times maintained our reputation as a first-class power. We must wait and hope.

## THE TRADE OF SIAM.

WE lately noticed a satisfactory increase in the trade of Saigon, and are glad to find, from recent reports, that the trade of Siam also shows signs of steady progress. A comparative statement of exports during the last three years shows that, although during the year ending 31st July last there was a falling-off in the quantities of one or two of the principal articles shipped to China, the increased shipments to Europe, India, and the Straits are, on the whole, more than sufficient to counterbalance this. The export of rice, for instance, to China alone was about 135,000 piculs less than the preceding year; but the entire export to all parts

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of the world showed an increase of nearly 274,000 piculs. Paddy shows a slight increase; hides the same. Sapanwood remains stationary; and of other important staples the only ones that exhibit a falling-off are sugar and pepper, and in both cases it is so slight as to be hardly appreciable. Considering that the year 1868 was pronounced to have exceeded all previous years in the value of exports, with the sole exception of 1864, these results cannot be considered otherwise than satisfactory; while most encouraging accounts are received regarding the prospect for the current year. Some apprehensions have certainly been entertained regarding the rice-crops, for, owing to the long-continued drought, supplies lately fell off to such an extent that several steam mills were obliged to suspend work. A sudden change of weather, however, accompanied by copious falls of rain, have completely dissipated these fears, and the production is likely to be at least equal to last year's. The quantity of tonnage finding employment in the Siam trade also increases steadily.

A report compiled by Mr. KNOX, Her MAJESTY'S Consul-General in Siam, conveys much interesting information on the trade of Bangkok. Up to the year 1867 the principal foreign trade of Siam was the export of rice to China. This demand then in a great measure ceased, either from exceptionally good crops in China or from the effect of a decree allowing a free export from province to province of that great Empire, and new markets had to be sought for the rice of Siam. This change threw the export business into the hands of the resident European merchants. In 1868 no less than sixty-nine vessels cleared with full cargoes for Europe, and others sailed for the Mauritius, California, and Australia. Teak was exported from Siam in considerable quantities to China in 1868, and the Burmese foresters, who have hitherto been working for the Moulmein market, have been fast coming over to the Siamese side, where the trees are much more easily got at. They state that some of the forests of Siam produce larger and better timber than those on the Moulmein side. Teel seed, or ramtil (*Guizotia oleifera*), is grown in the northern provinces of Siam. It yields a very bland oil, resembling olive oil in many of its properties; 49,000 piculs were exported in 1868. The total exports of Siam in that year exceeded those of any former year, with the single exception of 1864. The amount of tonnage employed by Siam was greater in 1868 than in any former year, and British vessels had more than their average share of this employment. Consul-General KNOX reports also that there is a great improvement in the build and general appearance of the British ships visiting Bangkok, that they are much better adapted to the trade than their predecessors of four or five years since, the crews very much better behaved, and with far more real sailors among them. 346 vessels, with an aggregate of 142,373 tons, entered Bangkok in 1868, with cargoes of the invoice value of £712,988; and 317 vessels, of 133,655 tons, cleared from Bangkok, with cargoes of the value of £999,817. A large proportion of the cargoes, especially in the entries inwards, were in Siamese vessels. Now that our Consular officials are becoming more apt at mercantile statistics their reports increase in value, and it is a pity publication of them is often delayed for so long a time.

## THE MISSIONARIES AT PEKING.

(THE GLOBE.)

Whatever may be the prejudices which surround the English character, there is deeply set in it an innate love of fair play and an instinctive objection to passing judgment on the *ex parte* statement of one side of a question without listening to what has to be said from the opposite point of view. Knowing this, we have no reluctance in again bringing before the public, not as accuser this time, but as apologist, that *bête noir* of the Chinese *literati*, the Duke of Somerset, and the late *Morning Star*, the Protestant missionary in China. It was too much to suppose that the constant attacks to which the members of that body have recently been exposed by a large section of the English press, the Foreign Minister, and his subordinate at Peking, could be borne by them in silence, more especially as the general and sweeping nature of the charges brought were capable of being disproved as against the whole community, although, doubtless, many might with certainty be fixed on some few of its individual members. The form their utterance has taken is a despatch signed by four missionaries of the London and Church Missionary Societies, resident at Peking, addressed to Sir Rutherford Alcock, with the understanding that it was to be forwarded by him to Lord Clarendon for the information of Her Majesty's Government. Much credit is due to the writers for the very temperate language in which it is couched. They begin by arguing that the real cause of the hostility entertained by the Chinese to Protestant missionaries is not, as stated by Sir Rutherford Alcock, chiefly owing to "the arrogant pretensions of Roman Catholic missionaries," with whom they are confounded, but to the fact of their being foreigners, who are one and all believed to be "encroachers on the rights of others, seekers after money and territory, or opium sellers." As a proof of this they state, and with truth, that almost every abusive placard which has been issued against them has charged them with seeking either some or all of these objects under the cloak of teaching religion and virtue, and they instance the case of one of their number who was driven out of a city in the province of Honan, by a mob led by the native gentry, who shouted after him, "You burnt our palace (Yuen min yuen), you killed our Emperor, you sell poison to our people, and now you come professing to teach us virtue." Thus the writers point out to Sir R. Alcock that instead of their teaching being prejudicial to the interest of commerce, their want of success is chiefly owing to the iniquitous nature of the main branch of our traffic. It will surprise some to learn that "there is very little difference annually between the total value of opium imported from India into China, and that of all the tea and silk exported from China to England and elsewhere." While at the same time the increased facility of transit afforded by the opening of the ports on the Yang-tsze to our trade has cheapened the native drug by one-half, and has trebled the number of smokers.

But they go further, and say that "England, both in its lawful commerce and its political interests," is a gainer, not a loser, by the residence among the Chinese of the missionary families. And they point with honourable pride to the hospitals and schools that have been opened under the auspices of the different societies, and to the assiduous care with which their medical members, often at the expense of health and life, minister to the physical wants of the poor. Much good also arises from their habits of living among the Chinese on a friendly footing, receiving them cheerfully into their houses, diffusing knowledge, and inculcating the practice of religion and virtue. They indignantly repel the assertion that they are desirous of being constantly protected by gunboats and soldiers. "The use of force in connection with missionary operations is most abhorrent to their feelings." All they ask is that the consuls should exert a friendly influence on the Chinese authorities to induce them to protect them when in the interior so long as they comply with the condition of their passports. To show that in most cases this can easily be done they relate how at the request of the English consul at Tientsin the native authorities at that city instantly put a stop to a persecution of native converts which was being carried on at a town 170 miles distant by the local magistrate at the instigation of the *literati*. They next proceeded to a point that must be considered doubtful, namely, their right of residence in the interior. Neither by the English nor French treaties is any such right granted, and the only plea, therefore, on which they can rest their claim is that, as a matter of fact, the Chinese Government has conceded to the Roman Catholic missionaries the right to settle in the interior for the purpose of teaching them religion, and that, therefore, under the "favoured nation" clause of the English treaty, it must be deemed that the same right is ceded to the English missionaries. It is a pity that their claim does not rest on some surer basis. They then go on to defend themselves against the charge which has been so constantly laid at their door of their being only half-educated men, and being quite unfit to interest in any way the upper classes among the Chinese. To this they answer "that nearly a hundred works on science, medicine, history, geography, law, and miscellaneous subjects have been published in Chinese by Protestant missionaries. These works have been composed in a style so acceptable to the learned class, that men belonging to this class, when acting as governors and viceroys, have reprinted at their own expense not a few of them." Further, that all the Chinese dictionaries yet made for English students are the work of Protestant missionaries. To them also are owing one of the best books on China, "The Middle Kingdom;" the translation of the Chinese classics into English, and of Wheaton's international law into Chinese, and the publication in China, as appears by a list recently published, of nearly 700 different works. "Is this the class of men," they ask, "worthy to be branded in the House of Lords as 'rascals or enthusiasts?'" The assertion made by Lord Clarendon, that disputes exist between the Roman Catholic and Protestant missionaries, seems scarcely borne out by the relation of the different cases instanced since the matter giving rise to the first and principal "unseemly difference" was the translation of "Pilgrim's Progress" into Chinese. This work has been translated into a great number of languages, and it has never been thought necessary to expunge the few and short passages that refer to the Roman Catholic religion. The French Consul at Ningpo, however, considered one passage reflected disrespectfully on the Pope, and made a formal complaint to that effect to the British authorities. The writers are right in assuming that such a paltry and foolish complaint cannot be taken as a proof of the existence of dispute between Protestants and Roman Catholic missionaries.

All that is then urged by these apologists is to a great extent true, and there can be no doubt that the assertions and charges made by their opponents were of far too general and sweeping a character. The truth lies between the two extremes. There are missionaries and missionaries. If we look at the four names attached to the despatch of which we have been speaking, we recognise them as the names of men of sound education, "fruitful in every good work," and respected alike by native and foreigners wherever they are known. On the other hand, the members of the inland mission under the guidance of Mr. Taylor are of quite another sort. They do not profess to be educated men. Their prospectus begins by saying that the originators of the mission do not see why men and women who have not received the blessings of education should not be capable of doing good among the Chinese. And, therefore, to test their theory they shipped off to China a number of poor ignorant people, whose illiterateness has made them the laughing-stock of the acute Celestials, and who showed their united discretion by dressing the female members of their association in the recognised costume of the local prostitutes.

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# Shipping Intelligence.

## ARRIVALS.

At YOKOHAMA.—From London, Sep. 3, Georges; from Liverpool. Aug. 27, Southern Belle; from Cardiff, 28, Shalimar; Sept. 2, Auburn; Sept. 3, Naval Brigade; from Bordeaux, 2, Byron; from New York, Aug. 25, Moneka (str.).

At HIOGO.—None.

At NAGASAKI.—From London, Ravensbourne.

At SHANGHAI.—From London, Sept. 6, Ornate; from New York, 7, N. B. Palmer; from Newcastle, Aug. 29, Benvenue (reported by telegram).

At FOOCHOW.—None.

At AMOY.—None.

At HONG KONG and CANTON.—From New York, Sept. 10, Arracan.

At MANILA.—From Liverpool, Sept. 1, Peoro Plandosh; 7, Joaquina Victoria; from Newcastle, 3, Mariano, Wastford, Lydia; from Cardiff, 6, Cosmopolitan; from Cadiz, Aug. 31, Elena.

At SINGAPORE.—From London, Sept. 19, United Service (str.); from Glasgow, 15, Roslin Castle; from Liverpool, 15, Tycho Brahe; from Cardiff, 19, Oscar Mooyer; from London, Pactolus Rifle; from Liverpool, Penrith (reported by telegram).

At BATAVIA.—From Newcastle, Sept. 13, Adelaide; 16, Aberdeen; from Cardiff, 11, Patriach Samhiri; from Amsterdam, 8, Sourabaya Packet, Jacob van Lennep; 9, Kitty; from Rotterdam, 9, Europa, Hendrika, Johanna; 11, Catharina Maria; 13, Dronchet II., Neptunis; 16, Noach II., Hellevoetsluis; from Clyde, County of Ayr (reported by telegram).

At PENANG.—None.

At BANGKOK.—None.

At COLOMBO.—From London, Ocean Beauty (reported by telegram).

At GALLE.—From Cardiff, Sept. 29, Lloids.

## DEPARTURES.

From YOKOHAMA.—For Callao, Aug. 27, Harmonides.

From HIOGO.—None.

From NAGASAKI.—None.

From SHANGHAI.—For London, Sept. 8, Sir Harry Parkes; for New York, Argonaut.

From FOOCHOW.—For London, Aug. 28, Magellan; 29, John Milton, Sept. 4, Devaina.

From AMOY.—None.

From HONG KONG and CANTON.—For London, Sept. 1, Vanguard; 7, Grassmere; for Liverpool, Aug. 31, Veronica; for Hamburg, 5, Cecilia.

From MANILA.—For Cadiz, Aug. 30, Pepita.

From SINGAPORE.—For London, Sept. 18, Flora; for Liverpool, 20, Ottawa; for Liverpool and Glasgow, 11, Kinfauns Castle; for Boston, 12, Joshua Loring; for London, Diomed (str.), (reported by telegram).

From BATAVIA.—For Holland, Sept. 8, Bato Sirius; 16, Royal Sovereign; 17, General de Stuers.

From PENANG.—For London, Sept. 9, Ulleswater; 10, Albion.

From BANGKOK.—For Falmouth, f.o., Aug. 28, Benares; for Europe, Sept. 12, G. F. Verwerk.

From COLOMBO.—For London, Sept. 21, Skimmer of the Waves.

From GALLE.—None.

## VESSELS LOADING.

At YOKOHAMA.—For London, none; for New York, Cedric, Carobel, Janet Ferguson, St. Germaine.

At NAGASAKI.—For London, Vampire.

At SHANGHAI.—For London, Diomed (str.), Northampton, L'Emperatrice, Rollo, Pegasus, Fiery Cross, Hindustan, Tamerlane; for New York, Everhard, Nettie Merryman, W. Rickmers, Atma.

At FOOCHOW.—For London, St. Andrew's Castle, Queenof the Ocean, Inarime, Windermere (all full), Osprey, Empress, E. P. Bouverie, Lord Macaulay; for New York, none.

At AMOY.—None.

At HONG KONG and CANTON.—For London, Chetah, Cathaya, Invincible; for NewYork, Dr. Petermann, Rome, Good Hope.

At MANILA.—For London, Oriana, Hindostan; for London *via* Cebu, Asterias; for Liverpool, Oriana; *via* Cebu, Catalina, Westfold, Lydia; for Cork, Hope; for Falmouth, Angela; for New York, George Peabody, Formosa; for Boston, Wild Rover, Archer.

At SINGAPORE.—For London, Empress of India, Medway; for Liverpool and Glasgow, Roslin Castle; for Liverpool, Toronto; for Channel, f.o. Alfred.

At BATAVIA.—For Channel, Veronica, Scindia; for Holland, Catherine Rankin, Hilja; for Rotterdam, Maria, Burg. Hoffmann, Ridderkirk, Bali, Aegidia and Pauline; for Amsterdam, Johan, Atlas, Aimo, Charlie Palmer.

At PENANG.—For London, Mary Falconer, John Paul, Knighton; for Boston, Rainbow.

At BANGKOK.—For Europe, Indiana, Jeverland, Mikado, Preciosa, Solid, Thusnelda.

At COLOMBO.—For London, Passover, Benlide, Ocean Rover; for Boston, Asphodel.

## FREIGHTS AND CHARTERS.

At YOKOHAMA.—There is no vessel loading for London; to New York, £2 10s. to £2 15s.

At NAGASAKI.—For London, £4.

At SHANGHAI.—To London the rate is 30s. per ton of 50 cubic feet; the steamer Diomed is loading at £3 per ton of 40 ft.; to New York the rate is £2.

At FOOCHOW.—To London, £2.

At HONG KONG and CANTON.—Vessels on the berth are loading at £2 5s. to £2 10s. per ton; to New York £1 17s. 6d

At MANILA.—The Angela, for Falmouth or London for orders to a port between Havre and Hamburg, has engaged a full cargo of 8,000 quintals leaf tobacco at £2 10s. per 40 cubic ft., and the James Aikin, for London, loads further 7,000 quintals leaf tobacco at £2 per 50 cubic ft.

At SINGAPORE.—To the United Kingdom the only alteration is a decline of 2s. 6d. per ton.

At PENANG.—To London, dead weight, £2 10s.; measurement, £2 12s. 6d.

At BATAVIA.—To Rotterdam, 44f. to 45f.

At BANGKOK.—To London, £2 10s.

At COLOMBO.—To London, coffee in bags 35s., in casks 55s. to 60s per ton.

## VESSELS PASSED STRAITS OF SUNDA.

| Date. | Ship. | From | To. |
|---|---|---|---|
| Aug. 29 | Sagalien | Samarang | Queenstown |
| ,, 31 | Peter Rickmers | Whampoa | New York |
| Sept. 2 | President Plate | Rotterdam | Batavia |
| ,, — | Nell Gwynne | Sourabaya | Amsterdam |
| ,, — | Shannon | Point de Galle | Batavia |
| ,, — | Malacca | Liverpool | Yokohama |
| ,, — | Sree Singapura | Singapore | London |
| ,, 5 | Chariot of Fame | Cardiff | Hong Kong |
| ,, — | Premier | London | Tintsin |
| ,, — | Arracan | Liverpool | Shanghai |
| ,, — | Varuna | Cardiff | Yokohama |
| ,, — | San Roman | Do. | Do. |
| ,, — | Mr. Jacob van Lennep | Holland | Batavia |
| ,, — | Europa | Rotterdam | Do. |
| ,, 6 | Johanna | Do. | Do. |
| ,, — | Sourabaya Packet | Amsterdam | Do. |
| ,, — | Anevoca | Cardiff | Foochow |
| ,, — | Sharperton | Sunderland | Hong Kong |
| ,, — | Roslin Castle | Glasgow | Singapore |
| ,, 7 | Taffarettè | Havre | Hong Kong |
| ,, 10 | Sonora | Manila | New York |
| ,, 11 | Victoria | Liverpool | Manila |
| ,, 12 | Oscar Mooyer | Cardiff | Singapore |
| ,, — | Etha Rickmers | New York | Shanghai |
| ,, — | Eastern Chief | London | Nagasaki |
| ,, — | Dilpussund | Do. | Shanghai |
| ,, — | Oliver Cromwell | Swansea | Singapore |
| ,, 13 | River Eden | London | Hong Kong |
| ,, 14 | Anita | Cardiff | Shanghai |

## MANCHESTER CHAMBER OF COMMERCE.

At a quarterly meeting of this Chamber, held on the 27th Oct., the condition of the China trade as regards British manufactures came under discussion.

The Chairman announced that Mr. Canny, a merchant in China, and French consul at the port of Chin-kiang, had attended, by request of Mr. D. Chadwick, M.P., and Mr. Watts, to address the Chamber on the subject of our relations with China. (Hear, hear.)

Mr. Canny said he had resided in China for several years, and had had considerable experience of the people and the mandarins. The present was a very important period, and it was of great moment that the questions at issue should be thoroughly discussed and understood. One of the provisions of the treaty concluded in 1858 was that there should be a decennial revision, and the requisite notice before that revision could be undertaken had been given by the English Government. That treaty was of vital importance to the manufacturing interests of England, because it was generally believed that if some reasonable modifications of the treaty could be secured, our exports to China in cottons, woollens, and metals would rise from eight millions sterling per annum to thirty millions. He looked for such an extraordinary expansion of trade when the illegal tolls and imposts which are now levied upon English goods in the interior of China were abolished. An *ad valorum* duty of 7½ per cent. was payable under the treaty; but everybody who had lived in the country knew that that was no indication of the charges actually made. There were barriers at short distances on every road and canal, at which black mail was exacted. He (Mr. Canny) found those illegal dues of tolls so excessive that it was impossible to send goods more than 50 miles into the interior. He determined to test the question, and sent up a cargo of goods with strict instructions to the men in charge that they were not to pay any illegal tolls. The goods were stopped, and he appealed, without success, to the mandarins and the Viceroy. Finally, he placed the matter before the British consul at Peking, who advised the consul to take prompt action, but nothing was done until, some of Her Majesty's war vessels happening to appear off the place, the consul made use of their presence in an indirect manner. As soon as the gunboats appeared the Chinese authorities at once gave way; the goods were allowed to pass into the interior, and the consul insisted upon the punishment of the mandarins who had stopped them. The Grand Canal since then had been open; and the imports of cotton in Chinkiang had risen from 3,900 pieces to upwards of 400,000 per annum. (Applause.) That was a proof of the enormous impetus that might be given to the trade of England if the treaty of Tientsin was only honestly carried out. The tendency of the present Government was rather to shirk the question than to settle it. Lord Stanley, when he was Foreign Secretary, showed a strong desire to meet the difficulty. For ten years the Chinese Government had flagrantly and openly violated the treaty. Let the English Government compel the Chinese to carry out the treaty. That could be done with undue pressure; all that would be needed would be that the English Government should put their case clearly and strongly before the Chinese Ministers.

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# Naval and Military.

The Dido, unarmoured screw sloop, 1,268 tons, has been launched at Portsmouth in the presence of the Commander-in-Chief, Vice-Admiral Sir J. Hope, K.C.B., Rear-Admiral Sir. C. Key, Admiral Superintendent of Portsmouth dockyard, Admiral Sir G. Talbot, K.C.B., a large number of naval and military officers and ladies, Mr. Robinson, master shipwright and chief engineer, and heads of departments, as well as a great many of the general public. The ceremony of christening was performed by Miss Key, daughter of the Admiral Superintendent. The Dido is of the Sirius class, wooden built with rolled iron beams, with strengthening iron arch plating next to her water ways, and mid-arch stringing plates. She is fitted with iron water-tight bulkheads and all the latest improvements, and is to be supplied with engines by Messrs. Humphrey and Tennant of 350-horse power. Her length is 212ft.; breadth 35ft.; depth of hold, 19f. 4in. After the launch she was taken into the steam basin to receive her machinery and be fitted out.

Another batch of Government steamers has been put up for sale by auction at Lloyd's captains' rooms. The gun-steamer Ranger, 427 tons builders' measurement, with screw and paddle engines of 80-horse power, was sold for £1,725. The gun-steamer Surly, 337 tons, fitted with engines of 50-horse power, fetched £1,025. The iron screw store-ship Dromedary, 654 tons, with engines of 100-horse power, and stores and fittings, was knocked down for £5,100. For the screw corvette Malacca, 1,034 tons, principally built of teak, with engines of 200-horse power, the biddings offered ranged from £5,000 to £7,800. The auctioneer stated that the reserve price on the ship was £12,000, and he therefore bought the vessel in for the Admiralty, an announcement which was received with cries of "Oh, oh," and laughter.

The *Army and Navy Gazette* says the whole question of naval retirement is still under consideration at the Admiralty. One of the recommendations of the Royal Commission on Military Education will, if followed, have the effect of abolishing, or of very greatly reducing, the establishment of the Council of Military Education. In furtherance of the intentions of the Lords of the Admiralty to have armour-clad vessels stationed along the coast as district guard-ships, so as to habituate men and officers to live within "our iron walls," it has been decided that her Majesty's ship Resistance shall shortly replace the old wooden screw-frigate Dauntless in the Humber.

The Donegal, which is to convey the crew for Sir Henry Kellet's flagship on the China station to their destination, is being completed with all despatch, and she will be out of the hands of the dockyard authorities at Portsmouth next month.

## HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, Oct 27.

The Minister of the Colonial Department, Mr. de Waal, has replied to the section report of the Second Chamber on the East India Budget. His answer is wavering and hesitating, and is evidently written under the influence of the very unfavourable section report. It is very doubtful whether this Budget will pass. In the meantime the principal topic in political circles is still the recalling of Mr. Myer. The general opinion now is that if the Budget should pass Mr. Myer will not be recalled. I hear that the King of Sweden and Norway has conferred the Cross of Commander of the Polestar on Mr. D. de Graaff Polsbroek, our plenipotentiary at the Court of Japan. His Majesty has likewise presented him with a gold snuffbox, ornamented with diamonds. This honour is due to the important services he rendered to the Government of Sweden by concluding on its behalf a treaty with Japan. Mr. Burlingame, the Chinese Ambassador, is expected here in a few days. The negotiations between the Government and Mr. Fraser are still going on, although nothing has transpired as to whether the Ministry is inclined to grant to the company which this gentleman represents the concession for a steam line between Holland and Java *via* the Suez Canal. In the meantime I hear that the Government intends to promote the establishment of a steam line between Java and Australia.

COMMERCIAL.

The market remains very dull for colonial and foreign produce. Coffee: The Dutch Trading Company sold to-day, in public auction, 129,700 b. Java and Padang; the basis of valuation 33½c. to 34c. for good ordinary. The result showed a decline, as 33c. only was realised, which is a fall of 1½c. on last sale. Sugar (Raw): The market is unaltered. Spices: A rather heavy tone has continued to prevail. Tea: Good ordinary China Congou is quoted 90c. to 95c.; ordinary, 85c. to 88c.; good ordinary Java Congou, 90c.; ordinary, 85c. Camphor: The lower prices have led to more demand; Japan, 57c. Long Pepper is quoted 20c. Cassia Lignea in good demand at f.9. Japan Wax dull at f.40 to f.48. Tin: The market is again wavering; Banca has been offered at f.72½, but at the close f.74 is paid; Billiton, floating, f.71½. Java Vanila, 5½ inch, is quoted 14 guilders.

SHIPPING.

ARRIVALS.—Oct. 21, at Brouwershaven, from Tjilatjap, Aletta Augusta; from Akyab, Ellisif; 23, at Brouwershaven, from Bassein, Amity; at Texel, from Batavia, Anna Sophia; 25, at Brouwershaven, from Bassein, Surat, Nicot.—DEPARTURES.—Oct. 22, from Texel, for Batavia, Waterloo; for Samarang, Estafette.

BREAKFAST.—EPPS'S COCOA.—GRATEFUL AND COMFORTING.—The very agreeable character of this preparation has rendered it a general favourite. The *Civil Service Gazette* remarks:—"The singular success which Mr. Epps attained by his homœopathic preparation of Cocoa has never been surpassed by any experimentalist. By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected Cocoa, Mr. Epps has provided our breakfast tables with a delicately-flavoured beverage which may save us many heavy doctors' bills." Made simply with boiling water or milk. Sold by the trade only in ¼lb., ½lb., and 1lb. tin-lined packets, labelled—JAMES EPPS & Co., Homœopathic Chemists, London.—ADVT.

# Monetary and Commercial.

The half yearly meeting of the Singapore Gas Company was held on the 26th ult. The report, which was published in our last issue, having been taken as read, the chairman, Mr. Stephenson, stated that as the Government House was being fitted up for gas, and other public buildings as well, there was likely to be an increase over the consumption last reported. The managers, too, had been able to purchase a large stock of Australian coal, when that necessary mineral was a glut in the market, and had now two years' supply. This had taken a large amount of money, but the company would reap the benefit of it in the future. The profits of the half-year were £1,419, and, after writing off for depreciation of works and plant, and adding the balance brought from the last half-year's account, there remained an available balance of £1,444, out of which the directors recommended a dividend at the rate of 7½ per cent. per annum on the preference shares, less income-tax; and at the rate of 5 per cent. per annum on the original capital, free of income-tax. The motion for the adoption of the report was carried, the dividends were declared, and a vote of thanks to the directors concluded the proceedings.

The directors of the Falmouth, Gibraltar, and Malta Telegraph Company (Limited) have issued their first report in anticipation of the general meeting. They state that the order for the cable has been given to the Telegraph Construction and Maintenance Company, and the sum of £30,000 has been paid to them in accordance with the contract. The directors have been in communication with the Postmaster-General with reference to the transmission of their messages between London and Falmouth, and have obtained the promise of special wires for their traffic. The report also refers to the prospects of the British Indian Telegraph Company's line, and states that the *Great Eastern* has left for Bombay with upwards of 2,200 miles of the Red Sea cable on board. The submersion of the whole is expected to be finished in March, and the Falmouth-Malta cable within a few weeks afterwards, so that the whole line of submarine communication between England and India will be completed sooner than had been originally announced. Sir James Anderson has been appointed managing director of the company, and Mr. E. B. Bright permanent secretary.

The subscription of the Indian Extension Telegraph Company (Ceylon to Singapore) has been closed for applications. The amount applied for, it is stated, considerably exceeds the number to be allotted.

The India, China, and Australia Company, which proposed to lay a light cable from Galle to the Straits, has, we believe, been given up. This course we had anticipated.

At the half-yearly meeting of the Oriental Bank Corporation, held on the 28th ult., the interim dividend of 30s. per share for the half-year ended 30th June last—equal to 12 per cent. per annum—was declared. This dividend is payable on and after the 1st prox. No other proceedings of any importance took place.

## ARTICLES OF IMPORT.

### TEA.

The following is from Messrs. W. J. and H. Thompson's Circular:—

A fair business has been transacted during the past week, but there is still more offering than the trade can take. Prices continue irregular, and lower rates have been accepted for new imports, for all but the finest grades. Fair to fine grades of new season's Tea show irregularity, but generally may be quoted ½d. per lb. lower. Scented Capers are fully 2d. per lb. lower.

Foochow Congous: Broken and dusty siftings have been sold at 7½d. to 8d. Good common may be quoted at 1s. 0½d.; fair, of old import, 1s. 0¾d. to 1s. 1d. Fair to medium, of new import, have been sold at irregular rates, from 1s. 2d. to 1s. 5d. per lb.; good to fine at 1s. 6d. to 2s. per lb., in some cases showing a reduction of ½d. to 1d. per lb. In fine to finest there has been little to offer, but former rates are maintained. Paklings of inferior quality are most difficult to realise. Black-leaf Congous: Good common remains at 1s. 0½d., but there is little on offer; fair, of old import, at 1s. 1d.; medium to good, of new crop, are in moderate demand at 1s. 4d. to 1s. 7d. per lb.; cheaper sales of the medium flavoury classes have been made, but fine and finest have been sold at 2s. to 2s. 4½d. per lb. In Oolongs there is nothing new to report. Scented Orange Pekoes: Fair to good Canton have been sold at 1s. 5d. to 1s. 8d.; fine, 1s. 10d. to 2s. Scented Capers have been difficult to realise at a reduction of fully 2d. per lb. from the first sales made ex Belted Will. Prices have ranged for fair to medium from 1s. 4d. to 1s. 6d. per lb.; good to fine, 1s. 7d. to 1s. 10d.; finest, 2s. to 2s. 3d. per lb. Green Teas: There have not been any fresh arrivals. The Indian sale of the 26th consisted of 5,575 packages. These passed heavily, and prices of most grades showed a reduction of 1d.—Pekoes, 2d. per lb.

### SILK.

The silk market remains unchanged since our last report; prices nominally the same, but are very weak:—No. 3 Tsatlees, 28s. to 28s. 6d.; Red Peacocks, 23s.; low descriptions of Tsatlees are very difficult of sale, as arrivals of such sorts are heavy. Taysaams remain as last quoted. In Maibash no further operations have taken place. The deliveries from the 1st to the 27th ult. have been 2,285 bales China, 410 Canton, 503 Japan, and 301 Bengal; total 3,499 bales.

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## COFFEE.

A slight improvement was observable in the market for good colouring Plantation Ceylon after the date of our last report; this improvement has been maintained during the interval, but in other grades of Plantation and in Native no alteration is perceptible, prices being on a par with those current for last mail. The supplies at the public sales have been extremely light, and the business has been proportionately small; transactions privately are also limited. In fact, during the past few days there has been an almost entire absence of business in coffee. In other East India discriptions the only transaction reported is a sale of 16 bags Penang at 45s.; 108 bags damaged Manila were offered at auction, and bought in at 56s. per cwt.

The quantity of Ceylon Coffee afloat for Great Britain on the 18th Oct. was as follows:—Plantation, 120,187 cwt., against 84,879 cwt. at the corresponding date of 1868; Native, 35,083 cwt., against 29,370 cwt. The quantity afloat for Europe was—Plantation, 1,167 cwt., against 4.275 cwt.; Native, 2,701 cwt., against 6,341 cwt. The quantity of Coffee landed in the forty-three weeks ended Oct. 23, 1869, was, of Ceylon, 35,301 tons, against 39,422 tons during the corresponding period of 1868; of all descriptions, 63,245 tons, against 61,322 tons. The quantity entered for home consumption was, of Ceylon, 9,110 tons, against 10,314 tons; of all descriptions, 15,687 tons, against 16,149 tons. The quantity exported was, of Ceylon, 22,559 tons, against 25,600 tons; of all descriptions, 39,457 tons, against 37,825 tons. The stock on Oct. 23 was, of Ceylon, 14,726 tons, against 13,497 tons; of all descriptions, 27,421 tons, against 23,680 tons.

## SUGAR.

The market exhibits a slight improvement in the demand for fine qualities, but the commoner and medium sorts are still entirely unenquired for. Prices generally show little or no alteration. No Manila has been offered either at the auctions or privately. At the public sales 2,323 bags brown Penang (duty 9s. 7d.) were bought in at 32s. to 33s. 6d., and 2,126 bags Siam sold, fine brown and low yellow at 32s. 6d. to 34s. 9d. good bright 36s. 6d. By private contract 5,000 bags common brown China have realised 25s. 9d. to 26s. 6d. per cwt.

The quantity of sugar landed in the forty-three weeks ended October 23rd, 1869, was, of Penang, 3,373 tons, against 1,547 tons in the corresponding period of 1868; of Manila, Java, and China, 30,185 tons, against 19,901 tons; the quantity entered for home consumption was, of Penang, 2,251 tons, against 1,379 tons; of Manila, Java, and China, 15,756 tons, against 13,808 tons; the quantity exported was, of Penang, 134 tons, against 121 tons; of Manila, Java, and China, 1,036 tons, against 1,892 tons; the stock on Oct. 23 was, of Penang, 1,318 tons, against 383 tons; of Manila, Java, and China, 41,657 tons, against 29,795 tons.

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Cotton.—The day after the departure of last mail a dull tone was manifested in the Liverpool market, and quotations fell about $\frac{1}{8}$ per lb. On the 26th ult. there was a slight improvement, and the demand has since become more active, and the decline has been recovered. Quotations are:—American, 10d. to 13d.; Pernam., &c., 11¼d. to 12d.; Santos, 11⅛d. to 12d.; Maccio and Bahia, 11¼d. to 11⅜d.; Maranham, 12d. to 12¼d.; Egyptian, 11⅜d. to 12½d.; Peru, &c., 13d.; Surat, 6¾d. to 11d.; Bengal, Scinde, &c., 7⅜d. to 8⅛d.

Coir Goods.—A large supply of Yarn has been offered at the public sales, and has gone off with good spirit as regards the medium to good qualities, for which £1 to £2 per ton advance was generally obtained, while for fine extreme rates were paid; common sorts in dholls were partly sold at fully previous prices, the remainder being held firmly and bought in. The supply of Fibre has also been large, and partly sold at easier prices. Rope has brought very full rates. 75 bales Ceylon Yarn sold—good, £35 15s.; fine, £47 to £48; superior, £63 to £69 10s.; of 53,350 dholls, &c. (83 tons), about 50 tons sold—common, £25 5s. to £26 10s.; good common, £27 10s. to £27 15s.; good middling to good, £31 to £36; fine, £40 5s. to £44. 482 ballots (2 tons) Ceylon Fibre sold at £26 10s. to £30; of 95 bales Singapore, only 20 bales sold—brush, £26 15s.

Cocoa-nut Oil.—The market is quiet at unchanged rates; we note sales of Ceylon at £41 10s. with three months', and at £40 15s. with 14 days' prompt.

Cutch.—There is a slightly improved inquiry, but prices are unaltered, 1,870 boxes Pegu, equal to about 160 tons, having been sold at 24s. per cwt., and private transactions are reported at the same price.

Gambier.—The market for Gambier continues steady; cubes are realising 21s. to 21s. 6d. per cwt.

Hemp.—The market for Manila is steady, at £63 for fair and good roping.

Japan Wax.—There is an almost entire absence of enquiry; at auction 83 boxes saucers were offered and bought in, good at 80s., soft at 70s. to 72s. 6d. per cwt.

Pepper.—Black: Trang and Penang are in fair request at 4⅛d., and Singapore at 4⅛d. per lb.; about 1,200 bags Penang have been sold for arrival at 3⅞d. White: Singapore, 5⅞d.

Rattans, &c.—There have been no sales of Rattans; 1,482 bundles Singapore were bought in at 4s. 3d. to 4s. 4d. per hundred. In other canes, of 197,000 Tonkin about 130,000 sold at 1s. 1¼d.; ordinary, ¼d.; mouldy, 1⅛d.; 20,500 Partridge partly sold at 3¼d., 30,000 yellow Bamboo bought in at 1¼d., and 6,000 ground Rattans at 1¾d.; of 6,000 Malacca, 4,000 sold at 1¾d. to 2¼d.; 1,000 Borneo sold at 2⅞d.; also 576 Japan Fishing Rods at 1s. to 1s. 2d. each.

Rice.—The market continues extremely dull; the only business has been in garden Siam at 8s. 9d. per cwt.

Spices.—No change has taken place in the market.

Tin.—There is a fair extent of business doing in Straits at £125 on the spot and £124 afloat, cash. A sale of Banca at £127.

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### Postscript.

Coffee.—Of 444 bags small Manila offered at auction, the sound was bought in at 54s.; but 251 bags sea damaged and repacked sold at 47s., one lot 47s. 6d.

Cinnamon.—32 bales Ceylon sold—first sort, 3s. 1d.; second, 2s. 8d. to 2s. 10d.; third, 1s. 9d. to 2s. 1d.; fourth, 1s. 4d. to 1s. 5d. Cinnamon Chips: 1,138 bags Ceylon sold readily at rather higher prices—common coarse and thick bark, 4¼d. to 4⅜d.; low middling chips, 7d. to 7¼d.; middling, 7¼d. to 7⅜d. Privately also 200 bags have sold at some advance.

Drugs.—Camphor: China and Japan, 95s. to 97s. Galls: China, at auction, all retired. Cantharides: China bought in at 2s. 3d. Gum Damar: Good Batavian sold at 95s. to 98s. Rhubarb: China, 1s. 3d. to 8s.

Essential Oils.—China Anniseed, 9s. 3d.; Cassia, 5s. 7d. to 5s. 8d.

India-rubber.—Straits, 1s. 6d. per lb.

Japan Wax.—At auction, 16 cases mealy saucers sold at 68s. to 69s. per cwt.

Plumbago.—Of 434 barrels Ceylon, about 250 barrels sold, good bright lump at 20s. to 21s. 6d.; middling, 14s. 6d. to 15s.; fine dust, 10s. to 10s. 6d.; fair, 8s. 6d. to 9s.

Rice.—Siam Field at 7s. 7d. to 7s. 9d.; Rangoon, 9s. per cwt.

Sugar.—At auction, 1,300 bags Penang realised 32s. to 32s. 6d.; a parcel of Siam, 36s.; and 13,314 bags muscovado, Manila, Ilo Ilo, 28s. 3d. By private contract large sales of Manila have been effected, including 4,700 bags repacked at 32s. 9d.; washed, 29s.; 5,000 bags clayed at 29s. 9d.; 35,000 bags ditto (duty 8s.), at 30s.; (duty 9s. 7d.), at 31s. 6d.; and 4,000 bags unclayed Ilo Ilo, at 27s. 9d.

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## NEW YORK MARKETS.

Tea.—There has been a fair demand, and holders being firm rates are maintained on a par with those previously current.

Silk.—The enquiry is moderately active at the following prices:—Tsatlee, No. 3, 4, and 5, $8.25 to $10 per lb.; Tsatlee, Rereeled, Nos. 1, 2, and 3, $9.25 to $10.50; Tsatlee, usual, $7.25; Taysaam, usual, No. 1 and 2, $8.50 to $9; Taysaam, No. 3 and 4, $7 to $7.25; Taysaam, Rereeled, Nos. 1, 2, and 3, $8 to $9.50; Canton, Rereeled, extra fine, $8.50 to $9; Canton, Rereeled, Good No. 1, $7.50 to $7.75; Canton, Rereeled, fair to medium, $7.25 to $7.50; Japan, superior, $10 to $11.25; Japan, medium and good, $8 to $9.

Coffee.—The market for East India descriptions continues dull, the enquiry being still exclusively for Brazil. The quotations are:—Java, duty paid, Government bags, 22c. to 23c; mats, 23c. to 24c.; Singapore, duty paid, 20c. to 22½c.; Manila, duty paid, 16c. to 18c.; Native Ceylon, duty paid, 17½c. to 19½c. gold.

Cordage.—The demand for Manila is quiet, but steady, at the rates given in our last report.

Crackers.—Enquiry dull, 560 boxes Canton No. 1 sold at private price.

Camphor.—Still without transactions; quotations for China, 23c. to 25c. per lb.

Dyewoods.—There is still a good supply on the market, but in the absence of demand prices continue nominal; Sapanwood is quoted $40 per ton currency.

Gambier.—No enquiry; nominal quotation $3.75 gold.

Hemp.—There is a dull market for Manila, and small sales only have transpired at 14c. gold.

India Rubber.—No transactions have been reported in East India.

Indigo.—There is a fair enquiry, and sales to a fair extent have been effected in Manila at $1.10 to $1.50 currency.

Rice.—Rangoon is neglected, and small transactions only have transpired at $5.25 to $5.75, duty paid; and $3 to $3.25 in bond gold.

Spices.—Pepper is higher and firmer, with sales of 200 to 300 bags Singapore, in lots, at 25c. gold; the stock on hand and to arrive is mostly controlled by one house. Mace is held at $1.30 gold and upwards. 4,500 mats Cassia sold on private terms. The other articles are in fair jobbing demand at the following quotations:—Cassia in mats 45c. to 46c., in cases 45c. to 46c., in bond 25c.; Mace, $1.30; Nutmegs, No. 1, 97½c. to $1; Pepper, 25c., in bond, 10c.; Cloves, 26c. to 26½c., in bond, 6½c.; Cinnamon (prime wild), 45c. per lb. gold.

Sugar.—A slightly increased activity is reported in the general market, but no transactions have taken place in East India descriptions. Quotations: Java, Nos. 10 and 12, 12c. to 12½c.; Manila, current clayed and superior, 11½c. to 11⅝c. per lb. gold.

Tin.—The market continues dull, but small sales of Straits have been effected at 32½c. gold; the nominal quotation for Banca is 38c. gold.

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## SAN FRANCISCO MARKETS.

Tea.—Imports from Jan. 1st to Oct. 1st: China, 678,681 lbs., Japan, 884,999 lbs. Imports for October include 700 packages from China, per Sarah March. The recent advance in Oolongs and fine grades of Japans is well sustained, with a good jobbing trade in progress. Stocks for the most part are said to be below an average. We quote Comet Oolong $1; Japans, 65c. to 70c. for chests and half-chests; small boxes, 5s. and 10s.; fancy and lacquered, 70c. to 77½c.; extra fine chops, 80c. to 87½c. There is a fair demand for Japans, with but limited call for Oolongs. The stock of low grade China Blacks is ample for trade wants. At auction, on 90 days' credit for approved endorsed notes, 225 half-chests Japan sold at 60c. Imports for the past nine months ended 30th Sept., 1,563,680 lbs.

Coffee.—Imports from Jan. 1st to Oct. 1st, Java, 1,010,532 lbs., 70 packages; Manila, 359.255 lbs., 3,395 packages. The quotations are—Java, 24c.; Manila, 16c. to 17c. per lb. These prices must be considered nominal in the absence of transactions.

Cordage.—No sales reported; Manila, 15c. to 17c.

China Matting.—Imports from Jan. 1st to Oct. 1st: 71 bales, 8,807 rolls. We have no sales to record, the trade being liberally supplied with cargo and contract, selling at prices within range of our quotations, viz.:—China 4-4 cargo, $5 to $5.50; 5-4 cargo, $5.50 to $6; 6-4 cargo, $6.50 to $7; 4-4 contract, $8 to $12; 5-4 contract, $9 to $14; 6-4 contract, $11 to $16.

Rice.—Imports from Jan. 1st. to Oct. 1st: China, 22,326,695 lbs. Siam, 3,637,783 lbs.; Batavia, 110,271 lbs. Stocks are heavy and

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sales of magnitude difficult to consummate. 1,000 mats No. 1 China sold at 6c. to 6½c.; 2,500 mats do. No. 2, 5¾c. per lb. At auction, 1,000 pockets No. 1 Siam, re-cleaned, sold at $5.15; 500 mats China No. 2, at $5.55; 400 mats ditto ditto, $5.40 per 100 lbs. The only import since the 1st Oct. is that per Sarah March from Hong Kong, 22,747 mats.

SUGAR.—Imports from Jan. 1st to Oct. 1st: Manila, 15,383,622 lbs.; China, 1,633,400 lbs.; Batavia, 1,659,457 lbs.; Siam, 40,133 lbs. Quotations: China, 9c. to 10½c.; Manila, 8½c. per lb. No transactions.

TIN.—Banca is quoted 40c. to 42½c. per lb.

## SHIPPING.

ARRIVALS.—Oct. 3, at San Francisco, from Hong Kong, Sarah March; 11, at New York, from Manila, Harriet Erving; at Boston, from Singapore, Humboldt, Aurelia.

DEPARTURES.—Sept. 25, from San Francisco, for Hong Kong, Parsee; Oct. 4, for Hong Kong and Yokohama, China (s.); for Hong Kong, Mauritius; 14, from New York, for Hong Kong, Ariel (s.).

LOADING.—At New York, for Shanghai, Benefactor. At San Francisco, for Hong Kong, Galatea, Nellie Abbott, Singapore.

# Shipping Intelligence.

## ARRIVALS.

| Date. | Ship. | Captain. | From. | At. |
|---|---|---|---|---|
| Oct. 21 | Russoer | Pedersen | Sarawak | London |
| — 20 | Frederick | — | Akyab, for Hamburg | Off the Wight |
| — 20 | Leopold | Fischer | Rangoon | Falmouth |
| — 21 | Vision | Thorson | Do. | Do. |
| — 21 | British Banner | Whiteman | Akyab | Do. |
| — 18 | Johanna Antonia | Withoff | Batavia | Helvoet |
| — 18 | Kanagawa | Ouwehand | Do. | Brouwershaven |
| — 19 | Medea | Ankringa | Do. | Do |
| — 17 | Feiga | Lauridsen | Hong Kong | Hamburg |
| — 22 | Southern Cross | Mordue | Manilla | Deal |
| — 22 | Rosa del Turia | Vines | Do. | Do. |
| — 20 | Aletta Augusta | Tinholt | Java, for Rotterdam | Off Dungeness |
| — 22 | Java | Barreyre | Batavia | Falmouth |
| — 17 | Hong Kong | Yriberri | Philippines | Cadiz |
| — 23 | Taeping | Dowdy | Foochow, &c. | Deal |
| Sep. 30 | Nelly | Pollbout | Macao | Off Havana |
| Oct. 11 | Humboldt | Proctor | Singapore | Boston |
| — 22 | Nicot | Amess | Batavia | Off Dartmouth |
| — 24 | Foxglove | — | Singapore | Liverpool |
| — 24 | Magdala | — | Rangoon | Do. |
| — 22 | Sydney Eggers | Richardson | Colombo, &c. | Off the Eddystone |
| — 24 | South America | Boyd | Bassein | Falmouth |
| — | Cassandra | — | Do. | Off Queenstown |
| — 26 | Gloucester | Butcher | Rangoon | London |
| — 26 | Hochelaga | Eger | Penang | Do. |
| — | Asterion | — | Singapore | Deal |
| — 23 | Anna and Sophia | Hoekstra | Batavia | Texel |
| — 11 | Aurelia | Baker | Singapore | Boston |

## DEPARTURES.

| Date. | Ship. | Captain. | For. | From |
|---|---|---|---|---|
| Oct. 21 | Royal Visitor * | Llewellyn | Cardiff and Galle | London |
| — 13 | Benjamin Bangs | — | Galle | Cardiff |
| — 19 | Norge | Gutzman | Do. | Do. |
| — 20 | Maria Catherina | — | Batavia | Shields |
| Oct. 19 | Wemyss Castle | Nicol | Singapore | Clyde |
| — 22 | Warrior | Turnbull | Colombo | London |
| — 20 | Bolivia | Mercer | Shanghai | Liverpool |
| — 23 | Forward Ho! | Hossack | Do. | London |
| — 22 | Jacoba Cornelia | Jansen | Batavia | Ramsgate* |
| — 20 | Alexandra | Tyrer | Singapore | Cardiff |
| — 21 | Manila (str.) | Rochfort | Manila | Waterford |
| — 25 | King Harold | Murray | Singapore & Penang | London |
| — 26 | Queen of the West | Joslin | Colombo, &c. | Do. |
| — 26 | Buston Vale | Santage | Penang | Do. |
| — 23 | Mathilde | Rathgens | Hong Kong | Cardiff |
| — 23 | Achilles | — | Japan | Swansea |
| — 24 | Rocket (s.s.) | — | Shanghai | Shields |

* After repairing.

*(See Commercial Postscript and Correspondents' Letters.)*

## LOADING.

At LONDON.—For Hiogo and Osaka: Royal Minstrel. For Yokohama: Eliza Shaw, Black Watch. For Tientsin and Chefoo: Amberwitch. For Shanghai: Leander, Lahloo, Ariel, Chinaman, Spindrift, Taeping, Deerhound. For Hong Kong: Isles of the South, Tonbridge, Sir Lancelot, Taitsing, Belted Will. For Singapore: Sir Henry Havelock, Frances, Volunteer. For Bangkok: Wild Curlew. For Batavia and Sourabaya: New Brunswick. For Colombo: Teviot, Boyne, Granville. For Colombo, &c.: Queen of Devon, Queen of Ceylon. For Trincomalee and Galle: Simon.

At LIVERPOOL.—For Yokohama: Caractacus. For Shanghai: Duke of Abercorn. For Hong Kong: Lily of Devon. For Singapore: Clifton, Dorette. For Manila: Maria, Loyola, Olano. For Batavia and Sourabaya: Hans. For Mauritius, Penang, Singapore, Hong Kong, and Shanghai: Achilles (str).

At GLASGOW.—For Singapore, Hong Kong, Yokohama, and Nagasaki: Eastern Isles (str.). For Yokohama: Wilhelmina Emma (str.). For Batavia and Sourabaya: County of Bute. For Penang: Hyacinth. For Colombo: Gateside.

## SPOKEN.

INGEMANN, Ceylon to London, July 31, 34 S., 28 E.
VALETTA, Tyne to Galle, Sept. 18, 15 N., 25 W.
BOSPHORUS, Sunderland to Batavia, Oct. 5, 48 N., 6 W.
No. 7,023, 3rd d.p., for Shanghai, Aug. 24, 17 S., 30 W.
TAILFE (?), Colombo to Llanelly (?), Sept. 26, 36 N., 37 W.
LIMA, Bangkok to Havre, Sept. 23, 31 N., 33 W.
BELVIDERE, from Japan, 13 N., 126 E.
JOHN MILTON, Shanghai to London, Sept. 4, 1 N., 115 E.
JOHN MANN, Anjer to Falmouth, Sept. 6, 32 S., 13 E.
NYASSA, Singapore to Liverpool, Sept. 22, 18 S., 4 W.
CEYLON, Penang to London, 11 days out, July 30, 5 N., 95 E.
WHITEADDER, from Shanghai, Sept. 6, bound westward.
KOSMOPOLIET, Rotterdam to Batavia, Sept. 10, 30 W.
MARIA ADRIANA, Rotterdam to Batavia, Oct. 11, 43 N., 14 W.
MARIA (Spanish barque), Manila to London, Oct. 2.
MERSE, London to Hong Kong, Sept. 2, 4 N., 17 W.
JAMES SHEPHERD, London to Hong Kong, 17 d. out, July 12, 22 N., 25 W.

## FREIGHTS AND CHARTERS.

Freights to the Eastern ports are without alteration.

Current rates of freight for vessels on the berth:—To Yokohama: 32s. 6d. weight, 30s. meast. To Nagasaki: 45s. weight or meast. To Hiogo or Osaka: 40s. weight, 35s. meast. To Shanghai: 40s. weight, 35s. meast. To Hong Kong: 35s. weight, 27s. 6d. meast. To Batavia: 25s. weight, 30s. meast. To Singapore: 30s. weight, 25s. to 30s. meast. To Ceylon: 20s. to 25s. weight, 20s. meast. At New York to China; $12 to $15 per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—For Hong Kong: £33. For Singapore: £24. For Galle: £22. 10s. From Newport, Cardiff, or Swansea per ton.—For Hong Kong: £1 11s. For Singapore: £1 4s. For Galle: £1 2s.

The Admiralty have invited tenders for the conveyance of 363 tons navy provisions to Hong Kong, and have accepted the Simon for the conveyance of stores to Trincomalee.

## CASUALTIES.

The Rocket, screw steamer, Captain Lobery, from Shields, for Shanghai, has been towed into Lowestoft by the Hallet, steam carrier vessel. The mate of the Rocket, Alexander Watt, reports as follows:—The Rocket left Shields on Monday, the 25th Oct., with eleven hands on on board; and on Tuesday, at 2 P.M., while off Cromer, the wind N. by W., blowing a terrific gale, with heavy squalls of snow and hail, set in; the vessel fell over on her beam ends, with her hatches under water. The helm was ordered to be put a-starboard, but she would not "pay off." The captain and pilot then ordered the boat out, and, with the engineer and a passenger jumped into it, but it almost immediately capsized, and they were drowned. The mate himself, while making a rope fast from the boat, was washed overboard, but was hauled in almost exhausted, as were four others of the crew who had got into the boat which was lost. The mate then ordered the coals to be thrown overboard to lighten the vessel, and on Wednesday, the 27th, the Hallet took the Rocket in tow, about 30 miles east of Lowestoft. About 7 P.M. on that day, during a heavy gale, it became necessary to cut away the foremast to save the ship; but on the 28th she was brought into Lowestoft. The names of those lost were as follows:—Captain Lobery, Pilot Thornton, Marshall (chief engineer), and Davy (passenger).

Advices from St. Helena, dated Sept. 25, state that the Chili, McSkimming, of and from Glasgow, for China, with coals and iron, experienced very heavy weather from Aug. 4 to Aug. 7, in lat. 39 S., lon. 33 E., during which she sprung a leak, and was abandoned in a sinking state, Aug. 23, in lat. 30 S., lon. 39 E. All hands succeeded in getting on board the Tuisko, from Akyab to Falmouth, which vessel landed them, Sept. 21, at St. Helena.

The Niger (s.s.), Jobling, arrived at St. Helena, Sept. 27, from China, Singapore, &c., and proceeded for London, but put back with propeller damaged, and it was thought that the necessary repairs could not be effected at St. Helena.

The Constantia, van Monnom, from Batavia to Rotterdam, put into Simon's Bay, Sept. 17, making nine inches water per hour, and would have to discharge.

The Aurelia, arrived at Boston from Singapore, experienced a S. to N.W. gale, Oct. 4, in lat. 40 N., lon. 68 W., during which she lost bulwarks, &c.

The Chaturanga, Hardy, from Singapore to New York, which put into Bermuda Sept. 24, dismasted and leaky, was discharging her cargo there, Oct. 2, much of it in a very damaged condition,

## MISCELLANEOUS.

Advices from St. Thomas, dated Sept. 29, state that a portion of the cargo ex condemned vessel A. Lloret, Gonzalez, from Manila to London, had been sold as damaged.

At ST. HELENA.—Sept. 20, Her Majesty, Seymour, from Manila, and sailed for New York; 23, Chillingham, Darke, from Hong Kong, and sailed 25 for London.

Off ST. HELENA.—Sept. 18, Vesta, from Bangkok, for Falmouth; 22, Dunedin, or Athole (barq.), from Sourabaya for London.

At TABLE BAY.—Sept. 15, Miranda (str.), Steele, from Shanghai, and left 17 for London.

At MAURITIUS.—Sept. 3, Queen of India, Ware, from Singapore, sailed for London after repairing.

### TRIAL TRIP OF THE STEAMER "HINDOSTAN."

The capabilities of the P. and O. Company's new steamer Hindostan have been tested by a voyage to Cherbourg and back, and the trip has been attended with most satisfactory results. The start was effected on the morning of the 23rd inst., and the ship had completed the run and was anchored off the Isle of Wight on the 25th. A curious fact has been published respecting the two vessels both named Hindostan which have been constructed for the P. and O. Company. The old Hindostan was 235 feet long between the perpendiculars—the new Hindostan is 349 feet. The old Hindostan was of 39 feet beam; her successor is of 42 feet beam, and whilst the first vessel, being of 1,800 tons, was driven by engines nominally of 550-horse power, the second vessel, being of 3,000 tons, has engines of a nominal power of only 600 horses. This is putting plainly the change of length which has been brought into vogue of late years; such proportions give greater speed to the same power, for the first vessel was considerably slower, though with so much more power of machinery for size.

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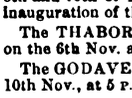
## OVERLAND ROUTE VIA MARSEILLES.—SERVICES MARITIMES DES MESSAGERIES IMPERIALES OF FRANCE.—FRENCH MAIL STEAM PACKETS LEAVE MARSEILLES AS FOLLOWS:—

2 October
30 ,,
27 Nov.
5 Dec.
} For { Alexandria, Aden, Mauritius, Seychelles, Reunion, Point de Galle (Ceylon), Pondicherry, Madras, Calcutta, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Japan.

9th, 19th, and 29th of every month for Alexandria.

For Passage, Freight, and information, apply to B. W. and H. HORNE, 4, Moorgate-street, London; G. H. FLETCHER and Co., Liverpool; at the offices of the Services Maritimes des Messageries Imperiales in Paris, Lyons, Bordeaux, and Marseilles; or to Smith and Co., Rotterdam.

*** Passengers eastward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.



## SUEZ CANAL.—The Directors of the MESSAGERIES IMPERIALES beg leave to annuonce that they will despatch SUPPLEMENTARY STEAMERS from MARSEILLES on the 6th and 10th of Nov. to PORT SAID, to assist at the inauguration of the Suez Canal, viz.:—

The THABOR, to Alexandria, Port Said, and Suez, on the 6th Nov. at 5 P.M.

The GODAVERY, to Port Said, Suez, and Calcutta, 10th Nov., at 5 P.M.

The return voyages will be performed by the steamers Alphée, from Port Said on the 22nd Nov.; Erymanthe, from Port Said on the 23rd Nov.

| | | | |
|---|---|---|---|
| Passage from Marseilles to Port Said, 1st class ... ... ... ... ... ... | £20 | 2 | 0 |
| Passage from Marseilles to Port Said, 1st class (return) ... ... ... ... ... | 36 | 14 | 0 |
| Passage from Marseilles to Port Said, 2nd class ... ... ... ... ... ... | 13 | 3 | 6 |
| Passage from Marseilles to Port Said, 2nd class (return) ... ... ... ... ... | 24 | 2 | 6 |
| Passage from Marseilles to Calcutta... ... | 85 | 0 | 0 |

The above rates include living during the passage only, but passengers desiring to remain on board during the stay at Alexandria or Port Said will be charged at the rate of 16s. per diem.

Passengers holding return tickets will, if they desire, be conveyed free through to Suez, on payment of 16s. per diem (for living, &c.), after leaving Port Said, and during the stay in the Canal. They will have to return from Suez to Port Said or Alexandria to join the steamers at their own expense.

B. W. and H. HORNE, Agents, 4, Moorgate-street, E.C., London.

## ROYAL MAIL ROUTE, *via* PANAMA, for NORTH and SOUTH PACIFIC, Central America, Japan, and China.—The ROYAL MAIL STEAM PACKET COMPANY'S ATLANTIC STEAMERS now run through from Southampton to Colon (Aspinwall), by which arrangement passengers for the above localities will be conveyed to the Isthmus of Panama in the vessel in which they embark at Southampton.

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For the South Pacific, Central America, West Coast of Mexico, California, British Columbia ... ... } By steamer from Southampton on 2nd and 17th of each month.
For Japan and China... ... 17th of each month.

For further particulars apply to
J. M. LLOYD, Secretary.

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WALL LIGHTS and LUSTRES for Gas and Candles
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Claims for Losses and Averages are payable in London, or at the Port of destination, as may be desired.

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| Ningpo | | |

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit

## THE LONDON & CHINA TELEGRAPH.

THE ELEVENTH Vol. of this JOURNAL commenced on the 4th of January, 1869. The Subscription for three numbers per month is 30s, per annum, including Postage, and to the Export Supplement 12s. extra. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

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This Company's Granite DRY DOCK, 450 feet in length, 65 feet width of entrance, and 20 feet depth of water on the sill, was OPENED on the 17th October, 1868. In the high tides of the North-East Monsoon there is a foot to eighteen inches more water.

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ROBERTSON and CO. will despatch the following first-class clipper VESSELS:—

| Destination. | Ships. | Class. | Dock. | Last Shipping Day. |
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| Shanghai ... | Spindrift ... | A1 16 yr. | E.I.D. | With des. |
| Do. ..... | Windhover... | A1 16 yr. | E.I.D. | To follow |
| Hong Kong | Taitsing ..... | A1 14 yr. | E.I.D. | With des. |
| Do. ..... | Serica ..... | A1 13 yr. | W.I.D. | To follow |
| Yokohama, Kanagawa | Ziba ..... | A1 13 yr. | W.I.D. | With des. |
| Tientsin & Nwchwng. | Walton ..... | A1 10 yr. | W.I.D. | With des. |

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CHINA and JAPAN. — The following splendid first-class SHIPS will be despatched as under:—

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| Do. ..... | Taeping ..... | A1 14 yr. | E.I.D. | Nov. 15 |
| Do. ..... | Kaisow ..... | A1 16 yr. | E.I.D. | To follow |
| Hong Kong | Sir Lancelot. | A1 16 yr. | E.I.D. | With des. |
| Yokohama, Kanagawa | Eliza Shaw | A1 17 yr. | E.I.D. | With des. |
| Colombo, Singapore & Hg. Kg., thro' Suez Canal ..... | Wm. Miller (s.s.) ... | — | E.I.D. | Dec. 1 |

For Freight or Passage apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

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JOHN C. CAMPBELL will despatch the following splendid VESSELS:—

| Destinatn. | Ships. | Tns. | Class. | Dock. | Sailing about |
|---|---|---|---|---|---|
| Colombo .. | Granville... | 696 | A1 15 yr. | W.I.D. | Nov. 20 |
| Cochin, Cannanore, & Carwar. | Q. of Ceylon | 422 | A1 10 yr. | W.I.D. | Nov. 20 |
| Malabar Coast ... | Ann Lucey | 270 | A1 11 yr. | W.I.D. | Nov. 10 |

No. 22, Great St. Helen's, E.C.

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Regular Line of Packet Ship. To sail Nov. 15.

FOR HONG KONG, the well-known Clipper BELTED WILL, A 1 14 years, 812 tons register; A. LOCKE, Commander; East India Docks. Has excellent accommodation for passengers.

For Freight or Passage, apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, E.C.

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CHINA AND JAPAN.

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| Yokohama | Black Watch | A1 12 yr. | E.I.D. | With des. |
| Tientsin and Chefoo ... | Amberwitch | A1 12 yr. | W.I.D. | With des. |
| Hiogo and Osaka..... | RoyalMinstrel .... | A1 14 yr. | E.I.D. | With des. |

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Steams all the way.

GLASGOW to SINGAPORE, HONG KONG, NAGASAKI, and YOKOHAMA. The new Clyde-built powerful composite screw Steamer EASTERN ISLES, 16 years A1 at Lloyd's, 598 tons register, 120 H.P. nominal, 600 H.P. indicated; JAMES KNIGHT Commander (who has had a lengthened experience in the trade), will receive goods till 29th Nov. (unless previously filled), and sail and proceed to sea on the 1st Dec.

Freight payable on delivery of bills of lading. Each package to be distinctly marked with the name of the port of destination, or ship not responsible for mistakes in delivery. The description of goods to be specified in all the bills of lading. Parcels, 10s. 6d. to 21s. Has very handsome accommodation for first-class cabin passengers. Rates to Singapore, £75; Hong Kong, £90; Nagasaki and Yokohama, £100—exclusive of liquors. A plan of the cabin may be had on application to the agents.

For rates of freight apply to ALLAN C. GOW, and Co., 87, Union-street, Glasgow.

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Malabar Coast. To follow the "Dione." Will meet with the usual quick despatch.

DIRECT for COCHIN, CALICUT, MANGALORE, and CARWAR, the beautiful clipper ship ANN LUCEY, A1 11 years; 270 tons register, 450 tons burthen; WILLIAM NOBLE, Commander; West India Docks. This magnificent vessel, so well and favourably known in the Ceylon trade, presents the finest opportunity to shippers.

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Mate's receipts must be left before bills of lading can be signed.

L. H. and B. will not be responsible for demurrage on Craft sent alongside without their instructions.

N.B.—Shippers are particularly requested to have the Port for which the goods are intended distinctly marked on the packages, to prevent delay and confusion on delivery.

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SUEZ CANAL. — PLEASURE TRIP to ALEXANDRIA. Port Said, Ismaila, Suez, Cairo, and back to Marseilles, by the magnificent (splendidly fitted) passenger steamship ANGLIA, AA1, 1,000 tons, 300-h. p., Captain SPEEDY. This steamer will leave Marseilles on the 7th November, and after being at Suez on the 17th for the inauguration fetes, &c., will be back at Marseilles on the 29th of November. The price of the passage will include all expenses on board and on land.

Apply to POTHONIER and Co., agents, 32, Great St. Helen's, London, E. C.

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With immediate despatch.

DIRECT FOR COLOMBO, the favourite clipper ship, GRANVILLE, A 1 15 years, 696 tons register; J. GALLACHAN, Commander; West India Docks. This splendid vessel is well known in the trade for her rapid passages and the good order in which she always delivers her cargo.

For Freight or Passage apply to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to JOHN C. CAMPBELL, 22, Great St, Helen's, Bishopsgate-street, E.C.

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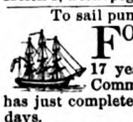
To sail punctually on the 15th November.



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NOTICE.

THE Interest and Responsibility of Mr. JOHN FRANCIS CARTER in our Firm ceased on the 31st Dec., 1868.

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The London and

# China 新聞紙 Telegraph.

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON THE ARRIVAL OF THE FORTNIGHTLY ENGLISH, AND MONTHLY FRENCH MAILS FROM CHINA, JAPAN, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A SUMMARY OF NEWS FOR THE OUTWARD MAILS.

VOL. XI.—No. 332.] LONDON, MONDAY, NOV. 15, 1869. [Price 9d., with Sup., 1s. 3d.—Sub. 30s. per ann., postage included. Sup. 12s. extra.

## Latest Advices.

| Ports. | Outward. From London. | Outward. Arrived out. | Homeward. Received this day. |
|---|---|---|---|
| Japan — Yokohama | July 30 | Sept. 16 | Sept. 18 |
| Yedo | — | — | Sept. 17 |
| Osaka and Hiogo | | | |
| Hakodadi | | | |
| Nagasaki | — | — | Sept. 18 |
| China — Peking | | | |
| Tien-tsin | — | — | Sept. 24 |
| Chefoo | — | — | Sept. 18 |
| New-chwang | — | — | Sept. 10 |
| Hankow | July 16 | Sept. 4 | Sept. 17 |
| Kiu-kiang | — | — | Sept. 18 |
| Chin-klang | — | — | Sept. 18 |
| Shanghai | Aug. 5 | Sept. 20 | Sept. 23 |
| Ningpo | — | — | Sept. 20 |
| Foochow | Aug. 5 | Sept. 21 | Sept. 23 |
| Formosa | | | |
| Amoy | — | — | Sept. 26 |
| Swatow | — | — | Sept. 27 |
| Hong Kong | Aug. 13 | Sept. 21 | Sept. 30 |
| Canton | — | — | Sept. 29 |
| Macao | — | — | Sept. 29 |
| Philippines— Manila | | | |
| Cochin-China— Saigon | — | — | Sept. 24 |
| Siam — Bangkok | — | — | Sept. 14 |
| Borneo—Labuan | | | |
| Sarawak | — | — | Sept. 28 |
| Java — Batavia | Aug. 13 | Sept. 23 | Oct. 2 |
| Samarang | — | — | Sept. 30 |
| Sourabaya | — | — | Sept. 29 |
| Malacca Straits— Singapore | Sept. 2 | Oct. 5 | Oct. 8 |
| Penang | Sept. 2 | Oct. 8 | Oct. 10 |
| Ceylon—Colombo | Sept. 24 | Oct. 18 | Oct. 18 |
| Galle | Sept. 24 | Oct. 18 | Oct. 19 |

### THE MAILS, &c.

The present mail is delivered on its due date. The next inward mail will be due here on the 21st instant, and will bring the following dates:—Yokohama, Oct. 8; Shanghai, Oct. 6; Hong Kong, Oct. 12; Singapore, Oct. 20.

To-day's mail brings no advices from Manila, the steamer from that port to Hong Kong having missed. Various alarming reports are in circulation, and one current at Hamburg says that "Manila has disappeared."

The latest Hong Kong telegrams *via* Galle, are to Oct. 12 (French mail), received on the 7th inst. Those in advance of the succeeding P. and O. mail of Oct. 19 are long overdue.

The Kiachta line is working again, and Shanghai telegrams of the 20th and 26th October were received together this morning.

## List of Passengers.

### PASSENGERS INWARD.

By this mail to Marseilles, per P. and O. steamer *Delhi*, arrived Nov. 12.—From Shanghai: Mr. S. G. Weston, Messrs. L. and E. Cicogini, Mr. C. Bresciana, Mr. A. Milson. From Hong Kong: Mr. Huestris.

To Southampton, per P. and O. steamer *Bangalore*, expected to arrive Nov. 19.—From Shanghai: Mrs. Wright and child. From Hong Kong: Mr. and Mrs. Anderson, child and servant, Mrs. Luicker, Mr. Fevefield, Mr. J. Kyle, Mrs. Sangster, two children and servant.

### PASSENGERS OUTWARD.

Per P. and O. steamer *Tanjore*, from Southampton, Nov. 13.—To Yokohama: Comdr. St. John, R.N. To Hong Kong: Mr. J. A. Drought. To Singapore: Mr. A. D. Forbes. To Ceylon: Mr. H. L. Forbes, Mr. Vanderspar, two Misses Vanderspar, Mr. and Mrs. W. N. Toulmin and two children, Mr. A. W. Crichton, Rev. J. Brotchie, Mr. J. E. Smart.

From Gibraltar.—To Hong Kong: Col. and Mrs. D. J. de A. Barbosa.

Per P. and O. steamer *Delhi*, from Marseilles, Nov. 21.—To Hong Kong: Mr. A. Hewlett. To Singapore: Mr. A. Fraser, Mr. and Mrs. Weir and two children, Miss A. M. Dare. To Ceylon: Mr. and Mrs. H. F. Shipster, Capt. and Mrs. Irvine, Capt. and Mrs. Ballantyne, Mr. Hudson, Mr. W. Douglas, Mr. and Mrs. Newman and three children, Mr. and Mrs. Kriekenbach.

Per P. and O. steamer from Suez, Nov. 28.—To Hong Kong: Mr. C. Weber. To Singapore: Mr. Otto Puttfarcken, Mr. J. H. N. Hulsz.

Per P. and O. steamer *Ripon*, from Southampton, Nov. 27.—To Singapore: Mr. and Mrs. S. Short and three children. To Ceylon: Capt. Gorman, Mr. R. Atkinson, Mr. E. G. Harding, Mr. A. Croome.

P. P. and O. steamer *Nyanza*, from Marseilles, Dec. 5.—To Yokohama: Lady Parker, Miss M. Binns. To Shanghai: Mr. G. A. Lindsay. To Hong Kong: Mr. F. F. P. Foster, Mr. K. D. Adams. To Ceylon: Mr. and Mrs. Cameron, Mr. C. A. Cameron, Mr. and Mrs. J. H. Cheape, Mr. Hambrough.

From Malta:—To Shanghai, Mr. A. E. Petrocochino.

## Summary of News from the Far East.

### JAPAN.

#### YOKOHAMA.

Our advices from this port are now extended to the 18th Sept. The outward mail of July 30 was received at Yokohama on the 16th Sept., with London telegrams to Aug. 18, which it was expected would have a bad effect on the market.

The Duke of Edinburgh was received at Yedo by the Mikado on terms of perfect equality, and after a most satisfactory visit left Yokohama on the 16th Sept. for Hiogo, *en route* to Tientsin. Sir Henry Keppel has also left, having been entertained at a banquet by the British residents of Yokohama previous to his departure for Europe. The Duke of Edinburgh, Sir Harry Parkes, and numerous naval officers were present.

On the occasion of the Duke of Edinburgh's official reception a very high and quite unexpected compliment was paid him, of which the Japanese officials had said nothing to the British Legation. The upper windows of the houses in the street along which he passed were all closed and sealed with paper bands, that no one might "look down" upon him. This is never done in Japan except for the Sovereign. It was done for the Shiogoon when he was virtually the ruler, and now for the Mikado, and, of course, in a Daimio's own capital his people pay him the same respect, but no Japanese Prince ever receives the compliment from his Imperial master; and, trifling as it may seem to Europeans, it was a most significant evidence to the natives of the estimation in which the Mikado held the son of his most useful ally. His Imperial Majesty received his guest in the great audience chamber in the castle, and on perfectly equal terms. Both stood, and the Mikado welcomed his Royal Highness to Japan in a cordial speech. After a suitable reply had been made to the Mikado's welcome, his Majesty said that he hoped in a few minutes to have the pleasure of seeing his guest in another part of the palace, and more privately, and then moved and terminated the interview. The Prince's party then retired from the audience-chamber and refreshments were served in an adjoining room, after which, with Admiral Keppel, Sir Harry Parkes, and the gentleman of the Legation who was acting as interpreter, the Prince was received in a pavilion in the palace gardens. The interview was a long one, and though, of course, there could be no conversation beyond the mere common-places easily imagined between such an entertainer and such a guest it was remarkable for more than one circumstance—chiefly, that for the first time the Mikado heard Japanese spoken to him by a Foreigner. Hitherto both in the case of his Imperial Majesty and the Shiogoon, communication with the Sovereign on the occasion of a Minister's visit has always been through native interpreters. On this occasion it was properly arranged that the medium should be an Englishman, and the Mikado, while treated with all the respect due to his exalted rank, was consequently fully able to appreciate the relative rank of his guest. The Prince offered him a magnificent diamond snuffbox, which he placed in his Majesty's hand himself, and the Mikado received the splendid gift with evident delight, which he repeatedly expressed. That he should accept a present made to him in this manner was another remarkable point. To the Imperial courtiers and State officers he also gave a number of jewels, rings, boxes, &c., which were highly appreciated.

This was the only public appearance of his Royal Highness who, being anxious to see Yedo as thoroughly as possible, took the practical step of seeing it in a manner *incognito*. The weather was very unfavourable, but whenever it was possible he rode out, accompanied only by Mr. Mitford, of the British Legation, and without even the escort of the Legation Guard.

The *Japan Times* says that, according to his Royal Highness' own account, that part of his stay which he most thoroughly enjoyed was the social intercourse, unrestrained by state trammels

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or official ceremony, which he was able to hold with some of his old friends in the Navy and his new acquaintances ashore. He seemed to visit the Club, particularly the bowling alley, as often as he possibly could, and took part in an important match played between the Navy and the residents. At a supper which followed, "the Duke took the opportunity of expressing his warm and kindly feeling towards us all in Yokohama, and thanked us for the manner in which we had entertained him. He spoke at some length and in a manner which showed that he felt every word he spoke, when he signified his gratification, and the gratification which would be felt by every member of his family, at finding that in this remote part of the world, so many thousand miles from home, the feelings of loyalty and affection to the Throne, to his Gracious Mother personally, and to his House, were so strong and so universal. He concluded a telling speech, of which this is the briefest possible outline, by promising himself the pleasure (and us the distinguished honour) of carrying home to Her Majesty and her family the report that nowhere in his travels had he found those feelings more distinctly manifested than in Yokohama. It is needless to say that this unexpected speech from his Royal Highness gratified every one who was fortunate enough to be present intensely, and was received with the greatest enthusiasm. The accidental nature of the occasion, and the unstudied character of the Duke's speech, gave to his gracefully paid compliment a sterling value, which a set speech at a public dinner could not have; and we hope to be forgiven for so far trespassing over the line which marks the privacy of club life as we have done."

The *Japan Gazette*, in describing the Duke's visit to Yedo, says, "He has been received on equal terms in his Royal capacity by the Mikado; he has had every possible respect paid to him in his representative character by the community; and he has been permitted when 'off duty' to go his own way and do entirely as he liked without any obtrusive following or offensive observation. He acted throughout his stay here in such a manner as to win the regard of all; and before parting, took the opportunity of expressing over and over again his appreciation of Japan and the foreign community. In one circumstance that happened on his visit to the Mikado a proof was given of the rapid breaking down of the old exclusiveness of the Japanese Imperial Court. After the formal interview, the prince, Sir Harry Parkes, and Sir Harry Keppel were asked to see the grounds around the palace. As they were so engaged, a high officer approached, and told them that his Majesty the Mikado was now in a pleasure house in the garden, and would be glad of some conversation with them. They of course went, seats were provided, and they sat some time chatting. It seems—to those who know what the character always attached to the Mikado is and has been by the Japanese, high and low—among the greatest evidences of the real approach to modern views and ideas that have yet been given. Since then an uncle of the Mikado, a Miya, only a few degrees less sacred than the ruler himself, has actually dined at the British Legation to meet the Prince, and attended at a ball after the dinner. With him were two members of the Government, both considered to be among the most enlightened men in the country. In this way, then, the visit of the Duke of Edinburgh may prove a very great advantage; as certainly nothing but such an event could have produced so remarkable a change in the Imperial amenities."

The Mikado, it is stated, has greatly improved in appearance since he first emerged from the absurd seclusion in which his ancestors had passed their lives. He looks much more robust and manly than when Sir Harry Parkes first saw him at Kioto, and is developing, apparently, into a healthy and intelligent man. He is extremely fond of horse exercise, and takes it daily within the palace grounds; and to this, doubtless, is attributable the improvement which was noticed in his personal appearance.

### THE BANQUET TO ADMIRAL KEPPELL.

The farewell dinner given to Sir Henry Keppell by the English residents was evidently highly appreciated by that gallant officer. Mr. Marshall, of the firm of Macpherson and Marshall, one of the firms of longest standing in Yokohama, was the president of the evening, and on his left were Sir Harry Parkes, Colonel Norman, Captain Stanhope; on his right the guest of the evening, H.R.H. the Duke of Edinburgh and Sir Edmund Hornby; at the ends of the cross table were Mr. Grahame, Chairman of the Chamber of Commerce, and Mr. Aspinall, of Aspinall, Cornes, and Co. The vice-chair was filled by Mr. H. B. Lemann, of Gilman and Co., and down the table were placed, at intervals, the other members of the Committee, with guests, officers of the army or navy, on either side of them. The intervening chairs were occupied by subscribers to the dinner, and, altogether, about eighty seats were filled.

The toast of the evening was given in an eloquent speech by the Chairman, and responded to with immense enthusiasm, for which the Duke of Edinburgh was as conspicuous as any one present. Sir Harry replied as follows:—

"Mr. Chairman, Your Royal Highness, and Gentlemen,

"I wish I felt that I deserved one half of the flattering words just spoken by my too partial friend in the chair. Nevertheless, I thank you most heartily and sincerely for the great honour you have conferred on me this evening.

"The command in these seas is an extensive and important one; and I hope that I have never lost sight of the fact that the maintenance of what has been, until lately, a powerful naval force on this distant station, was, for the protection of our trade as well as of the lives and property of British subjects and the upholding of our treaty rights.

"In these Japanese waters the naval duties have been comparatively light and easy. We have had nothing to do beyond attending to the suggestions of our energetic and active Minister, who deserves every support that we can afford.

"It has been different in China, where there are many places so far distant from the seat of Government, that those under me, as well as myself, have been obliged to act on their own and my responsibility; and although some of those acts have not met with the approval of the Government at home, I have had what I value far more—on account of their being better able to judge—the approval of the community of Hong Kong, as well as of that of the Chamber of Commerce at Shanghai, to which intelligent bodies I may add the kind friends who now entertain me.

"In spite of the promotion which awaits me, no naval commander will have left or ever will leave a station with more regret than I shall do this."

At this point the Admiral's voice faltered, and then broke, and he could not proceed. A few moments' respite given him by the vociferous applause of his audience enabled him to control his emotion and to go on. He concluded by saying:—

"I have greatly enjoyed your kind hospitality and society—a society which has been favoured with an unusual number of the fairest of our countrywomen; and I regret very much that thus having been deprived of my flag-ship has prevented my having the pleasure of returning, although in a small way, some of the kindness I have received."

At the conclusion of his speech the Admiral was chaired and carried round the room, preceded by the Prince's piper, and surrounded by the crowd of his admirers. Under cover of the piper's music and volleys of cheers, he then left the room, bowing his acknowledgments and was accompanied by about half the company.

The Autumn race meeting for 1869 had already been fixed for the 14th, 15th and 16th of October, and a very good programme issued, including twenty-one prizes.

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The following is the text of Sir Harry Parkes's proclamation regarding the spurious or debased gold coin (ni-bous) that has recently got into circulation:—

NOTIFICATION.

British Legation, Yedo, Aug. 26, 1869.

The Japanese Government have given notice to the undersigned that, in order to guard against the circulation of spurious nebus, they are prepared to examine all nebus at present in the possession of British subjects at the various open ports, and to determine the quality of the same, in the following manner:—

On the day after the publication of this notice at each port every British subject should lodge at the British Consulate, within office hours, a statement of the number of nebus in his possession. This statement will be forwarded to the Saibansho, but will not be recognised unless sent in on the day named. On the following day, Sundays excepted, the owner of the nebus will be informed at the Saibansho on what day he may take his nebus there for examination. The nebus, when examined, will be divided into those which are equal to and those which are inferior to the Government standard. The two qualities will be made up in packets, which will be distinguished by different seals or stamps; both qualities will then be returned to the owner, and will be accepted by the Government in payment of duties. *The Japanese Government further engage to exchange for nebus of the Government standard, in so short a time as circumstances shall permit, all those nebus which have, as above, been declared to be inferior quality.*

The Japanese Government will decline, from the date of the publication of this notice at each port, to receive nebus that have not been examined and certified in the above manner. British subjects accepting nebus from this date may satisfy themselves of the quality of the same by taking them to the Saibansho at each port, where they will be examined, and if found equal to the Government standard, will be certified accordingly. (Signed) H. S. PARKES.

The Hiogo papers speak in strong terms of the disgraceful conduct of certain foreigners at Osaka, who availed themselves of the ni-bou notification to attempt a fraud on the Government by buying up all the bad coin they could find during the interval allowed by the Saibansho for foreign merchants to notify what gold they had actually in possession when the proclamation was issued. "How," they ask, "can we accuse this Government of fraud when foreign merchants act thus? We have the greatest satisfaction in stating that the native Government will shortly publish the names of the guilty parties."

### LATER ADVICES BY PACIFIC MAIL.

The Japan news brought by the Pacific mail steamer *America* which arrived at San Francisco on the 20th ult., is a week later than that by the P. and O. mail delivered this day, the dates being, Yokohama, Sept. 29; Osaka, Sept. 24; Nagasaki, Sept. 21. The list of passengers by this vessel was given in our last issue, but no general news was received in time for publication.

Prince Todo, a powerful Daimio, had been assassinated. The Prince was a stanch ally of the Shiogoon, and his murder was on account of some political differences.

An assault on Sir Harry Parkes, in the streets of Yedo, was made by a drunken Yakonin, who was immediately arrested, and will be punished.

It is said that a railroad is to be constructed from Kobe to Osaca, and a telegraph line from Yedo to Yokohama.

The Hong Kong Mint machinery, which, it will be remembered, was purchased by the Japanese, is now in course of erection at Osaka by Mr. T. Waters. We are informed that the coins to be produced will consist of gold pieces of the value of ten, five, and

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two-and-a-half dollars; silver dollars, half-dollars, quarter-dollars, and ten cent. pieces; copper cents. and mils. The mint is expected to be in operation by February next

The rice and cotton crops throughout the Island of Kiusiu are a failure, and much destitution is felt in consequence. One result has been a series of dangerous riots in Nagasaki, a hungry mob of some 3,000 having pulled down and plundered some rice stores and merchants' houses.

We have been favoured with the following market information from Kobe:—Grey shirtings, 8¼ lbs., 11¾ bous (at Yokohama stocks are small, and the quotation $3.20); yarn, Nos. 28-32, 596 bous (at Yokohama sales have been made at $162 per bale); Turkey Reds, 12 bous; velvets, black in demand at 36 to 38 bous; Taffachelas, market overstocked; camlets, scarlet 56, and black 63 bous; figured Orleans, 29 to 30 bous, large stocks; merinos, in demand at 24 to 26 bous; black cloth. 56-inch, 5 bous per yard; blankets in good demand at 2 bous per pound.

Exchange on London, 6 months' sight, 4s. 5½d. to 4s. 6d. Nibous, 375.

A small steamer called the *Flying Scud* that left Yokohama for Osakoa, the 17th of August, has not arrived or been heard of. She is supposed to have foundered in the severe gale of Aug. 19.

## HAKODADI.

The *Japan Times* says:—The following important intelligence from our correspondent in Hakodadi is worthy of the serious attention of the foreign Ministers. There is not the least room for suspicion of the source whence it was derived, nor can the facts be denied; the designs of Russia upon Yedo have long been known, and as for the present move being consequent upon the recent inevitable disorganisation of the Government of Japan by civil war, this was confessed, and even boasted of. Our correspondent writes:—

Hakodadi, Aug. 23, 1869.—The arrival of a vessel on the 23rd inst. from Saghalien places us in possession of accounts of the most recent movements of the Russians on the island. Two years ago they occupied a settlement in Salmon Cove, a large bay indenting its southern shores, at a distance of forty miles, to the south-east of which lies the town or village of Bussie, a considerable fishing station, inhabited by Inos under Japanese rule. Upon the pretext that military tenure alone could furnish a recognisable claim to legal possession, a Russian force of about 200 men, with guns, ammunition, and provisions, was landed there some two months ago, barracks were at once erected with all the easy ingegenuity characteristic of practised aggression, and Russia now stands overlooking the La Perouse Straits from a fine harbour, to which she has the same legal right as Ahab had to Naboth's vineyard.

From this harbour, at a distance not exceeding that which separates Dover and Calais, the northern shores of the island of Yedo are clearly distinguishable, and the lust of the heart has become the lust of the eye to a Power which makes no pretence to the influence of moral restraint where it can extend territory by any means, fair or foul. The real Naboth's vineyard in this case, without possession of which all the vast territories Russia holds in Northern Asia still leave her heart heavy and displeased, is the fair island of Yedo. During the past few years, since the treaty made by Lord Elgin with Japan has forced the English, French, and American naval Powers so much into these seas, the Russians have gradually relaxed their pretensions to and their hold on this island. The large establishment formerly maintained at this port has never been renewed since it was burnt down some few years ago; the able and accomplished man who was formerly Russian Consul here has been replaced by a student interpreter of equally extraordinary deficiencies, and no traces now exist of the large Russian fleet which, in winter time especially, resorted to this harbour. But the convulsions at Yedo which have nearly been fatal to Japan have revived the old hopes of Russia, and induced her to approach to a point on Saghalien from which, with one bound, she can at any time clutch her intended prey. She knows well enough that internal dissension in Japan has reduced its resisting power to a minimum. After a sleep of six hundred years the revived Mikadoate is not likely to be very successful in rallying at once round its standard the forces of the Empire.

# CHINA.

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## PEKING AND THE NORTH.

(FROM A CORRESPONDENT.)

Mr. Davis, the naturalist, is in Western Szechuen. Some wealthy Chinese intend sending one of the Customs *employés*, lent for the purpose by Mr. Hart, to America and Europe to procure machinery for working cotton. A gentleman of considerable prominence in the foreign community was riding through one of the principal streets in the Tartar city, when a native with a syringe suddenly squirted a stream of water over him. Another foreigner, a missionary, had, the other day, a brickbat sent after him by an unseen hand.

Regarding the treaty with Austria the *Shanghai Newsletter* has as follows:—

The Austrian Embassy has left here, having succeeded after many vexatious delays in getting a treaty signed. An unexpected difficulty cropped up towards the last; the Chinese refused to give to the Emperor of Austria the same title of "Wang-Te" which they accord to their own sovereign, but Baron von Petz very properly declined to continue negotiations on a basis so injurious to the dignity of his nation, and the Chinese finally gave in, as they no doubt intended to do from the first. The terms of the treaty have not been made public, but it is understood that the Austrians have agreed to appoint no mercantile Consuls, and that they have waived any special provision relative to missionaries.

A trial of some agricultural implements worked by steam, imported by Mr. Porter, of the Customs service, was made in the presence of H.E. Shung-How, the Imperial Commissioner. The trial passed off satisfactorily.

The officials are said to be making vigorous efforts to apprehend the murderers of the late Rev. James Williamson; they have been unsuccessful up to the present.

## SHANGHAI.

(FROM OUR OWN CORRESPONDENT.)

SHANGHAI, Sept. 23, 1869.

The English mail of the 30th July arrived per *Sunda* on the forenoon of the 14th inst. The Messageries steamer *Labourdonnais* reached here on the 20th inst. with the French mail of the 5th August. The former brings telegrams by Galle to the 23rd Aug., the latter to 29th idem. We have not had telegrams for some time by Kiachta. A northern correspondent writes:—"There is a belief among the Chinese that Mr. Burlingame has been pressing for further supplies of money, and that in consequence the Chinese have waylaid the courier or cut the wires." The explanation seems far-fetched. The *Sunda* brought $40,00 from Hong Kong and £4,000 from England. The *Costa Rica* had $20,000 on board from Japan.

As regards local news, Shanghai has, since last writing, been unusually dull.

Mr. Seward, United States Consul-General, left by the *Costa Rica*, on the 18th inst., for San Francisco, *en route* to Washington. It is understood that one of his objects in going home is to try and obtain an improved status for the United States Consular Service in China and Japan.

Mr. Thomas Adkins has been appointed H.M.'s Consul at Newchwang. Major Crossmann, R.E., in charge of the Consular and Legation Works Branch, has left for England, *via* Panama.

LEGAL.—The Chief Judge is still in Japan. Appeals from the French Consular Courts in China and Japan will now lie to Saigon, instead of Pondicherry, as heretofore.

An interesting case has been tried at the American Consular Court, in which a Chinaman sought to obtain delivery of eight bales of damaged drills, bought by him and others at auction, but of which delivery was refused, on the ground that the (Chinese) buyers had been in collusion to keep down prices. The Court decided for the plaintiff, as no direct evidence of collusion had been given. It appears from the evidence that instances of combination among Chinese, to let one man buy for all, and thus avoid competition, are not infrequent.

The Settlement was visited on the morning of the 15th inst. with what Chinese call a *Pau-fung*, or burst of wind, accompanied by rain; the barometer fell to 29·46. No material damage was done, beyond a lot of old rickety untenanted houses on the Old Race Course, and in other parts of the Settlement, being blown down.

Baron Rechthofen, the Prussian Geologist, reached Shanghai from the North a few days since. He has traversed since he left Shanghai in March the district between Chinkiang and Chefoo, the country near Newchwang, the Corean barrier, and the great route between the Corean gate, Moukden and Peking. We hear that he is not likely to give up his work in China yet, but have not learned what will be the direction of his future explorations.

The *North China Herald* says:—We have news of the Duke of Edinburgh's arrival in Japan, but he is said to have given up his intention of visiting Shanghai. It is a pity that he should miss an opportunity of seeing a Settlement which has sprung into importance with such unexampled rapidity.

It is said, however, that H. R. H. may visit Peking after all. He was to leave Yokohama on Monday last, and intended, after calling at Osaka, to visit Nagasaki on or about the 19th. The *Salamis* and the *Adventure* were to accompany the *Galatea*.

A serious robbery was committed on the 16th inst. upon some Japanese gentlemen stopping at the Astor House; nearly $2,300 was stolen by a Portuguese in their employ named Da Silva; $2,000 has been recovered. Da Silva will be sent to Macao for trial by the Portuguese Consul-General—Mr. Hanssen—at this port.

The training for the races has commenced, and the programme has been issued; seven events for the first two days, and six for the third day. We had a regatta on the 20th inst.; the weather was favourable, but hot. The course was from Muirhead's Dock to Ming-Hong. Mr. Ashley's *Vision* won the first race, Mr. Fall's *Zephyr* the second.

The driving of the piles for the new bunding in front of the

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English Settlement has commenced. A meeting of the delegates from the different fire companies was held on the 17th inst., to consider a proposal to receive into the Shanghai Fire Department a company recently formed in the French Concession.

A new road is proposed to be made from Dow's Godown along the bank of the Hwang-pu.

The *Supreme Court and Consular Gazette* says that Messrs. David Sassoons, Sons and Co. have bought the whole of the land property held by the Commercial Bank Corporation at this port, the purchase money amounting to upwards of £120,000 sterling.

A general meeting of the Club was held on the 21st inst., to discuss that perpetually-recurring problem, the financial position of the club. After some discussion, a proposition was submitted that the shareholders should abandon their interest in the club to the members, who, in turn, should relieve them from all liability in respect of the Tls. 48,000 owed to the recreation fund, and should take over liability for Doctor Barton's mortgage, the mortgage on the furniture, the ground-rent and other liabilities, and become on those terms proprietors of the building. The interest on the mortgage is Tls. 3,300, the ground rent Tls. 1,700, and the consolidation of other liabilities will probably involve interest to the extent of another Tls. 1,000. The shareholders abandon Tls. 48,000 of capital. The recreation fund shareholders complete their surrender to the public of the Tls. 48,000 (now hopelessly sunk), at which figure that fund now stands; the public being in turn asked to accept a liability of Tls. 6,000 a-year, to be met by the profits of working the institution." Of course it would be possible to hire a bar and reading-room for a much less sum; but it would be difficult to find a building combining the advantages of the club on such favourable terms. The scheme seems a good one, and will, we imagine, be agreed to. As will be seen from the following resolutions, steps are to be taken to mature it during the ensuing month. After some disussion, Mr. Hannen proposed, and Mr. Miller seconded—"That the proposal of the shareholders for keeping the club open in all its branches, except the boarding department, until 31st Oct. next be agreed to; after which date it be closed by the present proprietors."

Shipping.—The following are the arrivals and departures since my last letter:—From London, Wylo (103 days), Kelso (119 days), Beemah (111 days), Antrim (138 days); from Liverpool, Mikado (114 days); from Newcastle, N.S.W., M.M. Jones (on 13th), and Cœur de Lion (18th). Sailed for London, Tamerlane (10th), Diomed, steamer (12th), Hindustan (13th), Mary Moore (16th), and Pegasus (16th).

There are at present ninety-seven merchant ships in harbour.

The Sailors' Home has at present on its roll of boarders upwards of sixty men—a number unusually high, and almost exhausting the available accommodation of the institution. The *Costa Rica* took 1,000 packages of tea and 120 bales of silk in her last trip to San Francisco, for New York. These are the first teas or silk overland to New York; they go forward by rail.

The *Diomed* took over 1,000 tons of tea and silk.

The complaints are loud about the position taken up by H.M.S. *Zebra*, right in the fair-way, just above the Pootung Point; on swing she blocks up the mid-channel, and stops the river and Tientsin steamers of the Shanghai Steam Navigation Company. The *Zebra*, whenever there is a blow, manages to drag her anchors, to the danger of the shipping in the harbour.

## THE YANGTSZE PORTS.

(FROM OUR OWN CORRESPONDENT.)

Hankow.—Our advices from this port reach to the 18th inst. The water is still from three to four feet deep on the bund, and is oscillating in the most provoking manner, falling an inch one day and rising through nearly the same space on the next. It is reported by the Chinese that heavy rains continue to fall up country upon the vast range of hills, the surface drainage of which runs into the Tung-ting Lake—hence the continuance of the excessive water supply. At the same time the Poyang Lake is affected in a precisely similar way, and its waters rushing into the Yangtsze prevent the rapid escape of the accumulation higher up. Geologists also tell us, that there is a gradual upheaval going on both above and below Hankow, Hankow itself occupying the bottom of the basin thus in course of formation. If this be true, the great inland mart is likely to be visited every year by serious floods, increasing annually in importance. The foreign houses have suffered severely. Many are shored up, and all the compound walls have fallen. From what is even now seen it may confidently be predicted that when the water finally re-enters its proper channel the settlement and suburbs will look as though an earthquake had occurred. The level of the flood is now about 2½ feet below the maximum for the year, and there is every hope that by the time this letter is printed in the *Telegraph* (!) the settlement will again be visible.

The tea season has virtually closed, not more than half the leaf brought into market was bought in Hankow. The remainder was sent on native account to Shanghai, where enhanced prices rewarded the combining power of the Chinese and stultified the action of the Hankow *chasses*. Business is nearly at a standstill, the water completely preventing tracking up the creeks, as the banks are all submerged. The Import market is, as usual, glutted, with every prospect of an exceptionally dull winter, for the natives have totally lost their third crop, and poverty is certain to prevail over Hunan and the adjacent provinces.

Kiukiang.—The green teas are arriving slowly, the rainy and stormy weather having kept the boats back in the Poyang lake.

Nanking.—One of the river barriers to keep out the Yangtsze waters showing signs of coming in, people were got together to aid the authorities in repairing it. A neighbouring mandarin, hearing gongs beating, &c, mustered his retainers, and hastily went to see what the row was; the people at work seeing armed men coming, ran away. The waters, now left to themselves, gained the mastery over the barriers, and soon flooded the country to the extent of thousands of acres.

Chinkiang.—The foreign import trade is increasing since the stoppage of the barrier squeezes. A careful census of the American residents at this port gives the following result:—One consul and family, one marshal, one citizen.

## FOOCHOW.

We (*China Mail*) have received the following statement from a very trustworthy correspondent at Foochow, in a letter dated Sept. 6. We hope that Mr. Sinclair, the Consul, who is investigating the matter of complaint, will not meet with the fate which followed Mr. Gibson's efforts:—

In the *Chinese Recorder* for September it is stated that full reparation is promised by the Chinese authorities for the late destruction of the chapel of the Church Mission at Long-wong; that the District Magistrate has been degraded; and that the yamen runners, under the compulsion of their superiors, are reputed to have contributed at the rate of $20 a head to make good the losses of the mission. This is a statement of the case, as it was understood a fortnight ago; but within a few days past quite a different turn of affairs has occurred. A number of the leading Christians at Long-wong have been arrested—one on a false charge of having beaten a thief so severely as to cause his death. What charges, if any, are made against the others is not known. To give colour to the charge referred to, a thief who was in a dying condition had been brought to the door of the Christian Church and persistently kept there, against remonstrances and efforts to have him removed, until he died.

The Viceroy, who at first promised reparation, has just sent an urgent despatch to the British Consul, demanding that two Christians, whose names are given, shall be given up, to be examined and punished for causing the death of the thief above mentioned, and refusing all reparation in the case of the chapel. The Consul, Chas. A. Sinclair, Esq., is insisting upon the whole case being adjudicated impartially, witnesses being heard on both sides, and full reparation being made for the injury done to the mission premises. The District Magistrate was not degraded, but simply removed; and the Secretary of the Lieutenant Governor put in his place. This Secretary seems determined to carry everything against the foreigners and native Christians.

The consequence of the present attitude of the officials is that the Christians throughout that district are subjected to severe persecution, being obliged in many cases to flee for their lives. The change in the Viceroy's demeanour is remarkable, as he has heretofore appeared to be friendly to foreigners, and disposed to do justice.

## FORMOSA.

A correspondent of the *Daily Press* at Formosa forwards the following intimation regarding a memorial to the late Consul Gibson, which will, no doubt, be liberally responded to:—"A general wish having been expressed to erect a memorial to the late Mr. John Gibson, to be subscribed for by the residents of Amoy and Formosa, marking their appreciation of the able and honourable manner in which he discharged his duties of Acting-Consul at Taiwanfoo, during the recent disturbances, the following gentlemen have kindly consented to act as a committee, and will be happy to receive subscriptions.—J. C. Wardlaw, F. Chomley, Geo. Phillips, John Cass, Henry Smith."

The policy of the Home Government regarding the Formosa question is beginning to bear its legitimate fruits. Another outrage is reported on the part of the truculent Chinese inhabiting the coast, and seems, by the information we have received, to be of a serious nature. Messrs. Pye and Pickering, of the house of Elles and Co., at Taiwan, are the gentlemen who have suffered; the first-named having been compelled to fly into the district inhabited by the Aborigines for safety, while the second is reported as wounded. The accounts to hand are, however, necessarily vague, the correspondent from whose letter we derive them being unable to do more than state the bare facts. It is not known whether Mr. Pickering's wound is serious, nor is the precise locality where the outrage occurred even stated. The only thing certain is that an attack has been made on the gentlemen in question by Chinese. From our knowledge of their personal characteristics we may safely aver that few Europeans would be less likely to cause, by their own indiscretion, a murderous attack being made upon them. Mr. Pickering is well known as one of the very few Europeans who can converse in the Aborigin'al dialects, and is popular amongst the Chinese. He has travelled much in the island, and has uniformly exhibited great prudence and discretion.

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We may here mention one significant fact which we recently learned from a gentleman who had just left Formosa. The instructions from home exerted so repressive an influence on our negociations subsequent to the capture of Amping, that the Mandarin Liang, to whose obstinate stupidity and anti-foreign obstructiveness the chief part of the misunderstanding was due, *has not been removed from Taiwan*, although this was one of the conditions most earnestly pressed for by the late unfortunate Mr. Gibson.

## HONG KONG.

The London mail of Aug. 13 reached Hong Kong on the 21st Sept., conveying telegrams to the 5th Sept. The present homeward mail brings Hong Kong advices to Sept. 30.

The financial statement for 1868-69 shows the colony to be no longer insolvent, and an effective surplus of $30,000 is estimated for Dec. 1870. This position of affairs was conveyed in the Governor's financial statement to the Legislative Council, which is far too lengthy to be reproduced *in extenso*. We shall notice the details in our next issue.

The *China Mail* has the following comments :—That branch of Colonial income hitherto known as the gambling revenue seems likely from H. E.'s financial statement to become incorporated with our future financial policy, under the name of a Special Fund, to be used not in lessening the ordinary rates and taxes but for purely police purposes on land and on water. His Excellency insinuates rather than openly asserts the principle, that it would be unjust to tax the foreign community in the immense sum that is required to procure efficient protection for the island against crime of native origin—such as piracies, forcible descents with the object of plunder, &c. The main cost of special defence against these special dangers should, his Excellency apparently thinks, fall upon those among whom they arise, and that the best means of attaining that end is by licensing a certain number of gambling houses, on the clear understanding that no part of the money so derived should be included in the ordinary revenue of the colony for ordinary expenditure, but be appropriated exclusively to the prevention of serious native offences, and to promoting the moral and sanitary improvement of the native population. Such in effect seem to be the instructions his Excellency has received from home, and they are quite identical with the principle which the *China Mail* has always avowed in reference to this part of his Excellency's financial policy.

Another, and an unusually daring, act of piracy in the neighbourhood of Macao has to be recorded. The N. G. barque *Apenrade* left Whampoa for New York on the 23rd Sept. At seven o'clock the next evening she was off Pootow Island, about ten miles from Macao, the wind at the time being very light. There were several large junks in the neighbourhood, but they presented nothing to warrant any suspicion of their character. Shortly after seven, however, one of their number, not larger or in any way distinguishable from the rest, taking advantage of the light wind, bore down towards the *Apenrade* to within 200 yards, as if with the intention of crossing her bows. Suddenly, however, the intention of the junk's crew was disclosed by a volley of grape which smashed the *Apenrade's* boats, injured the rigging, and damaged the hull. This demonstration was quickly followed up by boarding. Thirty or forty of the pirates rushed on board the vessel, and commenced firing upon the crew, who were not in a condition to offer any resistance, being taken completely by surprise. The rascals were armed with swords and large French revolvers, which they seem to have obtained from a house in Hong Kong. One of the crew was shot dead, others including the captain and second officer, were wounded, in some cases severely. Having gained possession of the ship, the pirates anchored the vessel, and then proceeded to ransack her. They gathered forty chests of tea, about $30 in money, watches, mathematical instruments, and other property, and would no doubt have completely stripped the vessel but for the appearance of a steamer in the distance. They then sheered off, and a favourable breeze springing up the captain slipped anchor and made for Macao. The gunboat *Principe Dom Carlos* was despatched in quest of the pirates, the second officer of the *Apenrade* accompanying the search, but nothing has been heard of the pirates.

His Excellency the Governor has ordered a memorandum to be prepared by the Superintendent of Police on the comparative criminal statistics of Hong Kong and Shanghai. This is intended as a reply to the communication from Mr. A. J. Johnston, of Shanghai, dated May 13, and published in the *London and China Telegraph* and *Express*. We shall notice it more fully in our next issue.

Judgment has been given by the Hon. J. Pauncefote, Acting Chief Justice, in the case of the Comptoir d'Escompte de Paris *v.* Rodger and others, and F. S. Huffam, official assignee of the estate of Lyall, Still, and Co. This suit, in which the sum of $59,390.12 is claimed, it will be remembered, arose out of what is generally known as the *Min* case. Judgment was for defendant.

At the special general meeting of the Chamber, held on the 20th Sept., the Hon. W. Keswick presiding, the following was inserted as the third rule and regulation of the Chamber, instead of the previous rule :—"That all mercantile firms and persons engaged or interested in the trade of China shall be eligible for admission as members, in the manner hereafter described, and on payment of $50 for firms, and $15 for single individuals for the current year, and a like annual subscription payable in advance on January 1st." The chairman proposed the adoption of the above resolution, and remarked that they were all at one regarding the advisability of extending the usefulness of the Chamber by allowing the admission of all interested in the trade of China; and they could not but regard it as desirable that the sphere of the Chamber should be extended. He proposed that the resolution be adopted by the meeting. This was seconded by Mr. Pyke, and unanimously carried. The meeting then separated.

We learn that Mr. G. Hughes, Commissioner of Customs from Tientsin, changes places with Mr. C. Hannen, Commissioner at Amoy. Mr. Cartwright is transferred from Swatow to Amoy.

The *Mail* has the following remarks *apropos* of the departure for Europe of Baron von Carlowitz :—In the list of passengers leaving by to-day's mail we observe the name of Baron von Carlowitz, a gentleman who has, we believe, for over a quarter of a century resided at Canton and in this colony. As one of the veritable oldest residents, and more than that, one of the most esteemed by all nationalities, who has become identified with the social life of both ports, it is but due to him to express the hearty good wishes which accompany him on his departure; and we do this at the request of numerous friends, supported by our own opinion of the manner in which, as Consular Representative of Prussia and the North German Confederation, he has so well and so long performed his official functions. To one who has witnessed with his own eyes the conversion of Hong Kong from a barren rock into a thriving colony, a farewell must be more serious than to those whose shorter residence has induced less interest in our local fortunes. In wishing him a pleasant voyage and safe return to Europe, we can assure him that he takes with him the sincere regard of a numerous body of friends and acquaintances.

H. R. H. Prince Alfred's visit to the Southern hemisphere seems likely to prove profitable to him in a pecuniary sense. It is already known that he, with one of his suite, has invested in a gold mine in New Zealand, and that in the first month the yield of gold was so great as to increase the value of the investment from £2,500 to £8,000. The latest papers records a continuance of success. The claim in which the Prince took shares is known as the "Long Drive," and we learn that the latest crushing of quartz from it yielded 2,000 ounces of gold from 550 lbs. weight of quartz. This will be good news for H. R. H. when he reaches Hong Kong.

A reverend gentleman is said to be coining money in Canton by the sale of sowing machines. Being of a scientific turn of mind, and a Chinese scholar, he is likely to keep to the windward of other importers. The use of ploughing machines is said now to occupy the attention and time of the reverend speculator in machines. Our German friends have not been so wide awake to import sowing machines as they were to import magenta dye. But large orders for them are, however, now said to have gone forward.

In the *China Mail* we find the following translation of the Royal decree remitting the sentence passed on Mr. Pedro Loureiro by the Court of Macao :—

"Acceding to the supplication which has been submitted to me by Pedro Jose da Silva Loureiro, sentenced to transportation to the West Coast of Africa by decree of the Supreme Court of Macao, under date July 25th, 1866, and taking into consideration the information on the subject furnished by the Chief Judge of the district and by the Governor, under date 8th and 9th January last, and likewise the opinion of the Deputy Attorney General, attached to the Ministry of Commerce, Marine and the Colonies—I am pleased, with the advice of the Council of State, and in conformity with Sec. 7 of Art. 74 of the constitutional charter of the kingdom, to exercise my Royal clemency towards the aforesaid Pedro Jose da Silva Loureiro, accepting as expiation for his crime the time that he has already suffered in prison."

# STRAITS SETTLEMENTS.

## SINGAPORE.

From Singapore we have advices to the 8th Oct. The outward English mail of Aug. 27, and the French of Sept. 2, arrived out on the 30th Sept. and 5th Oct. respectively. The latest London telegrams were dated Sept. 13.

According to the *Straits Times*, "No political questions of much weight have come to the front during the fortnight. There have been two meetings of the Legislative Council, one on the 28th ult. and the other on the 2nd inst. At the first a Bill to exclude from future criminal sentences of imprisonment any direction as to the localities at which the imprisonment should be ordered was introduced, read a third time, and passed. The papers relating to the Bill disclosed a somewhat obstinate determination on the part of the Chief Justice to send all his prisoners to Her Majesty's Gaol for confinement, though under the Local Prisons' Ordinance the Houses of Correction had been appointed the receptacles for criminal offences. According to the Crown lawyers at home, to which the point seems to have been referred, a sentence to one place of confinement cannot legally be carried out at another; so that as Her Majesty's jail is by the

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'aw of the colony no longer one of the places at which criminal sentences are to be undergone, prisoners specially sentenced to imprisonment there would necessarily have to be released; and one man sentenced in this way at Malacca has actually been set at large.

"At the meeting of Council on the 2nd inst. the Governor announced the appointment of the Judge of Penang to a seat in the Council; the Council then went into committee on the Secret Societies' Bill, and after progress was reported the Legislature adjourned to the 12th inst.

"As stated in our last, a strong feeling prevails here in favour of regulating and not suppressing these societies. Very little opposition, it is anticipated, would be offered to such a registration of purposes, officers, and places of meeting as would afford Government an effective control of them in cases of disturbance, as well as a substantial guarantee for the depredations of their members. The societies under such limitations would of course cease to be secret, but they would probably secure to their members quite as many privileges as they do now—privileges made more valuable by the legal recognition which would be given them.

"A serious anxiety has distracted Singapore for the last fortnight, owing to the predictions of Captain Saxby, R.N., which have doubtless lost none of their extravagance by the journey overland. According to a letter addressed by that gentleman to the London *Morning Herald*, dated 21st December last, excessive high tides were to prevail along the equatorial belt from the 4th to the 7th inst. From the low-lying position of the mercantile part of the town, a rise of eight feet over ordinary spring tides would have involved the semi-submersion of nearly all the godowns in the place, and consequently an enormous destruction to property. Captain Saxby's prediction in some degree gained ground from a similar presentiment among the Chinese, derived no doubt, from their astronomical calculations; and the consequences have been that for the last four days great brick walls have stopped up the doors and windows of our godowns; felt, chunam, and other auxiliaries for the resistance of water have also been in large request; and now, when the dreaded time has passed away without the increase of even an inch to our ordinary spring tides, it is partly comical, partly humiliating, to view the yet unremoved defences that, at the expense of some thousands of dollars have been set up to meet an imaginary evil; however, none can have a laugh at the other—we are all in the same box, have all been equally demoralised. We trust Captain Saxby, when he learns that $10,000 will barely cover the cost of the provisions made here in consequence of his last prediction, will be more careful to give distincter limits to the probable phenomena to be expected from his observations.

"Government House, the source of so much past heart-burning has now been completed, and Governor Ord will take up his residence there next week. It is stated positively that the amount voted by the Legislature has not been exceeded, that is, that the cost of grounds and building comes within $150,000; at this rate the property must be considered a cheap one. But Government House is only one of the subjects which in times past have been selected for remonstrance against the present administration, the new steamer understood to be building at home and for which £23,000 have been remitted from the Treasury was the other. Regarding this last, we have scarcely such a satisfactory account to give—in so far that we are ignorant, and apparently the Governor, too, whether the steamer is to be sent out or not; indeed, whether her construction has been commenced yet or not. At the conference of the Straits Settlements Association with Lord Granville in May last, his Lordship by one report is made to say the 'the steamer would not come out here, but would be resold in England,' and by another that 'no orders for her construction had yet been given.' At a meeting of Council on the 22nd of July last, the Governor was asked if he knew whether the steamer was coming out or no, and he replied that though he had no official information on the subject he believed she was half finished. But the value of this statement is seriously depreciated by a report to hand by last mail, that in answer to an inquiry from the Secretary to the Straits Settlements Association, the Colonial-office had stated that not a timber of the steamer had yet been laid down, and never would be. It is really too bad that we should be tossed about in uncertainty on the subject in this way, and that we should have been put to the expense of borrowing and remitting some $100,000, on which we have had to pay interest, to lie idle in Her Majesty's Treasury. The Governor, apparently, can get no authoritative information on the subject, and if the Association can it is very desirable that they should forward here not reports merely, but authentic copies of their communications with the Colonial-office."

BREAKFAST.—EPPS'S COCOA.—GRATEFUL AND COMFORTING.—The very agreeable character of this preparation has rendered it a general favourite. The *Civil Service Gazette* remarks:—"The singular success which Mr. Epps attained by his homœopathic preparation of Cocoa has never been surpassed by any experimentalist. By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected Cocoa, Mr. Epps has provided our breakfast tables with a delicately-flavoured beverage which may save us many heavy doctors' bills." Made simply with boiling water or milk. Sold by the trade only in ¼ lb., ½ lb., and 1 lb. tin-lined packets, labelled—JAMES EPPS & Co., Homœopathic Chemists, London.—ADVT.

# Commercial Report.

(*For dates see First Page.*)

## CEYLON, STRAITS, JAVA, CHINA, AND JAPAN IMPORTS.

YOKOHAMA.—There had been a continuance of the favourable tone of the market for cotton goods noticed in our last report. Grey Shirtings and Yarns had been in demand at greatly advanced rates, double the business having been done than in the previous fortnight. About 60,000 pieces of Shirtings and 2,000 bales Yarns had changed hands, and an improvement upon this was considered probable. Woollens had also shown a little inquiry, but the actual business had been small, in consequence of prices continuing low. Metals: A limited inquiry for Nail Rod Iron of suitable sizes at $3 to $3.50. Lead continued dull at low prices. Quotations:—Cotton Yarn, 16 to 24, $49 to $50 per picul; 28 to 32, $51.50 to $52.50; 38 to 42, $56 to $57; Grey Shirtings, 7 lbs., $2.60 to $2.67½ per piece; 8 lbs., 4-6, $3.05 to $3.10; Black Velvets, $9 to $9.65 per piece; T. R. Cambrics, $0.90 to $0.95 per lb.; Blankets, $38 to $43 per lb. Later advices (to September 29), *via* San Francisco, report the market still active for Cottons; Yarns were active, and the rates previously current were firmly maintained; Shirtings and Woollen goods were unchanged.

TIENTSIN.—Grey Shirtings had advanced, and were quoted Tls. 2.1.5 to Tls. 2.1.9 for 8¼ lbs. T.-Cloths, 7 lbs., were Tls. 1.6.1½ per piece.

SHANGHAI.—Business had been fairly active since the previous mail, and there had been a considerable amount of foreign speculation. Grey Shirtings: The continued firmness of importers, better news from the northern markets, and the high rates ruling in England, had simultaneously had an effect on prices, the value had steadily advanced, and a rise of about 5 candareens per piece has to be noted. Buyers had been both foreign and native, though the former have predominated, and some of the goods held by the latter were at the close offered for cash at a decline on quoted prices. 7 lbs. were quoted at Tls. 2.0.3 to Tls. 2.0.7 (good sales), 8 lbs. Tls. 2.2.3 to Tls. 2.2.7 (sales of Eagles at 2.3.0—six weeks delivery), and 9 lbs. to 9-12 lbs. Tls. 2.4.5 to Tls. 2.8.5 per piece, very dull. The exports for the fortnight have been moderate, and the present stock, including all arrivals to date, may be named as 1,200,000 pieces. Opinions are divided as to whether this stock, and the further supplies which we may expect during the next two months, will or will not be more than we can dispose of by re-export and otherwise. It seems, however, highly probable that our stock at the end of the year will not be light, and that it will mainly consist of high cost goods. At this date last year the quotations for Grey Shirtings were:—7 lbs., Tls. 1.95 to Tls. 2.0⅝ per piece; 8.4 lbs., Tls. 2.27 to Tls. 2.33; and 9 lbs. to 9.12 lbs., Tls. 2.65 to Tls. 3.10 per piece. T-Cloths: Considering the home cost of these goods, their position was almost worse than that of Grey Shirtings; it had been very difficult to effect sales, even at a reduction in value. The lowest class of 7 lbs. had found buyers at Tls. 1.65 to Tls. 1.67 per piece, while "chop dollars" had changed hands at Tls. 1.90 per piece (only to a small extent); fine Mexicans could not be quoted over Tls. 1.80 per piece, with few buyers. In 8 lbs. 36 in. small transactions are reported at last prices, though a few of the finest goods (XX) had been placed at Tls. 2.45 per piece. White Shirtings: The lower counts (56 to 60 reed) had been most asked for, at an advance of 5 cands. per piece. Sales only to a moderate extent (11 to 12,000 pieces). 56 reed, Tls. 2.15 to Tls. 2.20 (the latter only for finest goods); 60 reed, Tls. 2.25 to Tls. 2.30 per piece; 64 reed, Tls. 2.30 to Tls. 2.40; and 68 reed, Tls. 2.45 to Tls. 2.50 per piece. Drills: Sales of Dutch and English at former rates; American Cloth 5 to 10 cands. per piece higher, at which advance some parcels of damaged and sound had been taken. Holders firm. Sheethings: Moderate sales of English at Tls. 3.20 to Tls. 3.30; American, Tls. 3.60 to Tls. 3.70 per piece. Jeans: Sales of American Cloth at Tls. 3.10 to Tls. 3.12½ per piece—the closing quotation being Tls. 3.15 per piece. English show a rise of 5 to 8 cands. per piece. Dutch also slightly better. Woollens and Worsteds: A few sales of Camlets had transpired at rates showing little change on those last current. Long Ells very quiet, Scarlet lower, owing to the absence of Hankow demand. In Spanish Stripes the business done had been very small, at unaltered prices. Lastings had found buyers to a very moderate extent at former values, one parcel of Scarlet having realised Tls. 13.30 per piece. Sales of Figured Orleans reported to the extent of 4,500 to 5,000 pieces, and of Crape Lustres 1,800 pieces had gone into second hands. Metals.—Iron: Holders continued to press sales, some 14,000 bdls. having changed hands at Tls. 1.80 to Tls. 2.10 per picul, the latter figure for a very good assortment. The business in Bars almost nominal. Lead had changed hands freely at Tls. 5.17 to Tls. 5.35, holders asked Tls. 5.50 for cargo to arrive in December. Coals: The market had continued very dull, and cargoes were difficult to sell.

HANKOW.—Grey Shirtings: During the early part of the fortnight little business was done in these goods, but later on advices from Shanghai had encouraged speculation, and considerable settlements had been made at an advance of 5 candareens per piece. Closing rates:—Tls. 1.98 to Tls. 2.01 for 7lbs., Tls. 2.18 to Tls. 2.25 for 8¼ lbs., and Tls. 2.75 to Tls. 2.85 per piece for 9¾ lbs. White Shirtings not inquired for. T-Cloths: Small business at last quotations, the demand being principally for the finer descriptions. Drills are quieter. Fancy Cottons had received little attention. Woollens and Worsteds.—Camlets: A few sales at lower prices, stocks increased, and demand very languid. Lastings not asked for. Long Ells: Quotations show a decline of 5 candareens to 1 mace per piece for both Scarlet and Assorted colours. Spanish Stripes and Medium Cloths had met with little attention. Figured Orleans: A slight inquiry at previous quotations. Metals.—Lead: The only transaction had been at a slight advance. Quicksilver: No demand. Tin declined slightly, though the stock continued small.

FOOCHOW.—The following had been the transactions during the interval:—1,150 pieces, 8¼ lbs., Grey Shirtings, at $3.10 to $3.15 per piece; 96 pieces Spanish Stripes, assorted, at 85 cents per yard; 100 pieces Assorted Camlets, at $17.25 per piece; and 6,290 piculs Lead, at $7.50 to $8 per picul.

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HONG KONG.—The following is from Messrs. Olyphant and Co.'s Circular, dated 29th Sept.:—Cotton Yarn: The reduced position of stocks has increased the firmness of holders, and a further improvement in prices is noticeable. Settlements of Nos. 16 24 have been largest, and sales show an advance of $1.50 to $4, while prices realised for Nos. 38 42, for which demand has been strongest, exhibit a rise of $5 to $7.50 per bale. Dealers are still fairly well supplied with Nos. 28/32, and as yet do not show a willingness to advance their ideas for these proportionately with prices for other counts. Piece Goods: No special activity has been displayed in the market; but prices, under the influence of home advices, have remained firm. 7 and 8.4 lb. Grey Shirtings are somewhat dearer for the common makes, the demand for the former being the stronger as this weight is in short stock, and the sales reported have been altogether "to arrive." Holders of 10 lb. goods are showing a desire to quit their supplies, which are rather heavy, while buyers refuse to make offers except at a reduction of 10 to 15 cents per piece. White Shirtings are unchanged, and a sale of 1,450 pieces fine is reported at $4.50 to $7.25 per piece. The commoner makes of 6 lb. and 7 lb. T-Cloths meet with moderate inquiry at an advance of 2 cents per piece, while Mexicans are not so much wanted. The quotations for Drills are higher, and the demand for English and Dutch is moderately active, stocks of the latter have been entirely cleared off and the settlements reported have all been made "to arrive." But one trifling sale of American has been made, at an advance of 5 cents upon last quoted rates, and holders are still demanding prices above quotations. Woollens: The market is weaker, and prices generally are lower. Long Ells have fallen 10 to 15 cents, Blankets are down 20 cents, and rates for Camlets and Spanish Stripes are easier. Metals: Nail Rod, Bar and Hoop Iron have all given way in price. Wire is unchanged. Steel has slightly declined. Lead is still in full supply at low rates. The demand for Tin has slackened and a drop of $1.50 to $2 has taken place. Quicksilver is without change. Coals: Arrivals have been 2,040 tons of Cardiff, 830 tons English and 850 tons Sydney. Sales have been from godown 487 tons West Hartley at $5.88 per ton; 697 tons Layards at $5.90 per ton and 543 tons Brymbo at $5.91 per ton. Some three years ago $15 per ton was offered for these three parcels and refused; the rates now obtained have been at public auction after the Coal has remained on storage since 1866. Ginseng: Inquiry has been slight, and the offers of dealers have been so much below the ideas of holders that no business whatever has resulted. The current quotations were:—Cotton Yarn, Nos. 16 to 24, $137.0 to $142.50 per bale; 28 to 32, $147.50 to $150.0 per bale; 38 to 42, $160.0 to $165.0 per bale; Grey Shirtings, 7 lbs., $2.55 to $2.60 per piece; 8.4 lbs., $2.87½ to $2.93 per piece; White Shirtings, $2.50 to $4.80 per piece; T-Cloths, 6 lbs., $1.90 to $2.10 per piece; 7 lbs., $2.17½ to $2.60 per piece; 8 to 8.4 oz., $2.75 to $2.85 per piece; American Drills, 40 yards, 15 lbs., $5.15 to $5.25 per piece; Dutch Drills, 40 yards 14 lbs., $4.70 to $4.85 per piece; Medium, Ladies' and Habit Cloths, $1.15 to $2.0 per yard; Long Ells, $7.70 to $7.80 per piece; Camlets, SS. Scarlet, $16.25 to $17.0 per piece; SS. Assorted, $15.80 to $16.0 per piece; Blankets, $0.45 to $0.60. Iron—Nail Rod, $2.70 to $2.75 per picul; Lead, $6.25 to $6.70 per picul.

BATAVIA.—Prices had undergone no material change. The inquiry for Cotton Goods generally was by no means active, and as the season during which most business is usually transacted was far advanced, there was little chance of any material improvement until early next year, by which time the great falling off in supplies would probably make itself felt, and an advance in values follow.

SINGAPORE.—Advices of a reduction in Home prices of cottons caused importers to place their goods more freely on the market, and prices had again given way. The transactions had been very small, buyers holding out for still lower rates. 8¼ lbs. Shirtings had declined to 2.87½ to 2.85. T-Cloths had not given way to the same extent, but the demand was very weak, and confined to the lighter weights. Madapollams without change; sales small. Drills in good inquiry. White Shirtings in no demand; sales trifling. Imitation Irish Linens in small inquiry. Cambrics without alteration. Brocades, Damasks, Lappets, and Mulls dull; no sales. Dyed Shirtings, plain and figured, sold to a small extent at fair rates. T. Red Cambrics very dull, stocks heavy, few sales. Sarongs, Batticks, and Handkerchiefs cleared off to some extent at very low prices. Grey Yarn is lower, stocks small, sales confined to No. 40's, no supply of the lower numbers. Metals in very little demand.

PENANG.—There is no improvement to register in the tone of the market; in fact, the prices realised for the greater part of the goods disposed of show somewhat more weakly than those given by last advices. Grey Shirtings: 6 lbs. at $16; 7 lbs. goods, $51½ to $54; 8¼ lbs., $61½ to $63 per corge. Grey Long Cloths: 7¼ lbs., at $56; 10 lbs., $72. No Grey Madapollams on the market. Grey T-Cloths had been a little more inquired for; sales of 5 lbs., at $32½; 6 lbs., at $39; superior, at $44; 7 lbs., $45 to $45¼ per corge. White Shirtings dull; fine, $86 to $110; medium, $65 to $86 per corge. In Yarns there had been scarcely any business; of Grey Mule the market was almost bare; Turkey Red also in very light stock, no sales; Green Yarn, No. 40, $83 per bale.

COLOMBO.—The following is from Messrs. Geo. Wall and Co.'s Report:—We have still a dull market. The extent of the decline is indicated by the following quotations for Grey Shirtings, to which class of goods the very limited business of the fortnight has been almost exclusively confined. Grey Shirtings: 39 inch 7 lbs., 11s. to 11s. 3d.; 8¼ lbs., 13s. 9d.; 45 inch 8 lbs., 13s. 9d.; 9 lbs., 15s. 9d. to 16s.; 10 lbs., 18s.; 11 lbs., 20s. 6d.; 50 inch 10 lbs., 17s. 9d. to 18s.; 11 lbs., 19s. to 19s. 6d. The market is affected to some extent by auction and private sales of considerable parcels of goods more or less damaged. Grey Drills 28 by 30 yards: A sale of 10 bales at 14s. 6d. has been effected.

## CEYLON, STRAITS, JAVA, CHINA, AND JAPAN EXPORTS.

### TEA.

YOKOHAMA.—Business had again been limited, and settlements did not exceed 2,000 piculs, the greater portion of which was settled before the last mail left. Prices were unchanged, and the native dealers showed no willingness to make concessions; arrivals moderate, and stocks on offer not very heavy. The Mary Lee and George Becker had sailed with 750,956 lbs. for New York; the Cedric, Phæton, Janet Ferguson, and Carobel were loading for the same port. Advices *via* San Francisco to the 29th September report a slight improvement in the inquiry for America, and a consequently increased business; good common was quoted $24; medium, $27; good medium, $31; fine, $35; finest, $39.

SHANGHAI.—Black: A much smaller business had been transacted than in the previous fortnight, occasioned no doubt by the ready and daily increasing supplies, and by the rise in exchange. The market had been a languid one, and the tendency of prices lower. With very few exceptions the stock on offer consisted of characterless descriptions of Tea, better in quality and condition than they probably will be on their arrival in England. The tendency of the market had been to discriminate too much between parcels possessing scarcely any real difference in quality or home value, and to pay accordingly for them, a state of affairs more closely resembling the operations in the year 1865 and 1866 than any since then, a discrimination proved to be unprofitable in the London market of the past four years. Settlements for the fortnight, 18,000 chests; re-shipments on owners' account, 890 chests; stock, 86 chops, or 29,000 chests. Quotations (duty paid, exchange at 6s. per tael, and freight at £1. 10s. per ton):—Hohow, common to fair, 1s. 0¾d. to 1s. 2½d. per lb.; Oonam, common to good, 1s. 1½d. to 1s. 3½d.; Ningchow, fair, 1s. 2½d. to 1s. 4½d.; Oopack, common to good, 1s. 2½d. to 1s. 5½d. Green: Some business had been transacted, but many buyers held aloof for lower prices, and the market for common to good kinds must be considered easier. A liberal quantity had been bought for England, to which country rather full shipments of Fychow and Moyune Teas had been made. The stock remained unaltered, but liberal supplies of Moyune Teas were close at hand. Prices: Fychow, Tls. 32 to 37; Teenkai, Tls. 38 to 43; Moyune, Tls. 35½ to 45½; Pingsuey, Tls. 32; Shanghai-packed Tls. 26 to 32. Settlements for the fortnight, 26,000 half-chests; Stock, 75 chops, or 46,000 packages.

HANKOW.—The following is from Messrs. Drysdale, Ringer, and Co.'s report:—We have to advise but a small business done during the fortnight, as the teamen have demanded rates above the ideas of buyers, and, failing to get their prices, have shipped for sale in Shanghai. Arrivals since our last have been unusually heavy for the advanced period of the season, and have covered our previous deficit, the export to date as per Customs being equal to what it was at corresponding date last year, leaving a stock on hand of 8,000 chests and 1,400 half-chests, against 1,540 chests and 540 half-chests at same time in season 1868-1869. The change in the weather has doubtless allowed some chops to come forward, which were previously kept back by the heavy rains, but it is evident from the very inferior quality of the bulk of late arrivals, that Hongmen have brought as much as possible forward to meet the demand for low priced teas which has now been current for some time past. Two chops of very inferior Oonams, which cannot rank as common black leaf, are reported settled at 14½—equal to 1s. 1d. laid down in London; and if buyers continue but a short time longer to pay such rates, our export for season will doubtless be fully equal to that of last year. Closing rates show an advance of ½ tael per picul on last mail rates. We now quote Shuntam-packed tea 16 to 16½. Leeling and Oopack common to fair, 17¾ to 18¾; fair to good, 19 to 20; common Oonfas, 18 to 18½. Settlements: 8,600 chests, 3,100 half-chests.

KIUKIANG.—Black Teas: Arrivals had been large, and the proportion of Hohow Teas had been much greater than is usual at the season. None of the parcels had been offered for sale. Quotations were—Ningchows, Tls. 17; Hohows, nominal. Export from 1st January to 18th Sept., 1869, 11,745,208 lbs.; ditto ditto, 1868, 13,962,218; Stock, 2,500 packages.

FOOCHOW.—Messrs. Odell and Co.'s Circular is as follows:—Congou: In the early part of the interval the active demand on English account, noticed in our last, continued, but since the arrival of the mail of 30th July, buyers seem to have almost entirely withdrawn from the market, and the few settlements made since then have been principally on Australian account. The stock is increasing, but the Teamen are very firm holders, and for the present refuse to make any concession in price. Souchongs have been in fair inquiry at full prices. Oolongs: Two buyers for the American market have commenced operations, and during the fortnight have purchased about 49,600 ½-chests on a basis of Taels 20.8 to 22.8 for fair to good cargo kinds, fine and finest grades bringing extreme rates. The rates paid, though not much higher than for an average of years, are much above those expected to rule, owing to the continued unfavourable advices received of the state of the home markets. The Teamen seem very sanguine that the total supplies for the season will be short fully 30,000 half-chests. Scented Teas have been in moderate inquiry at our last quotations. Settlements for the fortnight have been:—Congou, 35,358 chests, at Tls. 9.3 to Tls. 26.8 per picul, ship off; Souchong, 3,999 chests, at Tls. 18.3 to Tls. 32.8; Oolong, 49,660 ½-chests, at Tls. 18.3 to Tls. 36.8; Scented Teas, 8,417 boxes, at Tls. 21.3 to Tls. 25.8; Flowery Pekoe, 310 chests, at Tls. 20.8 to Tls. 38.8.

CANTON.—A steady business was reported in all kinds of Canton-made Teas at fully former prices for Scented Caper and Gunpowder, and at an advance of about one tael on the medium grades of Scented Orange Pekoe. Nothing had been done in country Congous, there being none in stock. Canton settlements, from Sept. 11 to Sept. 25:—Canton District Congou, 500 boxes, at Tls. 19 to Tls. 25; Scented Orange Pekoe, 5,500 boxes, at Tls. 15½ to Tls. 34; Scented Caper, 9,000 boxes, at Tls. 14 to Tls. 26; Canton Greens, Gunpowder, 5,000 boxes, at Tls. 15 to Tls. 28; Young Hyson, no sales; Country Greens, no stocks.

### SILK.

YOKOHAMA (Sept. 28, *via* San Francisco).—The last European advices being unfavourable to Japan Silks, prices had slightly declined. Arrivals since Aug. 28 about 1,400 piculs, chiefly of Hank sorts, which, however, were in general so badly reeled that nearly one half the purchases had been rejected on inspection. Net settlements about 750 piculs Hanks, 75 Oshiu, and 40 Koshiu—or, in all, 865 piculs—leaving in stock about 1,000 piculs. The Japanese being anxious to sell, prices for the medium and inferior Hanks had receded about $20; but best sorts were scarce, and in demand at full prices. Total settlements since beginning of season,

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about 3,350 bales, against 4,800 last year same date. Quotations (all charges paid at exchange 4s. 6½d.):—Mybash and other Hanks, extra, 34s. 3d.; best, 31s. 8d. to 33s. 3d.; middling, 29s. 5d. to 31s. 4d.; inferior, 26s. 4d. to 28s. 3d.; Oshiu, extra, 35s. 4d.; best, 31s. 4d. to 33s. 11d.; Koshiu, middling, 25s. 6d. to 27s. 5d. Silk Worms' Eggs: Total arrivals 925,000 cards at Yokohama and 50,000 at outports, making 975,000, against 1,800,000 last year. Total settlements 550,000, mostly annuals. The stock consisted mainly of Bivoltini, which were offered at very low rates, say $0.25 to $0.75, with few buyers. For good annuals, which were scarce, high prices ruled, best Oshiu and Sinchiu green being quoted $3.50 to $4.50 per card; common to good green, $2.75 to $3.25; inferior green, $1.75 to $2.50; annual white, $2.25 to $3.50.

SHANGHAI.—Messrs. Skeggs and Co.'s Circular, dated 23rd September, is as follows:—There has been an active market throughout the fortnight, and, although settlements are estimated at only 2,200 bales, considerably more has been purchased, but rejected owing to the damp condition of the bulk. Exchange has also interfered with business to some extent, having ranged from ½d. to 1d. higher than last mail's rate. Chop Silks have been taken at an advance of Tls. 5 as follows:—Koo-fong-sing thirds at Tls. 572½; Dragons, Tls. 567½; Yakee, Tls. 560; Donkey, Tls. 557½; Incense, Tls. 550; Blue Flag, Tls. 520; and Red Peacocks, Tls. 467½; whilst all medium and good descriptions maintain previous rates, common sorts only being perhaps a shade easier, but quotations can scarcely be altered. In all other descriptions the market may be considered unchanged, although higher prices are asked for Kahing and Chincum Taysaams.

CANTON.—The home advices not having proved so favourable as was expected, the principal buyers had withheld purchases. Holders at the same time were firm. The fifth crop produce was arriving daily, and holders of the accumulated stock would probably be forced to accept lower rates. Re-reeled Côten-Gown were quoted $640; Re-reeled Mahang, $525; Re-reeled Tonquin, $440 per picul. The stock was estimated at Loongkongs, 150 bales; Tsatlee reels, 450 bales; Kowkongs, 200 bales; Cumchucks, Lacklows, &c., 70 bales; and 200 bales of inferior descriptions.

## JAVA, STRAITS, AND CEYLON PRODUCE.

BATAVIA.—Arrack is in fair request, but transactions limited, at f.125 per leaguer. Coffee: No transactions of importance. Ordinary Java quality f.32 per picul. Gum Damar in less favour, and few buyers at over f.46 per picul. Hides in good request at last quotations. Sugar: The principal transaction had been in the Government sale of 95,000 piculs, held on Sept. 13; the bulk of the assortment consisted of qualities unsuitable for the European markets, and the average rate paid was f.15.95 per picul for No. 14. Tin: An auction of 5,000 piculs Billiton to be held on Oct. 12.

SINGAPORE.—A moderate business had been done during the fortnight. Gambier, after departure of last mail, receded to $3.20 and $3.17½, but had since recovered, and the last purchases had been made at $3.20 per picul. Black Pepper difficult to obtain in quantity, and the parcels coming to hand had been taken up at $7.05 to $7.12½ per picul. White Pepper also scarce, $11 per picul paid for delivery. Pearl Sago declined; small grain, $3.25 to $3.20. Sago Flour also slightly lower, a small cargo of Borneo bought at $2.60 per picul. Bontyne Coffee, $12¾ to $18 per picul. Tapioca, $4.50 to $4.70 for Pearl; $4.65 to $4.90 for Lump. Hides in fair demand, $11⅛ paid for picked Tringanu. Tin bought to a considerable extent for Europe and America, $31⅜ to $30⅞ per picul.

PENANG.—The demand for Tin had subsided; $29.75 per picul closing price. No Black Pepper had come forward, the only transaction at $7 to $7.25 per picul. Small arrivals of White Pepper secured at $9.75 to $10 per picul—scarcely first chop.

COLOMBO.—Coffee plantation: A fair amount of the new crop was on the market, and the samples for the most part were of fair average quality, though generally in a damp condition, owing to the excessively wet weather which had prevailed. We have to report several transactions at prices ranging from 10s. 6d. to 11s. 6d. per bushel. Native was still quoted at 48s. to 49s. per cwt. free on boa-J, but this must be considered as quite nominal as the market was quite bare of supplies. Cinnamon: Price well maintained, but the choice was becoming more limited. We quote 22d. to 24d. per lb. Cocoanut Oil in fair demand, at £34 to £35 per ton. Coir Yarn: The decline of 1s. to 2s. in the Home market had checked business. Plumbago: The wet weather had greatly interfered with mining operations, and the supply on offer was limited. Good bright Lump £14 to £15. 10s., and Dust £4 to £5 per ton.

## EXPORT OF TEA AND SILK, SEASON 1869-70.

### TO GREAT BRITAIN.

| Date. | From Yokohama & Nagasaki. | From Shanghai and Hankow | From Foochow. | From Amoy. | From Canton, Macao, &c. | Total lbs. | SILK. Total Bales & Cses |
|---|---|---|---|---|---|---|---|
| From June 1 to Sept. 30, 1869 | ... | 46980383 | 32337489 | 1151545 | 7641225 | 88110542 | 25808 |
| Corresponding period last season | 605753 | 52233715 | 43904801 | ... | 9215225 | 105959494 | 38084 |

*Particulars of Shipments;*

| | | | | |
|---|---|---|---|---|
| Sept. 7 per Grasmere | From Canton | ... | 555,228* | |
| — 10 ... Tamerlane | ... Shanghai | ... | 1,063,957* | |
| — — ... Polar Star | ... Amoy | ... | 218,625* | |
| — 12 ... Queen of the Ocean | ... Foochow | ... | 739,200* | |
| — 13 ... St. Andrew's Castle | ... Do. | ... | 881,900* | |
| — 13 ... Hindostan | ... Shanghai | ... | 1,143,553* | |
| — 13 ... Diomed (str.) | ... Do | ... | 628,387* | |
| — 14 ... Windermere | ... Foochow | ... | 690,800* | |
| — — ... Pegasus | ... Shanghai | ... | 677,090* | |
| — 16 ... Inarime | ... Foochow | ... | 856,400* | |
| — 17 ... Empress | ... Do. | ... | 559,900* | |
| — 17 ... L'Imperatrice | ... Shanghai | ... | 916,243* | |
| — 24 ... Fiery Cross | ... Do. | ... | 745,434 | 25* |
| — 30 ... Travancore | ... Shanghai, &c. | ... | — | 2,812* |

* Included in above totals.

### TO UNITED STATES.

| | | Pcls. |
|---|---|---|
| From June 1 to Sept. 30, 1869 | 5145580 | 498 |
| Corresponding period last seaso | 7784595 | 504 |

*Particulars of Shipments;*

| | | | | |
|---|---|---|---|---|
| Sept. 15 per George Becker | From Yokohama | ... | 436,733* | |
| — 16 ... Mary Lee | ... Do. | ... | 234,223* | |
| — 16 ... America | ... — | ... | — | 16 |
| — 18 ... Costa Rica (str.) | ... Shanghai | ... | 345,010* | |
| — 24 ... Rome | ... Canton | ... | 9,792 | 48 |
| — 24 ... Nantib | ... Amoy | ... | 309,633* | |
| — 29 ... Apenrade | ... Canton | ... | 192,127* | |

* Included in above totals.

### TO THE CONTINENT.

| | | Bales. |
|---|---|---|
| From June 1 to Sept. 30, 1869 | 739340 | — |
| Corresponding period last season | 2820610 | — |

*Particulars of Shipments;*

| | | | |
|---|---|---|---|
| Sept. 17 per Deerfoot | From Foochow | ... | 636,600 |

### TO AUSTRALIA.

| | |
|---|---|
| From June 1 to Sept. 30, 1869 | 8,476,813 lbs. |
| Corresponding period last year | 11,180,876 |

*Particulars of Shipments Since;*

| | | | |
|---|---|---|---|
| Sept. 21 per Woodbine | From Foochow | ... | 196,600* |

* Included in above total.

### TO GREAT BRITAIN.

| | Tea—lbs. | Silk bales China & Japan. |
|---|---|---|
| From 1843 to 1844 | 51,022,600 | ... |
| ,, 1845 to 1846 | 57,334,200 | 18,604 |
| ,, 1850 to 1851 | 63,972,000 | 22,143 |
| ,, 1853 to 1854 | 77,327,800 | 61,280 |
| ,, 1855 to 1856 | 92,240,300 | 50,481 |
| ,, 1857 to 1858 | 76,990,255 | 68,315 |
| ,, 1858 to 1859 | 65,789,792 | 83,134 |
| ,, 1859 to 1860 | 85,560,452 | 64,169 |
| ,, 1860 to 1861 | 90,066,160 | 76,644 |
| ,, 1861 to 1862 | 109,854,040 | 79,199 |
| ,, 1862 to 1863 | 121,273,580 | 72,887 |
| ,, 1863 to 1864 | 117,463,586 | 46,603 |
| ,, 1864 to 1865 | 121,236,870 | 32,313 |
| ,, 1865 to 1866 | 118,333,042 | 62,890 |
| ,, 1866 to 1867 | 118,423,290 | 50,052 |
| ,, 1867 to 1868 | 116,890,430 | 57,449 |
| ,, 1868 to 1869 | 142,789,804 | 70,917 |

## EXCHANGES, &c.

[*For dates, see first page.*]

### ON LONDON.

| At | Bank Bills. | Credits. | Documentary. |
|---|---|---|---|
| Yokohama, 6 m. s. | 4s. 5½d. | 4s. 6d. | 4s. 6d. |
| Hiogo & Osaka ,, | — | — | — |
| Shanghai ,, ,, | 5s. 11¾d. | 6s. 0d. | 6s. 0¼d. |
| Canton ,, ,, | 4s. 6¼d. | 4s. 6¾d. | 4s. 7d. |
| Hong Kong ,, ,, Macao ,, ,, | | | |
| Singapore ,, ,, | 4s. 5¾d. | 4s. 6¼d. | 4s. 6¼d. |
| Manila ,, ,, | — | — | — |
| Colombo ,, ,, | 1 to 2 dis. | — | par. |

### MISCELLANEOUS.

| — | At Shanghai. | At Hong Kong. |
|---|---|---|
| Bills on India | 301 | 228½ |
| ,, Hong Kong | 24 to 24½ dis. | — |
| Bar silver | 111.7.5 | 6¼ prem. |
| Mexican dollars | 77.2.5 | ¼ to ½ prem. |

Bous, at Yokohama, 338 to 346 per 100 dols.

### SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, New, 14 to 15; Old, 25 to 26 per cent. premium.
Hong Kong Gas Company, 44 dols. per share.
Hong Kong and Whampoa Dock, 10 to 12 per cent. discount.
Union Dock Company, 50 per cent. discount.
China Traders' Insurance, 900 to 950 dols. premium.
Hotel shares, 50 to 60 per cent. discount.
Hong Kong and Macao Steamboat Company, 19 to 20 per cent. premium.

# Shipping Intelligence.

## ARRIVALS.

At YOKOHAMA.—From London, Sept. 5, Rifleman, Havelock; from Liverpool, 7, Mount Vernon; 6, Grenadier; from Newcastle, 6, West Indian; from Amsterdam, 16, Professor Suringar.

At HIOGO.—From London, Aug. 31, Parmenio; Sept. 7, Ravensbourne (via Nagasaki).

At SHANGHAI.—From London, Sept. 11, Beemah, Wylo; 13, Kelso; 17, Antrim; from Liverpool, 18, Mikado; from Hamburg, 13, Guaymaas; from New York (via Hong Kong), 19, Samuel Larrabee.

At FOOCHOW.—The Aurora Australis, which was reported as dismasted off Yokohama, has arrived.

At AMOY.—None.

At HONG KONG and CANTON.—From London, Sept. 27, Countess Russell; from Glasgow, 25, Hirondelle; from Cardiff, 24, Chariot of Fame; from Liverpool, 26, Tycho Brahe (str.); from Sunderland, 27, Sharperton.

At MANILA.—Mail missed.

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At SINGAPORE.—From London, Oct. 3, Pactolus; 7, Rifle; from Liverpool, 3, Penrith; from Glasgow, 6, Eliza Thornton; from Swansea, Sept. 28, Oliver Cromwell; from Cardiff, Oct. 2, Affghan; from Hamburg, 2, J. W. A. Lorenzen; Northam Castle, Grecian Queen (reported by telegram).

At BATAVIA.—From Rotterdam, Sept. 23, Voorlichter, Jason; 24, Noord Braband; 25, Acolus, Jannelje; 26, Graafstroom, Kennemerland, Professor v. d. Boon Mesch, Susanna, Jedo, India; from Amsterdam, 18, Stad Docum; 21, Nederland and Oranje; 23, Luctor et Emergo; 24, Wilhelmina and Clara; 26, Bestevaer; from Glasgow, County of Ayr; from Liverpool, 28, Syringa.

At BANGKOK.—No advices.

At PENANG.—None.

At SAIGON.—No advices.

At COLOMBO.—From London, Oct. 2, Elfin.

At GALLE.—From Newcastle, Oct. 5, Adelaide; from Cardiff, 7, Ardanza; 15, Mirella.

## DEPARTURES.

From YOKOHAMA.—For New York, Sept. 15, George Becker; 16, Mary Lee; for Callao, 9, Queen of Nations; 11, Star of India; 13, Senator Webber; 15 Queen of Nations.

From HIOGO.—None.

From SHANGHAI.—For London, Sept. 11, Tamerlane; 12, Diomed (str.); 13, Hindostan; 16, Mary Moore, Pegasus; 17, Imperatrice; 2 , Fiery Cross.

From FOOCHOW.—For London, Sept. 12, Queen of the Ocean; 13, St. Andrew's Castle; 14, Windermere; 16, Inarime; 17, Empress; for otterdam, 16, Deerfoot.

From AMOY.—For Channel, Sept. 10, Polar Star.

From HONG KONG and CANTON.—For London (via Singapore, &c.), Sept. 18, Diomed (str.); for England, 23, H.M.S. Rodney.

From SINGAPORE.—For London, Sept. 29, Diomed (str.); 30, Empress of India; Oct. 2, Medway; for Falmonth, Sept. 25, Alfred.

From BATAVIA.—For Holland, Sept. 19, Grootmeester, National, Helena, Arabia, Maassluis, Gutenberg, Tonia, Kosmopoliet II., Mentor, Maria Adolfina, Senior; for France, 25, Asie Mineuer.

From PENANG.—For London, Sept. 28, Mary Falconer; Oct. 2 (*via* Mauritius), Diomed (str.); for Boston, Sept. 28, Rainbow.

From COLOMBO.—None.

From GALLE.—None.

## VESSELS LOADING.

At YOKOHAMA.—For London, Crown; for New York, Phæton, Cedric, Janet Ferguson, Carobel.

At HIOGO.—For New York, Ravensbourne.

At SHANGHAI.—For London, Northampton, Rollo, Lorton, Wylo, Ornate, Dhollarah, Whimmera; for New York, Willy Rickmers, Everhard, Nettie Merryman, Atma, James P. Stone.

At FOOCHOW.—For London, E. P. Bouverie, Lord Macaulay (full), Osprey, Ceylon, England's Glory, Carmarthenshire, Columbus; for New York, Ada.

At AMOY.—None.

At HONG KONG and CANTON.—For London, Cathaya, Invincible, Gauntlet; for New York, Dr. Petermann, Oliver Cromwell, Good Hope.

At SINGAPORE.—For Liverpool and Glasgow, Roslin Castle; for Liverpool, Affgham, Toronto.

At BATAVIA.—For Holland, Catharine Rankin, Hilju, Norsk Flag; for Amsterdam, Europa, Johan, Atlas, Aimo, Charlie Palmer, Herman de Ruyter, Dordrecht II., Saya, Crawshay Bailey, Tasmania, President Plato, Utinia, Jan Pieterszoon Koen, Alexander II.; for Rotterdam, Maria, Burg Hoofman, Ridderkerk, Bali, County of Forfar, T. D. Marshall, J. L. Enthoven, Noach II.; for Channel, Veronica, Scindia, China; for United States, Sharpsburg.

At PENANG.—For London, John Paul, Knighton, Benvenue.

At COLOMBO.—For London, Passover, Benledi, Ocean Rover, Southern Cross, Samuel, City of Paris; for London, via Tuticorin, Helen Finlayson, Elfin; for Boston, Asphodel.

At GALLE.—For London, Lincelles.

## FREIGHTS AND CHARTERS.

At YOKOHAMA.—To London, £4 per ton; to New York, £2 10s. Employment for shipping is very dull, and several vessels have left Japan for Callao, to load guano for England.

At HIOGO.—The Ravensbourne is circulated for New York, but no rate is fixed.

At NAGASAKI.—To London £4, to New York £3 10s.

At SHANGHAI.—There is no improvement to report; rates remain 30s. to London and £2 to New York.

At FOOCHOW.—To London, £2; to New York, £2 5s.

At HONG KONG.—The Gauntlet is engaged full at £1 15s. to London.

At SINGAPORE.—There is no vessel on the berth for London. To Liverpool, and Liverpool and Glasgow, the rate is £1 12s. 6d. dead weight, £1 17s. 6d. light freight.

At BATAVIA.—To Continent f.43.90 f.45.

At PENANG.—To London the rate is for tin £1 10s. per ton; sugar, £1 17s. 6d.; measurment, £2 7s. 6d.

At COLOMBO.—To London dead weight, £2 5s. to £2 10s.; coffee in casks, 55s. to 60s.; in bags, 35s. to 40s.

## CASUALTIES.

The Bella Rose Foochow to Melbourne, and the Devonport, London to China, are reported by telegram from Hong Kong as totally lost in the China Sea.

## VESSELS PASSED STRAITS OF SUNDA.

| Date. | Ship. | From | To. |
|---|---|---|---|
| Sept. 14 | Water Lily | Bangkok | Falmouth |
| „ 15 | Candida | Cadiz | Manila |
| „ — | Nenvo Lantaro | Singapore | Barcelona |
| „ — | Concita | Manila | Cadiz |
| „ — | Noach II. | Manila | Batavia |
| „ — | Petchelee | Liverpool | Hong Kong |
| „ 16 | United Service (str.) | London | Singapore |
| „ — | Sea Mew | Canton | Hamburg |
| „ 18 | Aurelie | Bordeaux | Saigon |
| „ — | Cymbeline | Cardiff | Hong Kong |
| „ — | M. of Londonderry | Glasgow | Hong Kong |
| „ — | Nederland en Oranje | Amsterdam | Batavia |
| „ — | Scawfell | Hong Kong | London |
| „ — | General de Steurs | Batavia | Holland |
| „ — | Royal Sovereign | Batavia | Rotterdam |
| „ 19 | Henry Reed | Cardiff | Shanghai |
| „ 20 | Juno (str.) | Singapore | Cape of G. H. |
| „ — | Elisabeth Nicholson | London | Shanghai |
| „ — | Helena | Batavia | Amsterdam |
| „ 21 | Voorlichter | Rotterdam | Batavia |
| „ — | Jason | Do. | Do. |
| „ — | Favorite | Singapore | Marseilles |
| „ — | Pactolus | London | Singapore |
| „ — | Eastern Empire | Cardiff | Yokohama |
| „ — | Madina | Singapore | Gibraltar |
| „ — | Devonport | London | Shanghai |
| „ — | Wilhelmina & Clara | Amsterdam | Batavia |
| „ 22 | Bristow | London | Shanghai |
| „ — | Affghan | Cardiff | Singavore |
| „ — | Jedo | Rotterdam | Batavia |
| „ — | Neva | Havana | Hong Kong |
| „ 23 | Jannetje | Rotterdam | Batavia |
| „ — | Diana | Glasgow | Yokohama |
| „ — | Star of the North | London | Hong Kong |
| „ 24 | James Shepherd | England | Do. |
| „ — | Ta Lee | London | Yokohama |
| „ 25 | Bestevaer | Amsterdam | Batavia |
| „ — | Graafstroom | Rotterdam | Do. |
| „ 26 | Kennemerland | Amsterdam | Do. |
| „ — | P. v.d. Boon Mesch | Rotterdam | Do. |
| „ — | India | Do. | Do. |
| „ — | Arabia | Batavia | Rotterdam |
| „ — | Tewkesbery | Cardiff | Hong Kong |
| „ — | Chispols | Cadiz | Order |

## COMMERCIAL POSTSCRIPT.

The amount of bullion by the P. and O. Company's steamer *Tanjore*, from Southampton, on the 13th inst., was—in gold, to Alexandria, £3,000; to Galle, £1,800; to Bombay, £30,800; to Madras, £6,738; to Calcutta, £20,000; in silver, to Bombay, £15,500, to Hong Kong, £300; to Shanghai, £2,950; total, in gold, £62,338; in silver, £18,750.

The notorious French coolie ship *Tamaris* is reported by the West India mail to have put into Martinique.

### SHIPPING.

ARRIVALS NOT IN THE TABLES.—Nov. 13, at Deal, from Bangkok, Lord Collingwood; 10, at Marseilles, from Singapore, Isaure; 13, at London, from Colombo, &c., Avery; 14, from Foochow, Serica; from Shangai, Guinevere; at Liverpool, from Singapore, Downe Castle; at Falmouth, from Bangkok, Sarah Anderson; from Akyab, Matterhorn; at Queenstown, from Manila, Alexandrina; from Rangoon, Lady Emma Bruce; at London, from China, Falcon, Golden Spur.

DEPARTURES.—Nov. 13, from London, for Galle, Great Basses.

LAID ON.—At London, for Colombo, Prince Alfred.

SPOKEN.—Zephyr, Manila to New York, Sept. 7, 31 S., 14 E. Athole, Sourabaya to London, Oct. 23, 27 N., 30 W.

CASUALTIES.—The Bedforshire, Langford, from Cardiff to Singapore which was reported Nov. 8 as having put back to Cardiff for repairs, had her hawsepipes, sheer streak, and part of covering board carried away by her chain having got foul of some wreck whilst she was at anchor in Penarth Roads, Nov. 6.

MISCELLANEOUS.—At Madeira, Oct. 17, Bangkok (str.), Haffenden, from the Clyde and left for Singapore.

## LATEST TELEGRAM.

(RECEIVED AT THE "LONDON AND CHINA TELEGRAPH" OFFICE, VIA GALLE, NOV. 7.)

GALLE, OCT. 27.—Severe earthquake at Manila; every building shaken; walls thrown down; many accidents in Manila and the neighbouring provinces.

CARGO FROM CHINA AND JAPAN.—The Pacific mail steamer *America*, which arrived at San Francisco on the 20th Oct., brought the following cargo:—634 bags sugar, 8 packages treasure ($29,300), 178 packages drugs, 60 packages clothing, 300 bags coffee, 400 bales hemp, 11 packages camphor wood trunks, 30 packages rice flour, 5 packages cuttlefish, 2,898 packages 30 jars tea, 179 packages candy, 4 packages paddy, 20 packages oysters, 4 packages japanware, 1 case books, 22 packages lacquered ware, 24 packages plants, 5,252 bags rice, 10 packages wine, 261 boxes eggs, 54 packages fish, 250 packages beans, 564 packages yams, 25 packages lily roots, 12 packages woodenware, 342 packages arrowroot, 10 packages oil, 115 packages sweetmeats, 90 packages bamboo shoots, 15 packages olives, 208 packages fruit, 26 jars anchovies, 50 packages paperware, 30 boxes soy, 23 boxes opium, 25 packages paper, 32 packages paper, 32 packages shoes, 50 packages lamp oil, 230 packages ginger, 19 packages silk, 7 packages cotton, 9 packages vermilion, 693 packages merchandise.

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NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.

No notice can be taken of Anonymous Correspondence. Whatever is intended for insertion must be authenticated by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A REGISTER is kept of the addresses of all persons connected with the FAR EAST, and reference can be made to the same by personal application at the Office or by letter.

The "LONDON AND CHINA EXPRESS" is published for despatch *via* Marseilles by the fortnightly English Mails, and also for the French mail leaving every fourth Thursday, for circulation in China, Japan, Philippines, Cochin China, Siam, Borneo, Java, the Straits Settlements, and Ceylon. Annual Subscription, including postage, payable in advance, $12, and Export Supplement $2.50 extra.

The applications for the "LONDON AND CHINA TELEGRAPH" from the Straits, China, Japan, &c., having lately become more numerous, a supply is now sent to the Agents of the "LONDON AND CHINA EXPRESS" in those countries. The subscription is $8 per annum.

*Homeward-bound Passengers by the Overland route will find copies on sale at the Agents in Singapore, Penang, Anjer, Galle, Aden, and Alexandria. Passengers to and from China and Japan by the Pacific route may procure them at San Francisco and New York. The list of Agents will be found in our advertising columns.*

JAMES WEST, PUBLISHER,
2, COWPER'S-COURT, CORNHILL, LONDON.

# The London & China Telegraph.

*LONDON: MONDAY, NOV.* 15, 1869.

## RAILWAYS IN CHINA.

ALL who possess any substantial knowledge of China—and we regret that it is impossible to include in this category any member of Mr. GLADSTONE'S administration—are well aware that if we ever succeed in introducing railways and telegraphs into that country it will be in spite of the opposition of the Government, and not by the aid of their goodwill. In other words, it is as plain as a pike-staff, to all except those who turn a deaf ear to everything but Mr. BURLINGAME'S blandishments, that the Chinese people will gladly welcome us foreigners with our Western civilisation, if only their rulers will allow them to do so. The Government are ready enough to adopt such European improvements as will strengthen them in warlike art. They are glad to establish arsenals and build gunboats on the European model, simply because these will enable them, as they believe, successfully to resist all other European innovations; and in the BURLINGAME mission, as in all else, this has been their sole aim and end. Fortunately for us, however, the people themselves are more liberal and more open to conviction. Already the more enlightened section begins to believe in the value of railway communication, and we learn that such strong representations have been made in favour of a line between Shanghai and Soochow that even the Mandarins have had to make at least a show of giving way, and have promised to sanction the construction of such a line, on the stringent condition, however, that it shall be carried out entirely without foreign aid. The scheme will be remembered as an old one, which was extinguished for the time by the decidedly hostile tone in which the Peking Government replied to Sir RUTHERFORD ALCOCK'S communication on the subject of railways. It is now revived in this new form; the native merchants, not only at Shanghai, but in the city of Soochow itself, have expressed a strong desire to see it carried out; and, as we have said, the local authorities express themselves willing to facilitate it if it can be accomplished solely with native resources. This stipulation, it seems to us, is very far from being a prohibitory one, if the central Government endorses the concession of its local subordinates. If undertaken by a purely Chinese company, that company will surely find the means of procuring such foreign assistance as it may require to complete the line, and nothing can prevent it from being a means of ultimately introducing foreign science and improvements. The one obstacle to be dreaded is that, when all else is satisfactorily settled, there will be found to be a hitch at head quarters—that in fact the central authority will *not* sanction it; and of course the spirit that at present rules our attitude towards China will not permit the exercise of any pressure, so in that case another chance will be hopelessly lost. Still, without being very sanguine as to the result, we may venture to hope that the Soochow Railway will at some not very distant day be an accomplished fact; and that once in operation, it needs no prophet to foretell the swift and certain driving home of the wedge that is to admit us into the very heart of the Empire.

## SILK CULTIVATION IN JAPAN.

IT is always gratifying to find our Consular or diplomatic officials in the East taking advantage of their position and influence to promote the interests of commerce. In the early times of our intercourse with China there was too much reason to complain of indifference in this respect, for many members of these services, though fully alive to the importance and dignity attached to the discharge of their magisterial and diplomatic functions, were prone to regard mere trade with contempt, if not with absolute aversion. But all that is now changed. Of late years our Ministers and Consuls have vied with one another in collecting statistics and compiling reports on the trade of the various ports, until their observations have come to be regarded as highly important contributions to the history of our commercial intercourse with China and Japan. In several cases, gentlemen attached to one or other of the Legations have made extensive tours for the purpose of collecting information, and the result of one such journey, recently performed in the island of Niphon, is now before us. With the laudable view of acquiring and disseminating a more intimate knowledge of the silk culture as practised in Japan, Messrs. ADAMS and WILKINSON, of the British Legation at Yedo, made a tour through the principal silk districts of that country in June and July of the present year; in order to increase the practical utility of their observations, they were accompanied by three experienced silk-inspectors of Yokohama; and Mr. ADAMS having compiled a most interesting report of the journey for presentation to his chief, it was transmitted to the Yokohama Chamber of Commerce, and published in pamphlet form by that body. In characterising Mr. ADAMS'S report as "most interesting," we have by no means erred on the side of extravagant laudation, for his account of the culture of the silkworm and the manner of preparing its produce would be read with interest even by persons entirely unconnected with the silk trade. The first noticeable thing in the report is the uniform kindness, civility, and attention experienced by the travellers at every point of their journey, not only from the general populace, but from the much dreaded "Yakonins" and retainers of Daimios. This presents a marked contrast with the treatment recently experienced by foreigners travelling in China. Some very unfavourable symptoms were observed in the condition of the silk districts, of which the most serious is an increasing prevalence of a parasitic disease termed "Uji," for which no remedy appears to be known, and which seems to be at times almost as disastrous in its effects as the silkworm disease that has lately prevailed in Europe. Another serious evil is the great carelessness with which many operations are performed that demand extreme nicety and skill; but improved machinery, and a better system of management, would soon cure this, as well as a loss arising from the present defective mode of drying the cocoons. On the other hand, some very encouraging signs of improvement were noticed, such as a largely increased cultivation of the mulberry, the erection of buildings specially for rearing silkworms, and the establishment of "inspection-offices" for the proper examination of the silk before sending it into the market. On the whole, there seems every prospect of a gradual but steady improvement in the silk trade of Japan. We may conclude our brief notice of Mr. ADAMS'S pamphlet with a hope that this will not be his last contribution to our knowledge of Japan.

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THE Indo-European Telegraph Company (SIEMEN'S line) have now the entire length of their wires completed, with the exception of some trifling links near Teheran. The line runs from Lowestoft, by submarine, to Nordeney, thence to Berlin, Odessa, Warsaw, and Kertch to Teheran and Bushire, thence by Persian Gulf Cable to Kurrachee. The scale of charges is not yet fixed, but it will certainly be lower than the present rates. The line will probably be opened on the 1st Dec. Telegrams announce the completion of the first section of the new Persian Gulf cable.

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THE steamer *Rocket*, which left Shields for Shanghai on the 24th Oct., was towed into Lowestoft during the late gale, with loss of the Captain, Engineer, &c. She proceeds shortly, under the command of Captain ROPER, *via* the Suez Canal.. The *Rocket* has been despatched by Mr. JAS. BEAZLEY, of Liverpool, and is intended for local employment. She is consigned to Messrs. A. R. TILBY and Co., of Shanghai.

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## CONSULAR REPORTS ON TRADE.

A BLUE-BOOK just issued contains (in continuation of the series of Reports presented to the House of Commons in July last) the Reports on the trade of Tientsin, Chinkiang, and Tam-suy for the year 1868. Mr. MONGAN, who has long been conspicuous for the ability with which he treats all matters having reference to commerce, gives an exhaustive account of the condition of the port under his jurisdiction, and the result she deduces from his observations must be considered more promising for the future than satisfactory as regards the present. The two rebel raids of last year devastated whole districts on the fertility of which the commerce of Tientsin mainly depends; and the ravaging of an entire province, with the plundering and partial destruction of five cities, could not but be felt as a heavy blow. Yet with all this havoc to record, Mr. MONGAN'S Report contains, as we have said, good promise for the future; for even in the face of these untoward circumstances, the total trade of the port for 1868 appears to have largely increased in comparison with the previous year, although it fell short of the year 1866, when no disturbances of any kind happened to interrupt the tranquillity of the province. This being the case, it is by no means unreasonable to expect that so long as it enjoys immunity from such disturbing influences, the trade of Tientsin will exhibit steady and rapid progress. The first section of the Report before us is devoted to a brief historical sketch of the political events of local importance which affected the commercial interests of the port during the year; and this consists chiefly of a record of a series of miserable tragedies that need not be dwelt upon here, though it forms a valuable *addendum* to the other information contained in the Report. Passing then to shipping and navigation, we find that in 1868 more foreign shipping was employed in the trade of Tientsin than in any former year, the increase in tonnage, however, being entirely in steamers. The direct trade with England was represented by three sailing vessels, averaging about 530 tons, against one of 460 tons in the preceding year; and Mr. MONGAN gives some figures showing that the cost of importing piece-goods by this method is about equal to, but certainly not more than, the cost of conveying them from Shanghai to Tientsin. This fact needs only to be fairly considered to ensure a rapid development of the direct trade. Of both steamers and sailing vessels the largest proportion bore the English flag. Besides this, there is much interesting information regarding the rice trade and other traffic carried on by native junks, which, like that in foreign bottoms, shows a steady increase. Turning to imports, we find that, as compared with 1867, there was a very great advance in the value of cotton piece-goods imported, a slight falling off in that of woollens, and a considerable decline in that of opium; but the aggregate value of these three great staples, and all other foreign imports, in the latter year exceeded that of the former more than three-quarters of a million sterling. Mr. MONGAN expresses an opinion that Tientsin consumes more cotton piece goods than any other of the open ports, Shanghai not even excepted, if the re-exports be deducted from the imports; and yet the teeming millions of the working classes of this country do not wear English cotton cloth, the more durable homespun product being universally preferred by them to our more elegant-looking but less serviceable fabrics. Under the head of exports less produce and more treasure was exported in 1868 than in 1867; but taking the aggregate values of both, there was an increase of about half a million sterling in the former year, the total value being close on £1,870,000. This included only 480 tons of coal—that mineral which would prove such a vast source of wealth to the port could permission be obtained to work the mines; to the difficulties that all endeavours in this direction have met with Mr. MONGAN makes but a brief passing allusion, evidently feeling very strongly on the subject, but convinced that with the present attitude of our Government no hope of progress can be entertained. He incidentally notices the increased use of GRANT'S Trans-Mongolian line, which in 1868 transmitted 1,158 messages between England and China, against 856 in the previous year. The total trade of the port—import, export, and transit—he estimates at a trifle over eight millions sterling. We cannot dismiss this report without once more commending the clear, able, business-like manner in which it is framed.

The other two Reports in the volume are of minor importance. That on Tam-suy, by Mr. H. F. HOLT (Vice-Consul) shows the total imports and exports in 1868, in foreign vessels, to have been under a quarter of a million sterling. Notwithstanding the smallness of his field of observation, Mr. HOLT finds room for some interesting and thoroughly practical remarks and suggestions, and generally takes a hopeful view of its future. Mr. ALLEN'S Report on Chinkiang applies also to a limited field, though one of rather more importance than Tam-suy. Here also the figures are satisfactory, especially as regards Imports, which figure for Tls. 5,693,980, and show an increase of 70 per cent. over the previous year, including opium, or, if the drug be left out of the question, an increase of no less than 450 per cent., a ratio which, if continued, would soon bring the port into an important position. The Exports are trifling—only Tls. 442,000, but these also show a slight though perceptible increase, especially in the most important article, silk piece goods. The foreign shipping is of course almost exclusively confined to the steamers of the river companies, but these, it seems, charge such high rates of freight that small vessels of the "lorcha" class and schooners are gradually creeping in, and taking a share of the traffic when despatch is not a *sine quâ non*. Further development in this direction may be expected.

## THE HONG KONG CENSUS.

THE "Amended Census Return" for the 30th June last, published in the *Government Gazette* of the 11th Sept., is worthy of a passing notice. The first thing that strikes one is the exceeding smallness of the proportion of Britons to the total population of this British Colony; the latter being represented by the figures 121,979, while the number of fixed British residents (that is, not counting crews of ships in harbour and soldiers of the garrison) was only 759. Of course, in an Asiatic colony, a large preponderance of native over European residents is a matter of course, but then it would be supposed that at any rate the English would outnumber all other "foreign" nationalities. But here again we are at fault; under the head of "European and American fixed residents," we find Portuguese come first, with 1,150, or nearly four hundred above the English. The Germans are third in point of number, being 153, and Americans fourth, with 115. The French are but 56; Danes and Italians twelve each; while the Spaniards, Swiss, and Austrians figure for the still more insignificant numbers of nine, six, and four respectively. It may be doubted, however, whether many of the Portuguese are not wrongly classed as "Europeans" simply; it being an open question how large a proportion of the natives of Macao are entitled to be so considered. And it is very evident that these are not included in the 997 persons set down as "Goa, Manila, Indian, and others of mixed blood." The garrison exhibits a smaller figure than in many previous census returns, being but 763, all told. The Chinese inhabitants of the colony number 114,280, of whom no less than 7,235 are in the employ of Europeans, and as the latter (excluding, of course, women and children) are 1,148, we have an average of 6·32 Chinese employed by each European resident. By the way, this may not be quite correct, for sixty-three Europeans and Americans had the misfortune to be in gaol at the time the census was taken, and it is not quite clear how many, if any, of these come under the denomination of "fixed residents." Perhaps it depends upon the term for which they were committed to "durance vile." The Chinese, however, occupied their full share of the gaol accommodation, for we find that nearly four hundred of them were provided with free lodgings. Of the remaining Chinese population—that is, the portion neither in European employ nor in prison—nearly one-fourth (22,530) are described in the census as "boat population," from which it would seem that even when domiciled under the British flag they do not relinquish the amphibious habits so dear to the Celestial nature.

THE interchange of the Treaty of Friendship, Trade, and Navigation between the King of the BELGIANS and the Supreme King of SIAM has taken place at the Belgian Legation, the respective plenipotentiaries being the Baron BEAULIEU and Sir JOHN BOWRING.

MR. HENRY JEFFARD TARRANT, formerly of Hong Kong, has been appointed Acting Chief Justice at Maulmain.

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## EXHIBITION OF EASTERN PRODUCTIONS OF ART.

There is now open in the Palais de l'Industrie, in the Champs Elysées, Paris, the Third Exhibition of Art Manufactures, organised by an excellent society, *L'Union Centrale de l'Art Appliqué*, composed of artists, art manufacturers, and professors, who are making most laudable and successful endeavours to do something more for improvement and taste in decoration of all kinds, using the term in its widest signification, than official schools, colleges, and Imperial factories have done in the present day. The plan of the society is similar to that of the South Kensington Museum; it has a library and museum of art and art products, ancient and modern, open to all the world, and its exhibitions include all these things. The Exhibition now open, and which is to remain open all the current month, comprises an admirable collection of superior French products of all kinds, while the retrospective portion is devoted, this year, to Eastern products of all epochs. It is not surprising that China and Japan figure largely, for French art at the present moment is more indebted to these than any other foreign countries for its decorative novelties. The collection the bronzes, china, enamels, lacquer work, silks, &c., is superb, of great collectors of these works, and they are numerous in France, having contributed their choicest specimens. After having examined the retrospective galleries, it is highly interesting to inspect the French productions which owe their inspiration to Eastern sources; the most numerous examples are to be found in the porcelain and *faiences* class, in which are innumerable specimens of direct copies of Chinese and other ware, exhibiting very high qualities both as regards body, design, colour, and glaze, and many more which show the application of Oriental principles to modern art. One feature which forms one of the most artistic claims of the Chinese—namely, the mounting of bowls and vases on stands of carved wood, always in keeping with the main object—has been completely naturalised by our neighbours, and thus their beautiful productions gain enormously in importance, while the designs of the French carvers are in themselves highly artistic. In this and other classes Persian, Indian, and other influences are also very perceptible. The newest adoption of peculiar Eastern arts is to be seen, however, in the production of true *cloisonné* enamels, as applied to small objects of art and personal decoration, and of incised bronze work, with gold and silver inlays, after the manner of the Chinese and Japanese. These are the work of the house of Christople and Co., and of M. A. Falize; the colours of the enamels are brilliant, and the work seems to be perfectly solid and well executed, and the designs and execution of the bronzes are admirable. M. Falize has applied the Japanese system to many small objects with great artistic ability, and there is little doubt that his productions will form the starting-point of a new fashion in jewellery and other ornaments. It is not gratifying to the pride of artists of the nineteenth century that they do not succeed in establishing a style in ornamental productions; but, in the absence of originality and invention, the Union Centrale deserves all possible praise for collecting examples of past art, and doing all in its power to lead designers not to copy servilely, but to make legitimate use of the art of other countries.

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From late advices from Washington we learn that Mr. Low, the new United States Minister to China, was expected in that city to receive his final instructions before leaving for Peking. These instructions, it is understood, will be based specially on the Burlingame Treaty, and in order the more fully to carry out this policy, he will not proceed to China by the Pacific, but by the overland route, to give him an opportunity, while passing through Europe, of conferring with, and receiving advice from, Mr. Burlingame. From this it is evident that Mr. Ross Browne's experiences or opinions will not be allowed to have any weight with the U. S. Government as regards its China policy.

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We beg to call the attention of Subscribers interested in Ceylon to the Export Supplement which we furnish with this issue, containing the particulars of cargo by each vessel for ports in Ceylon, including the P. and O. steamers. The subscription is 12s. per annum.

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The allowance to recruits for the Ceylon Rifle Regiment is, we understand, to be reduced from £2 to £1.

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It seems there is to be no delay in thoroughly testing the value of Chinese labour in the Southern States, Mr. Koopmanschaap having already contracted for four or five shiploads of coolies, to be conveyed across by the Pacific Mail Company. The first experiment is to be made on rice and sugar plantations in Louisiana, cotton lands being considered less suitable. The principal features of the agreements to be signed by the coolies, are—a five years' term of service; wages (payable in gold) at $9 per month (of twenty-six working days); half of the wages payable monthly, the other half to accumulate in the employer's hands until the close of each year, as a guarantee against absconding; passage money, and any sums advanced, to be repaid out of first earnings; comfortable quarters and good rations of rice, pork or beef, and tea; and a small patch of garden ground is to be allowed to raise vegetables, &c. If a sufficient number of coolies can be found to accept these terms—which we can hardly doubt—and if the emigration is decorously conducted, and good faith is kept on either side, there is every reason to expect the movement will be a beneficial one to the landowners. The negroes however are of a different opinion, and have already set on foot what promises to be a formidable agitation against the invasion of yellow labour.

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The credulity of Her Majesty's Ministers will, we should think, be a little shaken by the news brought by the present mail. It is now quite evident that the Duke of Edinburgh will have no State reception at Peking, and that if he goes there at all it will be as "a private individual," for whom the arrogant officials will no doubt find some method of showing their contempt. In fact, the mere denial of a proper reception is a gross insult, to begin with. Such are the fruits of a blind credence in Mr. Burlingame's representations, and a policy based upon them. What a contrast this to the truly regal honours paid to the Duke in Yedo, where—as may be read in our mail news—a distinction was shown him never before vouchsafed to any but the Mikados themselves, or the Shiogoons in the days of their pride and power. We hope the lesson will be taken to heart in the quarters where it is most needed.

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We are glad to note that there is a prospect of the entrance to the river at Osaka being permanently improved. The *Royal Minstrel* takes out four iron steam dredging-machines, shipped by Messrs. John R. Hooper and Co., to Messrs. Alt and Co., of Japan, and these we are informed are intended to be applied to the above purpose. The rails, trucks, and other materials for a tramway are also being sent out; it is to be laid between Osaka and the landing place at Tem-po-san (inside the bar), to facilitate the conveyance of goods. This is an important step in the right direction.

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Such of our readers as are interested in the Philippines will have received with regret the tidings conveyed in the telegram from Manila, which appears in another column. Immediately on receiving it we communicated the substance of it to as many of our subscribers connected with Manila as possible. It affords a sort of negative satisfaction that though "accidents" are alluded to, there is no distinct reference to any loss of life, which we may therefore hope has been averted.

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In our issue of the 18th ultimo we noticed a scheme to lay a telegraph cable from Possiet Bay, on the south-east coast of Siberia, to Japan and down the China coast. According to *The Times'* City Article of Saturday, a concession has been granted by the Russian Government to carry this out immediately, and a company is in course of formation for that purpose.

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The vessels intended to be despatched by the Messageries Imperiales for the opening of the fortnightly service in July next are the *Ava*, *Meikong*, *Pe-ho*, and *Yang-tse-keang*. These vessels are of large size and full power, and have several improvements in the cabin accommodation for the convenience of passengers.

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The Suez Canal has not as yet found favour with our underwriters. At present, the Marine Insurance Offices and the members of Lloyd's hesitate to accept risks on goods shipped by vessels going through the Canal at any lower rates than those charged for the voyage round the Cape.

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# Foreign Intelligence.

## HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, Nov. 7.

To-day the debate upon the East India Budget is to be opened in the Second Chamber of the States General. The political news is thus likely to become somewhat more interesting than it has been for some time past. A few days ago the Chinese Embassy arrived at the Hague; it is composed of Messrs. Anson Burlingame, Plenipotentiary; Che-Tajen, second Minister; Sun-Tajen, third; two interpreters; M. Emile Deschamps and Mr. McLeavy Brown, secretaries. The Ambassadors have had several interviews with the Minister of the Foreign Affairs, Mr. Roest van Lunburg.

Prince and Princess Henry started on the 26th ult. from Walferdange (Luxemburg) for Brindisi, where they will go on board H.M.'s steamer *De Valk*, bound for Constantinople. After visiting the Sultan, they proceed to Alexandria and Port Said, to be present at the festivals attending the opening of the Suez Canal.

The efforts made by the Royal Netherlands Steam Company to raise a loan of fl.5,000,000, in order to establish a steam line between Flushing and New York, have not met with success. Only fl.3,000,000 was subscribed, and this sum is to be devoted to the improvement of the lines on the Mediterranean and Baltic Seas, which have already been established several years.

The Minister of Justice intends to lay before the members of Parliament a Bill for abolishing capital punishment.

The Government has granted a concession to Mr. W. Cornell Jewett for a direct telegraphic communication between Holland and Washington.

### PRODUCE MARKETS.

The result of the last auction of Coffee held by the Trading Company was, as I reported, a decline of about 1½c. At this decline an increased demand is likely to spring up for these Java sorts, in anticipation of which the market looks firm; but the intimation by the Trading Company, prior to their late sale, that the quantity to be offered at their November sale will not exceed 109,000 bags, affords the certainty that the stock available for the wants of the trade till next year, including the stock on warrants, reaches to about 426,000 bags, against 272,000 bags at the corresponding date last year; in view of which it seems doubtful whether any improvement of prices can be looked forward to. I may here mention that it is a matter of consideration with the Dutch Government to proceed in future with the sale of the coffee imported on their account by weekly public auctions, instead of ten monthly sales a year, which is the mode of realisation at present. If the contemplated new measure be decided on, it will probably be carried into effect next year, and the arrivals for the Trading Company will then successively be disposed of immediately they come to hand. There is little or no change in other articles of produce, which continue on the whole to exhibit but little activity.

COFFEE.—Since the auction the quotation for good ordinary Java has been 33c., and for ordinary 31c. to 32c., at which rate many numbers of the public sale continue to be inquired for. Total stock of coffee 600,900 bags, against 472,500 on Nov. 1, 1868. Floating, 156,800 bags, against 102,400 bags in 1868.

SUGAR (RAW).—The scantiness of the available stock on hand in our market causes ready sale to be made of what is offered. The following parcels have changed hands:—207 baskets Batavia, per Vesta, afloat, No. 4/11, soft and very soft quality, on secret terms; 252 do., stored, No. 9, soft and very soft quality, supposedly at f.32¼; 410 do. Cheribon, stored, nearly No. 13¾ (vacuum pan sugar), fine ground, good and fine quality, on secret terms; besides which some parcels have been sold from second hands. The market value of floating shipments of Java, of the new crop, ranges in the proportion of f.½ below September.

TEA.—The market is firm in the face of the public sale of 3,725/4 and 114/12 chests Java, to be held at Amsterdam on the 17th inst.

TOBACCO.—Sales have been closed by secret tender of 60 bales Java Blitar Djailey, 68 do. GC., 821 do. Kawi, 201 b. BD/H., 92 do. D, 82 do. MB, 149 do. VI/ Kedirie. The public sales of Java, to be held here to-morrow and on the 5th inst., embrace in the aggregate 12,303 bales of sundry head-marks, and those of Amsterdam on the 9th inst. 7,910 B. Our stock of Java on the 1st was 40,959 bales.

SPICES.—A better demand prevails for Nutmegs and Mace, prices of which have, consequently, improved a little. Nutmegs, No. 1, are held for 105c., No. 2 for 101c., No. 3 for 85c. Mace D 185c., E 180c. A further advance is not deemed unlikely, as stocks are getting very reduced. Amboina Cloves can be bought, No. 2 and 3 respectively, at 29c. and 26c. Stocks on warrants in the Trading Company's stores: Nutmegs, 3,752 casks; Mace, 302 casks; Cloves, 2,855 casks; Cinnamon, 62 packages; Pepper, 603 bags.

RICE.—No transactions from first hands since my last. The demand is dormant.

RATTANS.—Sales have been closed from first hands of 462 piculs, ex Utrecht, and 106 piculs, ex Eva Johanna.

BANCA TIN has undergone a material reduction. Sales have been closed at f.72¾, and even at f.72. The import is offered for delivery, ex the spring sale of 1870, at f.67. The demand remains quiet; no sales of Billiton are reported. Stock on warrants on the 1st, 110,617 slabs, against 140,759 slabs in 1868. Total stock in second hands, 29,949 slabs.

HIDES.—Sales have been closed here, afloat per Delft, from Padang, of 7,191 Cow Hides and 319 Buffalo, on secret terms.

JAVA INDIGO.—The pretty heavy arrivals which have rapidly succeeded each other of late caused prices to rule easier in the sales lately made, but the article continues to look healthy. 29 chests have changed hands.

JAVA VANILLA.—A public sale comprising 29 chests, or 1,400 kilo., ex Bezœkie, took place here on the 27th ult. This parcel has been currently sold at f.5.30 to f.14, according to quality. Some business has been doing by private contract at full prices.

ARRACK.—Sales have been closed by secret tender of 76 casks Batavia, ex Haamstede, 111 casks, ex Sir George Pollock, and 25 casks, ex Gerard Pieter Servatius.

### SHIPPING.

ARRIVAL.—Oct. 28, at Zierikzee, from Batavia: Nestor.

DEPARTURE.—Nov. 1, from Texel, for Rangoon: Indien.

PASSENGERS INWARD.—From Java, per Nestor: Messrs. Boermeyer van Jerkinghoven and family, Baron van Reede van Outshoorn and family, Van Spange and family, Henneses and family, Mrs. Van Hoven, Messrs. Brandts and Kok; per Kanagawa: Mrs. Pottger and family, Mr. Kooyker; per Aletta Augusta: Messrs. S. L. Polak, A. J. L. Weisbecker and family, Stufflers; per Medea: Messrs. Van der Feltz and family, Willinck and family, Krabbe, Kroeze, Van der Ven, Van Broekhuyzen, Pabst van Leschen, Sprenger, Cantervisscher and family, Noordewier, Mrs. Dickson; per Anna Sophia: Mr. Cocrengel and family.

PASSENGERS OUTWARD.—For Java, per Estafette: Mr. Heldering and family, Mr. W. F. Brandes; for Melbourne, per Cornelius Gips: Messrs. S. B. Game and Thomas Jackson.

## BIRTHS, MARRIAGES, AND DEATHS.

### BIRTHS.

ANTROBUS—On the 5th Nov., at Eaton-hall, Congleton, the wife of J. C. Antrobus Esq., of a son.

BARTON—On the 15th Sept., at Hong Kong, the wife of Mr. Zephn. Barton, of a daughter.

CORNELL—On the 8th Nov., at the Elms, Sutton, Surrey, the wife of T. E. Cornell, of a son.

DESLANDES—On the 10th Sept., at Shanghai, the wife of Mr. E. J. Deslandes, of a son.

FABRIS—On the 12th Sept., at Shanghai, Mrs. Edward A. Fabris, of a daughter.

GORDON—On the 5th Sept., at Hankow, the wife of W. G. Gordon, Esq., of a son.

LAPRAIK—On the 2nd Nov., at Glenmore House, Surbiton, the wife of John S. Lapraik, of Hong Kong, of a daughter.

LEAKE—On the 12th Nov., at 25, Westbourne-terrace, Hyde-park, the wife of W. Martin Leake, of Kandy, Ceylon, of a son.

MYBURGH—On the 4th Nov, at 6, Palace-gardens-terrace, Kensington, the wife of Philip Myburgh, Esq, barrister-at-law, of a son.

NACKEN—On the 16th Sept., at Hong Kong, the wife of Rev. Johannes Nacken, of the Rhenish Missionary Society, of a son.

SMITH—On the 24th Oct., at 52, Beaufort-street, Chelsea, the wife of Geo. Smith, of London and Shanghai, Esq., of a daughter.

STEWART—On the 22nd Sept., at Foochow, the wife of Mr. J. A. Stewart, M.D., of a son.

TOWSE—On the 2nd Nov., the wife of William Bockwith Towse, Esq., of Fishmongers' Hall, of a son.

### MARRIAGES.

MULHOLLAND—DOBBIN.—On the 12th Nov., at St. Peter's, Dublin, by the Rev. G. A. F. Patton, A.M., William Mulholland, Esq, of Singapore, to Rebecca, youngest daughter of the late William Dobbin, Esq., of Kildarton, Co. Armagh.

### DEATHS.

ALLEN—On the 19th Sept., at Hong Kong, Charles Arthur, son of Rev. Young J. Allen, aged 6 years and nine months.

BLAMPIED—On the 12th Sept., at Shanghai, of heart disease, Henry Blampied, late chief officer of the *Maggie Lauder*, aged 28.

CAMPBELL—On the 11th Nov., at Ellerslie, Streatham, Montgomerie Anne, the beloved wife of Patrick Campbell, Esq., Oriental Bank Corporation, in her 33rd year.

DICK—On the 21st Sept., at Hong Kong, Margaret Lawrie, wife of Thomas Dick, Esq., Commissioner of Customs, aged 34.

EARL—On the 2nd Oct., at Clove Hall, Penang, Captain A. H. Earl, of Singapore, Marine Surveyor for Veritas, &c., aged 33, deeply regretted. Friends will please accept this intimation.

HARRISON—On the 30th Oct., at Scarborough, Edward Harrison, late of Glover and Co., Japan, second son of David Harrison, Esq., of Walbrook, London, aged 34.

LANE—On the 9th Nov., at Oatland's Park, Weybridge, Thomas Ash Lane, late of Grove End House, St. John's-wood, and Hong Kong, aged 44.

LYNE—On the 14th Sept., at Yokohama, Alfred William Charles, youngest son of A. E. Lyne, Military Store Department, aged 13 months.

MATHEWS—On the 20th Sept., at Hong Kong, aged 34 years, of dysentery, John James Mathews, of Waterford, fourth engineer of the P. and O. s.s. *China*.

PATERSON—On the 24th Oct., at sea, on board the s.s. *Deccan*, John Paterson, Esq., R.N.R., Superintendent Peninsular and Oriental Company, Calcutta, aged 56.

ROUGH—On the 5th Nov., at Motcombe House, East Moulsey, Surrey, W. H. Rough, Esq., barrister-at-law, only son of the late Sir William Rough, Chief Justice of Ceylon.

## BOARD OF TRADE RETURNS.

The Board of Trade returns for September purport to show a decrease of £661,515, or about four per cent., in the declared value of our exportations compared with the corresponding month of last year. The preceding returns for some time past have purported to show an increase, but the present one is more in harmony with the symptoms observable in the commercial world. The falling off appears entirely under the head of cotton goods and yard and linen manufactures, while woollens and worsteds, as well as iron, exhibit an increase. For the first nine months of the year the aggregate exports are stated as under:—Nine months, 1867, £137,202,497; nine months, 1868, £133,804,263; nine months, 1869, £142,707,536. The exports for the month are stated as follows:—Sept., 1867, £16,145,584; Sept., 1868, £17,027,240; Sept., 1869, £16,365,725.

The value of the imports is given to the 31st August only; the figures for the month of August are:—1867, £20,753,168; 1868, £20,285,457; 1869, £20,559,578; while for the eight months they present the following results:—1867, £129,042,787; 1868 £153,637,733; 1869, £148,583,064. Thus it will be seen that for the month of August there has been little variation between the present and preceding years. The quantities imported are returned to the end of Sept., and from these it appears that there has been an increase in cotton and wheat compared with the corresponding months of the two previous years.

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We annex a summary of those figures which relate to our Import and Export trade with China and other countries in the Far East :—

## IMPORTS.

### TEA.

| | 1867. | 1868. | 1869. |
|---|---|---|---|
| Quantity for the month ended 30th Sept. ... lbs. | 11,401,437 ... | 18,671,829 ... | 9,062,412 |
| Quantity for the nine months ended 30th Sept. lbs. | 79,079,835 ... | 89,995,934 ... | 82,308,660 |
| Value for the month ended 31st August ... . . | £201,507 . . | £317,793 ... | £394,972 |
| Value for the eight months ended 31st August ... | £4,941,527 ... | £5,460,331 ... | £5,299,749 |

### RAW SILK.

| From | | For the Month ended 30th Sept. 1867. | 1868. | 1869. |
|---|---|---|---|---|
| China... ... ... | lbs. | 13,059 ... | — ... | 680 |
| British India... ... | ,, | — ... | — ... | — |
| Egypt* ... ... | ,, | 378,971 ... | 1,089,117 ... | 845,304 |
| Other Countries ... | ,, | 162,637 ... | 385,049 ... | 72,030 |
| Total ... ... ... | ,, | 554,667 ... | 1,474,166 ... | 918,014 |
| | | For the Nine Months ended 30th Sept. | | |
| China... ... ... | lbs. | 40,016 ... | 50,024 ... | 250,028 |
| British India... ... | ,, | — ... | 13,073 ... | 4,417 |
| Egypt* ... ... | ,, | 2,706,597 ... | 3,640,478 ... | 2,629,852 |
| Other Countries ... | ,, | 1,479,590 ... | 1,258,831 ... | 506,651 |
| Total ... ... ... | ,, | 4,226,203 ... | 4,962,406 ... | 3,390,948 |
| | | Value for the Month ended 31st Aug. | | |
| China ... ... ... | | — ... | — ... | — |
| British India... ... | | — ... | £1,104 ... | — |
| Egypt* ... ... | | £356,897 ... | 842,577 ... | £266,719 |
| Other Countries ... | | 389,696 ... | 149,054 ... | 94,460 |
| Total ... ... ... | | 746,593 ... | 992,735 ... | 321,179 |

*In transit from India, China, and Japan.

### COFFEE.

| From | | For the Month ended 30th Sept. 1867. | 1868. | 1869. |
|---|---|---|---|---|
| Ceylon ... ... | lbs. | 11,430,949 ... | 8,915,863 ... | 5,323,656 |
| Other British Possessions | ,, | 3,618,331 ... | 6,054,243 ... | 4,644,384 |
| Total from all parts ... | | 22,443,692 ... | 16,868,768 ... | 17,437,991 |
| | | For the Nine Months ended 30th Sept. | | |
| Ceylon ... ... | lbs. | 65,376,147 ... | 81,473,709 ... | 59,996,524 |
| Other British Possessions | ,, | 12,009,252 ... | 23,609,221 ... | 23,941,486 |
| Total from all parts | ,, | 107,331,258 ... | 132,557,149 ... | 126,652,886 |

### RAW SUGAR.

| From | | For the Month ended 30th Sept. 1867. | 1868. | 1869. |
|---|---|---|---|---|
| Java & Philippine Islnds. | cwts. | 31,902 ... | 129,111 ... | 70,029 |
| Total from all parts | ,, | 964,133 ... | 1,694,350 ... | 1,267,754 |
| | | For the Nine Months ended 30th Sept. | | |
| Java & Philippine Islnds. | cwts. | 239,297 ... | 646,143 ... | 618,014 |
| Total from all parts | ,, | 8,945,718 ... | 9,356,256 ... | 8,667,413 |

### HEMP.

| From | | For the Month ended 30th Sept. 1867. | 1868. | 1869. |
|---|---|---|---|---|
| Philippine Islands ... | cwts. | — ... | 22,631 ... | 7,335 |
| Total from all parts ... | ,, | 101,932 ... | 157,316 ... | 105,674 |
| | | For the Nine Months ended 30th Sept. | | |
| Philippine Islands ... | cwts. | 59,520 ... | 117,912 ... | 69,650 |
| Total from all parts ... | ,, | 493,583 ... | 650,886 ... | 701,117 |

### RAW COTTON.

| From | | For the Month ended 30th Sept. 1867. | 1868. | 1869. |
|---|---|---|---|---|
| China ... ... ... | cwts. | — ... | — ... | — |
| British India ... | ,, | 1,094,399 ... | 654,616 ... | 960,380 |
| Egypt... ... ... | ,, | 39,723 ... | 21,874 ... | 110,867 |
| United States ... | ,, | 247,971 ... | 17,795 ... | 83,012 |
| Total from all parts ... | ,, | 156,040 ... | 264,309 ... | 504,307 |
| | | For the Nine Months ended 30th Sept. | | |
| China ... ... ... | cwts. | 4,707 ... | — ... | — |
| British India ... ... | ,, | 2,963,850 ... | 2,187,359 ... | 2,540,429 |
| Egypt ... ... | ,, | 891,398 ... | 812,541 ... | 990,416 |
| United States ... | ,, | 4,188,054 ... | 4,362,983 ... | 3,123,467 |
| Total from all parts ... | ,, | 8,844,233 ... | 8,294,049 ... | 7,463,396 |

### CLEARANCES FOR HOME CONSUMPTION.

| | | For the Month ended 30th Sept. 1867. | 1868. | 1869. |
|---|---|---|---|---|
| Tea from all parts ... | lbs. | 8,641,222 ... | 8,887,930 ... | 9,405,338 |
| Coffee from Ceylon ... | ,, | 1,382,440 ... | 1,373,415 ... | 1,189,771 |
| Do. from all parts... | ,, | 2,466,071 ... | 2,548,756 ... | 2,450,260 |
| Raw Sugar from Java & the Philippines ... | cwts. | 53,679 ... | 29,834 ... | 61,040 |
| Raw Sugar from all parts | ,, | 892,558 ... | 1,099,667 ... | 871,957 |
| | | For the Nine Months ended 30th Sept. | | |
| Tea from all parts ... | lbs. | 70,861,934 ... | 80,385,559 ... | 84,027,113 |
| Coffee from Ceylon ... | ,, | 15,250,993 ... | 14,793,966 ... | 12,248,680 |
| Do from all parts... | ,, | 23,899,437 ... | 23,132,814 ... | 22,011,823 |
| Raw Sugar from Java & the Philippines ... | cwts. | 359,475 ... | 561,796 ... | 578,529 |
| Raw Sugar from all parts | ,, | 8,608,742 ... | 8,444,829 ... | 8,371,814 |

The following were the quantities of the undermentioned articles remaining in the bonded warehouses of the United Kingdom on the 30th Sept., 1869, compared with the two previous years :—

| | | 1867. | 1868. | 1869. |
|---|---|---|---|---|
| Coffee... ... ... | lbs. | 49,864,317 ... | 59,707,854 ... | 59,549,882 |
| Tea ... ... ... | ,, | 75,313,452 ... | 69,033,031 ... | 67,416,837 |
| Unrefined Sugar ... | cwts. | 3,417,138 ... | 3,004,692 ... | 2,825,072 |

## EXPORTS.

### COTTON YARN.

| To | | For the Month ended 30th Sept. 1867. | 1868. | 1869. |
|---|---|---|---|---|
| China and Hong Kong | lbs. | 791,376 ... | 466,000 ... | 112 |
| Japan ... ... ... | ,, | 208,300 ... | 527,550 ... | 174,764 |
| Singapore ... ... | ,, | 450,840 ... | 102,950 ... | 76,760 |
| Ceylon ... ... | ,, | 33,990 ... | 44,100 .. | 51,810 |
| Total to all parts ... | ,, | 13,317,482 ... | 15,427,380 ... | 11,565,602 |
| | | For the Nine Months ended 30th Sept. | | |
| China and Hong Kong | lbs. | 5,517,224 ... | 4,854,981 ... | 2,827,072 |
| Japan... ... ... | ,, | 2,136,100 ... | 2,601,020 ... | 3,596,136 |
| Singapore ... ... | ,, | 2,122,700 ... | 1,187,950 ... | 740,445 |
| Ceylon ... ... | ,, | 211,181 ... | 361,710 ... | 280,424 |
| Total to all parts ... | ,, | 119,035,637 ... | 129,629,893 ... | 124,744,820 |

### COTTON MANUFACTURES.

| To | | For the Month ended 30th Sept. 1867. | 1868. | 1869. |
|---|---|---|---|---|
| China and Hong Kong | yds. | 29,513,245 ... | 37,727,187 ... | 11,456,740 |
| Japan ... ... ... | ,, | 2,263,640 ... | 1,591,100 ... | 1,022,605 |
| Philippine Islands ... | ,, | 2,105,360 ... | 5,631,369 ... | 4,015,400 |
| Java ... ... ... | ,, | 654,452 ... | 1,844,504 ... | — |
| Singapore ... ... | ,, | 7,641,285 ... | 2,565,618 ... | 2,455,823 |
| Ceylon ... ... | ,, | 1,734,616 ... | 2,369,389 ... | 2,400,602 |
| Total to all parts ... | ,, | 250,424,092 ... | 288,330,583 ... | 227,006,995 |
| | | For the Nine Months ended 30th Sept. | | |
| China and Hong Kong | yds. | 130,191,072 ... | 240,722,039 ... | 218,472,414 |
| Japan ... ... ... | ,, | 17,948,264 ... | 16,420,123 ... | 12,706,762 |
| Philippine Islands ... | ,, | 27,459,632 ... | 28,508,519 ... | 22,192,839 |
| Java ... ... ... | ,, | 28,768,448 ... | 20,660,933 ... | 13,081,977 |
| Singapore ... ... | ,, | 54,219,238 ... | 43,584,833 ... | 45,232,310 |
| Ceylon ... ... | ,, | 14,818,102 ... | 19,775,780 ... | 17,104,403 |
| Total to all parts ... | | 2,039,600,498 ... | 2,188,591,288 ... | 2,119,385,434 |

### WORSTED STUFFS.

| To | | For the Month ended 30th Sept. 1867. | 1868. | 1869. |
|---|---|---|---|---|
| China and Hong Kong | yds. | 2,024,534 ... | 1,482,653 ... | 1,605,943 |
| Japan ... ... ... | ,, | 239,125 ... | 169,850 ... | 345,071 |
| Total to all parts ... | ,, | 19,116,823 ... | 22,368,206 ... | 21,742,490 |
| | | For the Nine Months ended 30th Sept. | | |
| China and Hong Kong | yds. | 18,254,078 ... | 15,710,673 ... | 16,668,249 |
| Japan ... ... ... | ,, | 6,235,604 ... | 2,589,115 ... | 2,873,419 |
| Total to all parts ... | ,, | 162,329,610 ... | 176,522,140 ... | 198,295,664 |

### WOOLLEN AND WORSTED CLOTHS.

| To | | For the Month ended 30th Sept. 1867. | 1868. | 1869. |
|---|---|---|---|---|
| China and Hong Kong | yds. | 180,053 ... | 96,325 ... | 77,272 |
| Total to all parts ... | ,, | 2,928,377 ... | 2,238,137 ... | 2,324,692 |
| | | For the Nine Months ended 30th Sept. | | |
| China and Hong Kong | yds. | 1,188,378 ... | 1,518,219 ... | 1,675,615 |
| Total to all parts ... | ,, | 24,557,571 ... | 18,476,304 ... | 21,372,091 |

### LEAD.

| To | | For the Month ended 30th Sept. 1867. | 1868. | 1869. |
|---|---|---|---|---|
| China and Hong Kong | tons | 571 ... | 1,028 ... | 1,337 |
| Total to all parts ... | ,, | 3,155 ... | 3,933 ... | 5,624 |
| | | For the Nine Months ended 30th Sept. | | |
| China and Hong Kong | tons | 3,004 ... | 7,843 ... | 10,234 |
| Total to all parts ... | ,, | 21,331 ... | 34,469 ... | 38,119 |

The value of the Exports from the United Kingdom to the several ports and countries of the Far East for the month and eight months ended 31st August, 1869, compared with the corresponding periods of the two preceding years, is returned as follows :—

| To | For the Month ended 31st Aug. 1867. | 1868. | 1869. |
|---|---|---|---|
| China (exclusive of H. Kong) | £372,438 ... | £424,459 ... | £445,235 |
| Hong Kong ... ... ... | 252,895 ... | 151,792 ... | 110,190 |
| Japan ... ... ... | 101,498 ... | 91,076 ... | 39,112 |
| Straits Settlements ... ... | 154,993 ... | 130,832 ... | 128,193 |
| Ceylon ... ... ... ... | 53,933 ... | 70,651 ... | 60,467 |
| Philippine Islands ... ... | 69,525 ... | 120,164 ... | 75,574 |
| Java ... ... ... ... | 139,347 .. | 120,814 ... | 72,641 |
| Siam ... ... ... ... | 4,085 ... | 154 ... | 5,353 |
| | For the Eight Months ended 31st August. 1867. | 1868. | 1869. |
| China (exclusive of H. Kong) | £2,813,451 ... | £3,998,381 ... | £4,593,285 |
| Hong Kong ... ... ... | 1,416,101 ... | 1,525,066 ... | 1,347,222 |
| Japan ... ... ... ... | 1,022,476 ... | 678,838 ... | 962,841 |
| Straits Settlements ... ... | 1,363,463 ... | 1,043,888 ... | 1,112,108 |
| Ceylon ... ... ... ... | 500,267 ... | 542,126 ... | 482,101 |
| Philippine Islands ... ... | 778,234 ... | 638,032 ... | 511,794 |
| Java ... ... ... ... | 919,083 ... | 531,749 ... | 370,065 |
| Sumatra ... ... ... | — ... | 2,517 ... | — |
| Borneo ... ... ... ... | — ... | — ... | 890 |
| Siam ... ... ... ... | 4,085 ... | 422 ... | 20,202 |

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## ARTICLES OF IMPORT.

### TEA.

There has not been much alteration in the market during the interval. At one time the low range of prices current led to a rather better business both for home consumption and export, but the last few days the market has again become very dull, and it is difficult to effect sales at former prices for most kinds. The large quantity of Tea now due makes the trade buy with caution, as they look for a better selection when the ships come in. The stock of the United Kingdom on the 30th ult. was estimated at 72,280,000 lbs., against 68,000,000 lbs. last year, and the quantity afloat at 52,207,480 lbs., against 61,179,000 lbs. last year. Within the past few days there has been an extensive show of samples of China Tea per recent arrivals, but at present little business transacted beyond a selection of some parcels of good and fine Congou at previous terms.

Red-leaf Congous: Siftings have sold at a further decline of ½d. to ¼d. per lb. Broken-leaf have shown but little change; there has been rather more inquiry for good common the last day or two, and the quotation is now 1s. 0½d. per lb. Fair to good old season's Kaisows have sold from 1s. 1d. to 1s. 3d. per lb., in small quantities. In New fair to good kinds have been difficult of sale, even at a decline of 1d. per lb. Fine have only been in moderate demand, but the few parcels of choice quality command extreme prices, 2s. 11d. per lb. having been paid for one parcel. In Pak lings there has been a fair amount sold at the very low prices last quoted. Black leaf kinds, fair to good common, have been sold from 1s. 0½d. to 1s. 0¾d. per lb., being rather easier prices. In Old season's good to fine a few sales have been made from 1s. 1½d. to 1s. 3d. per lb. In New season's the sales of similar quality have been at ½d. to 1d. per lb. decline. Fine have not been in much request, but finest command a ready sale at 2s. to 2s. 4d. where they take the fancy of buyers. Canton make—common quality has been sold at 1s. to 1s. 0½d. per lb., fair to good 1s. 1d. to 1s. 2d. Oolongs—old Teas have fetched rather better prices, there being few under 1s. per lb. In new, fair to good have been much depressed, and have sold at very low prices at public auction. Souchongs remain without change, the quality this season is generally inferior. Flowery Pekoes are in request, but the supplies on offer are limited. Scented Teas—Capers: Canton kinds have been in over supply, and prices for all but the finest qualities have given way 2d. to 3d. per lb. Foochow kinds are in demand. Orange Pekoes: Canton kinds have been fairly saleable in small quantities, at about previous prices. Foochow kinds: Old Teas have been dull of sale at about 1s. 2d. per lb.; in new there has been some business at about former prices. In Uncoloured Japan there is nothing new to report. Green Teas: In the absence of fresh arrivals, and there being scarcely any demand for export, transactions have been limited. Pingsueys of good quality have been saleable in small lots at about former prices. The Fychow kinds have been difficult to move, and at public sale sold at lower prices.

### SILK.

The market has been wretchedly flat and depressed since the Public Sales last month, and prices have shown great weakness; on some days hardly any business has been done, and generally but very little; a slightly better feeling has within the last two or three days, however, shown itself, but whether it will last remains yet to be seen. There is some little inquiry for 4¼ to 5 Taelees at 23s. to 21s., and for the coarse kinds of Taysaam, which latter are scarce. In Japan Silk there is occasional business, but only at the previously quoted low rates; and in Cantons less firmness, partly owing to the mixed and inferior quality of the Silk offering; Tsatlee reels are 6d. easier than last mail, and Loong Kongs of finest size hardly bring former rates, the medium and mixed sorts being especially difficult of sale. In Bengal Silk very little business is doing. The great fall in the value of European Silk, and the large quantity offering, sensibly affects the position of both Bengal and Japan Silk on this market, and accounts in a great measure for the decline and the difficulty of moving them. The deliveries of silk last month were very small again, but the annexed stock figures are worth attention, there being a marked decline in the total quantities on hand. The stock on the 30th ult. was, of China, 16,143 bales, against 21,685 at the corresponding date last year; of Canton, 2,239 bales, against 2,3 0; of Japan, 5,732 bales, against 2,874; the total stock of all descriptions being 27,500 bales, against 31,236 bales.

#### THE CONTINENTAL MARKETS.

For a considerable time business at Lyons has been at a very low ebb, but a little more life has appeared there of late, although quotations are very irregular. The amount of Silk entered by the registrars during the first week in October was 57,0[illegible]8 kilogrammes, against 52,072 in the corresponding week of last year; in the former amount there were 18,536 kilogrammes Arganquis, 14,648 kilogrammes Trames, and 23,824 kilogrammes Raw Silk. The accounts from Marseilles are still very bad, there being, in fact, scarcely any business at all doing. Matters seem to be improving at Avignon, but we have no special news worth recording. The news received in France from Japan, the last bearing date Aug. 8th, represents transactions in silk-worms' eggs as very difficult, the quantity of cards received this year up to the above date being only 20,000 against more than a million during the same period last year. The *Moniteur des Soies* believes that the Japanese have not increased their production, and that it is to be feared that the supply for the approaching season will be very insufficient. Naturally, such being the opinion of those who should be well informed on the subject, holders are not inclined to make any diminution in their demands, but, on the other hand, buyers still decline to deal on terms so high as they are at present. It is very important for the trade that the unsatisfactory position should not continue; but nothing but the pressing want of the manufacturers, or the arrival of good supplies, is likely to produce a change.

### COFFEE.

The condition of the market for Ceylon is precisely that which characterised it at the date of our last report; medium and ordinary qualities are in but little inquiry, and are obtainable at slightly lower prices, while superior descriptions are moderately active, and maintain previous rates. Native is entirely out of demand, and little has been offered at the public sales or sold privately. The prices paid for Plantation at the last auction were—triage, 33s. 6d. to 35s.; small, 61s. to 61s. 6d.; low middling brown and grey, 64s. to 67s.; bold do., 70s. to 71s. 6d.; middling coloury, 67s. 6d. to 74s. 6d.; bold do., 82s. to 83s.; pea-berry, 67s. to 79s. 6d. A sale of 243 bags Singapore (Campar) at 47s. is the only transaction in that description reported.

### SUGAR.

The market during the interval has been steady, but no great amount of activity has been displayed; prices exhibit but little alteration. Of Manila at the auctions, 3,000 bags ordinary unclayed (duty 8s.) sold at 30s.; 2,500 bags clayed (duty 8s.), at 30s.; 9,900 bags ditto (duty 9s. 7d.), at 31s. 6d.; one-third sound, the remainder damp and washed; and 13,314 bags Muscovado, Ilo Ilo, at 28s. 3d. By private contract large sales of Manila have been effected, including 4,700 bags repacked at 32s. 9d.; washed, 29s.; 5,000 bags clayed at 29s. 9d.; 35,000 bags ditto (duty 8s.), at 30s.; (duty 9s. 7d.), at 31s. 6d.; and 4,000 bags unclayed Ilo Ilo, at 27s. 9d. In other descriptions of East India Sugar no business has been transacted since our last report.

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Coir Goods.—At the last sales the supply of Yarn offered was of fair extent, but mostly of undesirable qualities, two-thirds of the bales being damaged, and the dholls. all of common quality. The sales went off steadily at previous rates. 31,816 dholls. (40 tons) common Ceylon Yarn was chiefly bought in at £25 to £26, only 8 tons rather better quality selling at £26 10s. to £27; 41 bales sold, middling, £31; good, £37 15s.; fine, £43 10s. to £59 5s.; superior, £71. 15 bales damaged Singapore Fibre sold at £22 5s. to £27 5s. for fourth to first class. Kitool Fibre: 155 bundles Ceylon partly sold at 5¾d. per lb.

Cocoa-nut Oil.—The market for Ceylon is steady at £40 per ton.

Camphor.—Prices exhibit an upward tendency; at auction 91 packages China were held for extreme rates, and were eventually bought in, while 200 tubs Japan realised 96s. to 97s. per cwt.

Cutch.—Shortly after our last issue a strong demand arose, and a good business has been done at full prices, the latest transactions showing an advance of 1s. per cwt.

Gambier.—There is not very much inquiry, but the market is steady, holders not pressing sales. At auction 541 baskets and 842 mats Cubes partly sold at 21s. to 21s. 6d. per cwt.; privately, sales of block at 17s. to 17s. 1½d., ex ship.

Galls.—There is an almost entire absence of inquiry for both China and Japan, and we have no business to report.

Gums.—Benjamin: Of Siam 59 cases in auction part sold—small almond, part dark and rather drossy, at £8 10s.; clean solid block bold almond, £20 to £21; 139 cases Sumatra partly sold—ordinary to fair thirds, £4 to £5; middling to fine seconds, £8 2s. 6d. to £10 12s. 6d. per cwt. Copal: Steady; 13 cases soft Manila in auction sold at 35s. 6d. per cwt.; 13 cases hard retired. Damar: In auction 158 cases Batavia partly sold at 95s. to 98s. per cwt. for good bold pale, being firm. Gamboge: Steady; at auction 13 cases good fair pipe, rather run and part blocky, sold at £16 to £17 2s. 6d. per cwt.

Hemp.—The activity in Manila existing for some time past has entirely subsided; and the extreme prices recently established have given way. There have been no transactions in Manila by private contract; but in auction of 971 bales, per Southern Cross, 600 bales sold at prices showing a reduction of £2 to £4 from the late highest point. 89 bales Boluzan sound bought in at £66; second-class damaged sold at £63. 311 bales Sorsagon sold, sound at £63; damaged, £61 to £62 15s. 397 bales OO chiefly bought in at £58, 120 bales damaged being sold. 144 bales RR common brown sold at £55 10s.

India-rubber.—There has been no business in East India.

Japan Wax.—There is still an absence of any extensive inquiry; a few sales of saucers are reported, medium yellowish at 75s., mealy at 68s. to 69s.; good fair at 77s. 6d.

Oils.—Anniseed: Small sales made at 9s. 3d. per lb.; 8 cases at auction. Cassia: Has brought about former rates; 22 cases in auction partly sold at 5s. 7d. to 5s. 8d. per lb. Citronelle: Sells slowly, but is not cheaper; of 45 cases in auction a few sold at 2⅝d. per oz. Lemon Grass: Quiet; 20 cases in auction retired.

Plumbago.—Ceylon: Lump sells more readily, otherwise the market is unchanged. Of 1,509 barrels in auction, about half sold, rather small to good bold lump 14s. 6d. to 23s.; chips 9s. to 14s., and dust 8s. to 10s. 6d. per cwt.

Pepper.—Black: Demand active, especially for arrival, and higher prices have been paid; at auction Acheen sold at 4¼d. to 4½d.; Trang at 4⅜d. to 4½d.; Singapore at 4½d. White: Penang at auction sold at 5⅝d. per lb.; Singapore at 6d. to 6⅛d. for good bright, 5⅞d. to 5¾d. for fair bold

Rice.—The dulness in the market is still without relief; the business since our last report has been almost exclusively in Bengal. Quotations are—Siam field, 7s. 7½d. to 7s. 9d.; garden, 8s. 9d.; Saigon, 9s.; Necransie, 8s. to 8s. 6d.; but, in the absence of transactions they must be considered as merely nominal.

Sapanwood.—The inquiry is inactive; 119 tons Manila in auction part sold, middling quality at £7 10s. to £8 12s. 6d.; 24 tons Ceylon obtained £9 7s. 6d. to £9 10s. per ton.

Sticklac.—Siam has been sold at slightly lower prices, viz., 55s. for fair but rather woody quality. No business in other descriptions.

Shells.—Mother-o'-Pearl: At auction 463 cases Manila all sold—good, £8 5s. to £8 7s. 6d.; bold, £8 10s. to £9 5s.; 1 case fine Japan brought £10 per cwt. Tortoise: Without material change; 6 cases Singapore at auction sold—middling to good at 12s. to 17s. per lb.

Tin.—Owing to the reduced rates current in Holland, prices for

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Straits have further receded; the current quotations are, Straits on the spot and afloat, £116, Banca £116 per ton, showing a decline of £8 to £9 per ton upon those given in our last report. The quantity of Straits afloat for Europe is estimated at 990 tons, against 1,029 tons at the corresponding date last year, and the stock at 1,500 tons, against 1,390 tons.

POSTSCRIPT.

COFFEE.—At auction 10 barrels 10 cases 784 bags pale Manila were withdrawn and bought in at 54s. to 55s., except 180 bags sea-damaged, which sold at 47s. 6d. to 49s. 6d.

RICE.—An improvement has been exhibited in the demand for floating cargoes of Siam. A floating cargo of 650 tons (in gunnies) Field Siam, per Lord Collingwood, arrived off the coast, has been sold at 7s. 6d., ex ship in London. An arrived cargo of 360 tons (in mats) Field Siam, per Vesta, at 7s. 4½d., ex ship London. The cargo of 1,100 tons (in bags) Field Siam, per Mikado, September sailing, at 8s., landed in London or Liverpool. The cargo of 1,200 tons (in mats) Field Siam, per Benares, September sailing, at 7s. 10½d., landed in London or Liverpool.

SUGAR.—Penang: At auction of 1,255 baskets 39 bags common brown 160 baskets sold at 28s. 6d., the remainder bought in at 26s. to 29s. Manila: In auction 1,675 bags unclayed Zebu, were bought in at 27s. 6d. By private contract 8,000 bags clayed (duty 9s. 7d.) have been sold at 31s. 6d., 100 tons unclayed Zebu, at 27s., and 3,000 bags Taal at 26s.

## ARTICLES OF EXPORT.

### WOOLLEN GOODS.

The following is Messrs. Hayter and Howell's monthly statement of the estimated exports of Woollens shipped to China and Japan from London and Liverpool:—

| — | Pieces Long Ells. | Pieces Camlets. | Pieces Spanish Stripes, Broad Cloths, &c. | Pieces Stuffs. | Pieces Inferior Woollns. |
|---|---|---|---|---|---|
| Shipped to 30th Oct. during the present year ... ... ... ... | 162,620 | 73,480 | 85,904 | 396,689 | 197,738 |
| Shipped to the same date last year ... | 128,340 | 68,580 | 61,951 | 371,070 | 72,713 |
| Total shipped during the year 1868 .. | 146,540 | 80,190 | 70,554 | 423,980 | 86,047 |
| Do. do. 1867 ... | 140,420 | 79,717 | 56,002 | 638,665 | 41,585 |
| Had arrived in China when the last accounts left of this year's shipment | 89,520 | 34,330 | 41,559 | 187,119 | 95,830 |

QUOTATIONS.

| | s. | d. | | |
|---|---|---|---|---|
| IIII Long Ells ... ... ... ... | 32 | 0 | per piece | Scarlet |
| HH Spa: Stripes ... ... ... ... | 2 | 10½ | „ yard | „ |
| HH / SS } Camlets ... ... ... ... ... | 65 | 0 | „ piece | „ |
| 8S Do. ... ... ... ... ... | 63 | 6 | „ „ | „ |
| IIH Lastings ... ... ... ... ... | 60 | 0 | „ „ | entlan |
| IIII Crape Lastings ... ... ... ... | 47 | 6 | „ „ | „ |
| LL Do. do. ... ... ... ... | 43 | 6 | „ „ | „ |
| HII China Figures ... ... ... ... | 22 | 0 | „ „ | Scarlet |
| HII Crape Lustres ... ... ... ... | 20 | 3 | „ „ | Black |
| China Blankets ... ... ... ... | 1 | 10 | „ lb. | Scarlet |

( *hese prices include tilleting and packing, and are subject to a discount of 1½ per cent for cash.)*

# Shipping Intelligence.

## ARRIVALS.

| Date. | Ship. | Captain. | From. | At. |
|---|---|---|---|---|
| Oct.25 | Glenallan | Shilston | Bangkok | Bordeaux |
| — 1 | Walter | Baker | Canton | Off Galveston |
| Sep. 7 | Lima | — | Hong Kong | Valparaiso |
| Oct.28 | Beautiful Star | Alcock | Bassein | Off Plymouth |
| — 25 | Felicie | Bosche | Bangkok | Bremerhaven |
| — 30 | Douglas Castle | McRitchie | Canton, &c. | London |
| — 30 | Princess Beatrice | — | Rangoon | Falmouth |
| — 28 | Nestor | Brandligt | Batavia, for Rottrdm. | Zierikzee |
| Nov. 1 | Eleanor | Maxwell | Singapore | London |
| — 1 | Congress | Purington | Akyab, &c. | Falmouth |
| — 2 | Welkin | Blanchard | Rangoon | Do. |
| — 2 | Condor | Edlund | Do. | Do. |
| — 2 | Helen Morris | Wilson | Do. | Liverpool |
| — 3 | Yoladora | — | Manila | Deal |
| — 3 | Ocean Bello | — | Ceylon | Do. |
| — 3 | Whinfell | — | China | London |
| — 3 | Huntley Castle | — | Do. | Downs |
| Oct. 9 | Mongol | Courbe | Macao | Havana |
| Nov. 5 | Chrysolite | Long | Japan | Deal |
| — 5 | Augusta May | Clark | Rangoon | Do. |
| — 5 | Otago | Thorndike | Akyab | Falmouth |
| — 6 | Maitland | Coulson | Canton, &c. | Deal |
| — 5 | Jenny | Hanson | Akyab | Plymouth |
| — 6 | Lennox Castle | Talbot | Do. &c. | Deal |
| — 6 | Helen Nicholson | Halliday | Do. | Do. |
| — 6 | Ziba | Bowes | Foochow | Do. |
| — 6 | Ægis | Ohlsen | Bassein | Falmouth |
| — 8 | Kaisow | Anderson | Foochow | London |
| — 8 | Niger (str.) | Jobling | China, Singapore, &c. | Do. |
| — 8 | Windhover | Nutsford | Foochow | Do. |
| — 8 | Sarah Watson | Waterman | Colombo | Do. |
| — 6 | Warwick | Skinner | Do. | Deal |
| — 7 | Whiteadder | Moore | Shanghai | Do. |
| — 8 | Ida | Tatlock | Colombo | Do. |
| — 6 | Falke | Gottsche | Macao | Falmouth |
| — 6 | Otternaps | Peart | Bangkok | Do. |
| — 7 | Fuisko | Gerlach | Akyab | Do. |
| — | Falkland | Pender | Rangoon, for London | Queenstown |
| — 8 | Fleetwood | Boyle | Bassein | Liverpool |
| — 8 | S. D. Thurston | Snow | Rangoon | Deal |
| — 8 | Dewa Gungadhur | Sewell | Singapore | Do. |
| — 5 | Honigby | — | Java, for Middelburg. | Dungeness Roads |

## ARRIVALS—*Continued.*

| Date. | Ship. | Captain. | From. | At. |
|---|---|---|---|---|
| — 7 | Noach I. | Looyen | Batavia for Rottrdm. | Off the Wight |
| — 8 | Lord Collingwood | Anderson | Bangkok | Falmouth |
| — 8 | Cavalier | Simpson | Ilo Ilo | Do |
| — 9 | Congress | Purington | Akyab | London |
| — 9 | Vesta | Bakker | Bangkok | Falmouth |
| — 9 | J. A. Gripenstedt | Westergaard | Bassein | Do. |
| — 9 | Arctic | Nordback | Akyab | Do. |
| — 10 | Meggie | Brodie | Singapore | London |
| — 10 | City of Dublin | Waugh | Colombo, &c. | Do. |
| — 10 | Burdwan | Douglas | Shanghai | Do. |
| — 12 | Wm. Clowes | Thompson | Colombo | Do. |
| — 10 | Miranda (str.) | Stoele | Shanghai | Deal |
| — 9 | V. M. L. 2 (com. code) | — | Colombo | Do. |
| — 9 | Maraquita | Maggiola | Rangoon | Falmouth |
| — 9 | Charlot | Ahrens | Singapore, for Livrpl. | Holyhead |
| — 19 | Ahkera | Schnellmann | Do., for Boston | St. Thomas* |
| — 11 | British Constitution | Shaw | Galle, &c. | London |
| — 7 | Oceana | White | Colombo | Havre |
| — 9 | Ternate | — | Batavia, for Rottrdm. | Off Dover |
| — 10 | Reform | Torgenson | Penang | Falmouth |
| — 9 | Catharina Elisabeth | Brakke | Sourabaya | Texel |
| — 12 | Rising Sun | — | Moulmain | Clyde |
| Oct.22 | Nelly | Poilbout | Macao | Havana |

* Short of water. &c.

## DEPARTURES.

| Date. | Ship. | Captain. | For. | From |
|---|---|---|---|---|
| Oct.27 | Teviot | Whelan | Colombo | London |
| — 27 | Tonbridge | Pizzey | Hong Kong | Do. |
| — 25 | Aztec | Varney | Nagasaki | Sunderland |
| — 28 | Lahloo | Smith | Shanghai | London |
| Sep.15 | Courser | Dick | Batavia | Monte Video |
| — 18 | Albion | — | Do. | Do. |
| Oct.29 | Isles of the South | Davidson | Hong Kong | London |
| — 29 | Ariel | Courtenay | Shanghai | Do. |
| — 25 | Lena | Hansen | Hong Kong | Penarth Dock |
| — 24 | Webfoot | Sturrock | Galle | Shields |
| — 30 | Milton | Smith | Cardiff and Singapore | London |
| — | Waterloo | Abrahamsz | Batavia | Texel |
| — 30 | Hyacinth | Brown | Penang | Glasgow |
| — 29 | Hilarian | Barrett | Galle | Cardiff |
| — 30 | Susanna Johanna | — | Java | Shields |
| — 30 | Azuline | Whittle | Galle | Sunderland |
| — 28 | Hindostan | — | Ceylon | Shields |
| — 30 | Caroline | Paulsen | Singapore | Cardiff |
| — 31 | Kronprinsessen | — | Hong Kong | Swansea |
| — 31 | Maria | Mendoza | Manila | Liverpool |
| — 31 | Grand Duchess | — | Singapore | Shields |
| Nov. 1 | Blair Athol | — | Do. | Do. |
| Oct.31 | Alsen | Gronsch | Hong Kong | Cardiff |
| Nov. 2 | Lucknow | Alexander | Galle | Sunderland |
| — 4 | Royal Minstrel | Cottiers | Hiogo and Osaka | London |
| — 4 | Leander | Petherick | Shanghai | Do. |
| Oct.25 | Westward Ho! | Watson | Singapore | Cardiff |
| Nov. 1 | Bedfordshire | Langford | Do. | Do. |
| Oct.25 | Lina | Hansen | Hong Kong | Penarth Dock |
| — | Daphne | Osuldsen | Shanghai | Frederickstadt |
| Nov. 3 | County of Bute | Walker | Batavia | Glasgow |
| — 3 | Sunshine (str.) | Buchan | Hong Kong | Greenock |
| — 6 | Sir Henry Havelock | Pichthal | Singapore | London |
| — 6 | Timon | Volk | Trincomalee & Galle | Do. |
| — | Kenilworth | Johnson | Galle | West Hartlepool. |
| — 1 | Larnax | Addison | Colombo | Sunderland |
| — 6 | Wilhilmna Emma (str. | Donaldson' | Yokohama | Glasgow |
| — 9 | Marie Louise | Henrichsen | Cardiff and Shanghai | London |
| — 6 | Aline | Weir | Singapore | Penarth Dock |
| — 10 | Chinaman | Mackenzie | Shanghai | London |
| — 6 | Jennie Loutit | — | Singapore | Shields |
| — 10 | Woodcote | Wilson | Galle | Sunderland |
| — 9 | Sin Nanzing (str.) | Reid | Singp. and Shanghai | Glasgow |
| — 12 | Amberwitch | Le Blanq | Tientsin and Chefoo | London |
| — 10 | Shakespeare | Dalglish | Shanghai | Cardiff |
| — 10 | Ostindia | Carlsen | Galle | Do. |

*(See Commercial Postscript and Correspondents' Letters.)*

## LOADING.

At LONDON.—For Yokohama: Ziba, Eleanor, Eliza Shaw, Black Watch. For Newchwang: Walton. For Shanghai: Huntley Castle, Kaisow, Windhover, Helen Nicholson, Whiteadder, Spindrift, Taeping, Deerhound. For Hong Kong and Canton: Maunelita. For Hong Kong: Sir Lancelot, Taitsing, Belted Will, Burdwan. For Bangkok: Wild Curlew. For Singapore: Frances. For Singapore and Penang: Volunteer. For Penang: Benvoirlich. For Batavia and Sourabaya: New Brunswick. For Colombo: Boyne, Granville. For Colombo, &c.: Queen of Devon, Golden Fleece. For Galle: Ardbeg.

At LIVERPOOL.—For Yokohama: Caractacus. For Shanghai: Duke of Abercorn. For Hong Kong: Lily of Devon. For Singapore: Clifton, Dorette, Lizzy. For Manila: Loyola, Olano, Estrella. For Batavia and Sourabaya: Hans. For Mauritius, Penang, Singapore, Hong Kong, and Shanghai: Achilles (str.).

At GLASGOW.—For Singapore, Hong Kong, Yokohama, and Nagasaki: Eastern Isles (str.), Cutty Sark. For Singapore: Lochleven Castle. For Penang: Annie Braginton, Nyassa. For Colombo: Gateside. For Colombo, &c., (*via* the Suez Canal): Afrique (str.).

## SPOKEN.

BARQUE, No. 0,321, 2nd d.p., Colombo to London, Oct. 24, 46 N., 24 W.
JAS. SHEPHERD, London to Hong Kong, Aug. 1, 13 S., 31 W.
HER MAJESTY, Manila to Queenstown, Sept. 5.
AMOR (?) (English barque), Manila to Queenstown, Sept. 29, 39 N., 34 W.
GRACE PEILLE, Clyde to Hong Kong, Sept. 16, 12 N., 25 W.
ABOT (?), for Galle, Sept. 17, 13 N., 26 W.
PANAMA, Liverpool to Hong Kong, Aug. 20, 24 S., 28 W.
JOHN ELEANOR (?), Ceylon to London, 69 days out, Sept. 8, 11 N., 26 W.
PEDRO (English schooner), Cardiff to Galle, Sept. 18, 12 N., 26 W.
TRITON (ship), Cardiff to Hong Kong, Oct. 15, 44 N., 17 W.
OSAKA (barque), London to Yokohama, Oct. 23, 48 N., 10 W.
ISABELLA, from Colombo.
PERPETUA, Liverpool to Batavia.

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JOHN MILTON, Shanghai to London, Sept. 4, 1 N., 115 E.
MARMION, Foochow to London, Aug. 22, 50 miles south of Gaspar Straits.
SOPHIE KONINGIN DER NEDERLANDEN, Ams. to Sing., Oct. 24, 22 N., 20 W.
YANGTSZE, Foochow to London, Aug. 29, 19 N., 125 E.
GARRICK (barque), Sunderland to Hong Kong, June 10, 15 S., 35 W.
GEOLOGIST (of Liverpool), London to Hong Kong, Sept. 10, 8 S., 34 W.
ARABIA, London to Singapore, Sept. 19, 8 N., 25 W.
MAXIMA, Penang to London, Oct. 18, 32 N., 29 W.
SOPHIE (barq.), London to Hong Kong, Sept. 20 (?), 26 N.
BELLATRIX (Dut. bq.), Amsterdam to Sourabaya, Oct. 13, 44 N., 17 W.
TRENTO, Foochow to London, Aug. 16, 30 S., 40 E.
SARAH ANDERSON, Bangkok to Falmouth, Sept. 28, 10 N., 24 W.
PALMERSTON, London to Colombo, Sept. 28, 5 N., 22 W.
HONOLULU, Foochow to London, Sept. 30, 16 S. 5 W.
LITCAN (?), (ship), Shanghai to London, 81 days out, July 19, 13 S., 91 E.
LOUISA FLETCHER, Liverpool to Galle, Sept. 30, 3 S., 20 W.
SCOTT (barq.), for Galle, Oct. 2, 1 N., 23 W.
LINDA CASTLE (?), Shanghai to London, Sept. 22, 9 N. (?), 22 W.
QUEEN OF THE WEST, London to Colombo, Nov. 2, 47 N., 11 W.
MARIA, Amsterdam to Batavia, Sept. 23, 8 N., 23 W.
BASTIAAN POT, Batavia to Rotterdam, Sept. 2, 21 S., 67 E.
MARY ANN JOHNSTON, Colombo to New York, Sept. 14, 31 S., 36 E.
FERDINAND (Hamb. barq.), Cardiff to Hong Kong, Sept. 27, 3 N., 22 W.
NIGHTINGALE, Hong Kong to San Francisco, Sept. 20, 26 N., 120 E.
W. H. D. H. (?) (bq.) (com. code), Colombo to London, Oct. 6, 16 N., 29 W.
MACAO (Greek vessel). Amoy to Havana.
BUCHAN, Bangkok to Falmouth, Oct. 25, 42 N., 25 W.
COCK OF THE WALK, Foochow to London, Oct. 2, 12 S., 10 W.
YZALCO, Swansea to Hong Kong, Sept. 25, 23 S., 17 W.
ALFRED (ship), London (?) to Japan, 79 ds. out, July 7, off Isle of Amstm.
ENDEAVOUR, Manila to New York, Aug. 29, 34 S., 22 E.
DENIS AFFRE, Manila to Monte Video, Sept. 30, 8 N., 25 W.
ROTTERDAM, Rotterdam to Batavia, Oct. 5, 13 N., 27 W.
ITALIA, Havana to Hong Kong, 26 N., 32 W.
WM. OSWALD (Norw.), Sumatra to Falmouth, Oct. 10, 22 N., 32 W.
GIPSEY (barq.), Foochow to London, Sept. 25, 27 S., 10 E.
H. UPMANN (Dut. bq.), Hong Kong to New York, Sept. 14, 27 S., 50 E.
MARGARET AND AGNES (Dt. bq.), Padang to Amst., Sept. 26, 35 S., 23 E.
SOUTHERN EAGLE, Boston to Galle, Oct. 15, 26 N., 84 W.
MARIA ELISE, Amsterdam to Batavia, Sept. 21, 9 N., 26 W.
POHJOLA (Russ. bq.), Hg. Kg. to Lon., 150 days out, Oct. 15, 28 N., 30 W.
D. B. SEXTON, for Japan, Oct. 2, on the line, 28 W.
JUNGFRAU, Singapore to Boston, Sept. 29, 28 S., 9 E.
CONCORDIA, Macao to Falmouth, July 28, 12 N., 129 E.
HENRI JOSEPH, Bordeaux to Batavia, Oct. 17, 10 N., 25 W.
ISOLINA (barque), Liverpool to Japan, 26 days out.
FAME (brig), Penang to London, 49 days out, near the line.
PALANQUIN (Spanish barque), Manila to Cadiz, 81 days out, Sept. 3.
ASTERION, Singapore to London, Sept. 3, 67 days out.
A DUTCH SHIP, Java to Amsterdam, 103 days out, Oct. 20, 25 N., 34 W.

## FREIGHTS AND CHARTERS.

There has been no material alteration in berth freights to the Eastern Ports since our last issue; there is still but little doing; coal freights from the Northern outports remain without animation, rates ruling very low.

Current rates of freight for vessels on the berth:—To Yokohama: 32s. 6d. weight, 30s. meast. To Nagasaki: 45s. weight or meast. To Hiogo or Osaka: 40s. weight, 35s. meast. To Shanghai: 40s. weight, 35s. meast. To Hong Kong: 35s. weight, 27s. 6d. meast. To Batavia: 25s. weight, 30s. meast. To Singapore: 30s. weight, 25s. to 30s. meast. To Ceylon: 20s. to 25s. weight, 20s. meast. At New York to China; $12 to $15 per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—For Hong Kong: £33. For Singapore: £24. For Galle: £22. 10s. From Newport, Cardiff, or Swansea per ton.—For Hong Kong: £1 11s. For Singapore: £1 4s. For Galle: £1 2s.

The Admiralty have invited tenders for the conveyance of sundry small stores to Hong Kong.

## CASUALTIES.

The Kingdom of Belgium, which was reported aground in Delaware Bay, arrived at New York without apparent damage.

The Aztec (brig), Varney, which sailed from Sunderland, Oct. 25, for Nagasaki, arrived in the Thames Nov. 2, and was taken into the Millwall Docks with damage to taffrail and main chain, and loss of maintopmast, having been in collision with a brig.

A telegram, dated Oct. 27, received Nov. 6, from Galle, states that the Devonport, from London to Shanghai, had been wrecked in the China Sea; crew saved and the wreck subsequently sold.

The Bedfordshire, Langford, which sailed from Cardiff, Nov. 1, for Singapore, put back to Cardiff for repairs.

The Agathe Johanne, from Cardiff to Hong Kong, put into Simon's Bay, Oct. 3, leaky, and requiring repairs to topsides.

The Chusan, from Foo-chow-Foo, arrived at Singapore previous to Oct. 20, with serious damage, having been in collision with the Joseph Sprott, from Shanghai; the Chusan would have to dock for repairs. The Chusan sailed from Foo-chow-Foo for London Aug. 17.

The Ferdinand and Louis, Vogelzang, from Sourabaya to Amsterdam, put into Ramsgate Nov. 10 leaky, and with compasses out of order; she had also lost three men by scurvy, and the remainder of the crew were down with the same disorder.

Advices from Amsterdam, dated Nov. 10, state that the Catharina Elisabeth, Brakke, from Sourabaya, struck the ground in entering Nieuwe Diep, but did not appear to have sustained any damage.

Advices from Capetown, dated Oct. 4, state that the Constantia, V. Monnom, which put into Simon's Bay, Sept. 17, leaky, had been again surveyed, and her copper found to be much damaged: a quantity of the cargo—coffee, sugar, &c.—had been landed in a damaged state and sold.

The Sea Snake, Christophersen, from Bangkok to Falmouth, with rice, which put into Port Elizabeth, Aug. 5, in a distressed state, had discharged and sold a large quantity of her cargo; the necessary repairs had been effected, and she was ready for sea with about 5,000 bags sound rice o board, when she went ashore during the gale of the 18th and 19th Sept., and broke up; master and seven hands drowned; wreck and cargo sold 22nd Sept.

The Turkish Empire, Barclay, from Colombo to London, which put into Port Elizabeth Aug. 6, leaky, had repaired and was ready for sea, but having laboured heavily during the gale of Sept. 19 she commenced to leak afresh, and about 220 tons of her cargo was taken out of her and transhipped into the Cambria (str.), for Plymouth; the Turkish Empire, after again undergoing repairs, sailed Sept. 30.

## MISCELLANEOUS.

Advices from Amsterdam, dated Oct. 29, state that a further quantity of 1,330 bags rice, and 2,185 bundles canes, ex Nereus, den Broeder, from Saigon to Falmouth, which put into Simon's Bay, July 25, leaky, &c., had been sold in a damaged state.

Advices from St. Thomas', dated Oct. 13, state that the cargo ex-condemned ship A. Lloret, Gonzalez, from Manila to London, would go forward per Ferdinand Brumm.

At ST. VINCENT, C.V.—Oct. 19, Appin (s.s.), Russell, from the Clyde, and left 20th for Singapore.

At CALLAO.—Sept. 19, Camilo Cavour, Asterquia, from Macao and Payta, and sailed 25th for China.

At UTSALADY, previous to Sept. 27, F. A. Palmer, King, for Hong Kong.

Off ASCENSION.—Sept. 29, Nyassa, from Singapore, for Liverpool.

At ST. HELENA—Oct. 1, Villa de Comillas, Luzarraga, from Amoy, and sailed for Havana; Noach, Looyen, from Batavia, and sailed for Rotterdam; 2, Nederland and Oranje, Phaff, from Batavia, and sailed for Schiedam; Henrietta Geertruida, Boer, from Batavia, and sailed 5 for Amsterdam; A. W. Stevens, Ingraham, from Hong Kong, and sailed 3 for New York.

Off ST. HELENA.—Oct. 4, from Singapore, Jungfrau, for Salem; 7, Black Prince, from Foochow, for London; 11, Falcon, from Foochow, for London; Queen of India, from Singapore, for London.

Off CAPE POINT.—Sept. 4, Athole, from Sourabaya, for London.

At ALGOA BAY.—Sept. 30, Turkish Empire, Barclay, from Colombo, sailed for London after repairing.

At MARTINIQUE.—Oct. 14, Tamaris, Cazalis, from Macao, and sailed for Havana.

The FORWARD Ho! which sailed from London Oct. 23 for Shanghai was reported off Falmouth Oct. 31.

## THE "WILHELMINE EMMA."

As announced in a recent issue, Messrs. Wingate and Co., of Whitchurch, Glasgow, have just completed this exceedingly handsome vessel to the order of Messrs. Miller Brothers, of Glasgow, for Messrs. Siber, Bremwald, and Co., Japan. A number of important improvements have been introduced into her construction, a short account of which may not be uninteresting. The Wilhelmine Emma is a spar-decked screw steamer of 620 tons gross register; she is built as a composite up to main deck, viz., iron frames with teak planking and coppered; from main to spar deck she is a complete iron vessel; the iron plating is flush with the outside planking, and so neatly has this been effected that it can scarcely be observed where they join. Messrs. Wingate have not, we believe, patented this important novelty, but we may mention that this is the first vessel ever built on this principle, and they claim for it the following advantages, namely, the combination in the highest degree of the strength and stiffness of an iron with the anti-fouling and buoyant properties of a composite ship. The objection to the planking of timber being carried up to the spar deck is that in a hot climate the seams open, and require to be frequently re-caulked. This has been hitherto sought to be obviated by composite vessels having iron topsides, but an ugly break or projection always marked where the iron and timber met. Messrs. Wingate therefore deserve credit for introducing this improvement, which we are sure only requires to be seen by shipowners to be fully appreciated. The vessel is fitted with a pair of improved surface condensing compound engines of 100-horse power nominal. Several novelties are likewise here embodied; the engines can either be worked as compound high and low pressure engines, or as ordinary condensing engines, the change by an arrangement of the valves being instantly effected. Engineers will be able to appreciate the advantages of this system when entering a port where frequent slowing and stoppages are necessary. Messrs. Wingate have had most satisfactory results from their compound engines, almost exceptionally so in fact; the consumption of Scotch coals averaging less than 1¾lb. per indicated horse power per hour. The Wilhelmine Emma is fitted with every appliance for economising labour, including steam-winches and windlass, a steam launch, &c., and has most elegant passenger accommodation, fitted up in polished hardwood, with painted glass panels; while every attention has been paid to secure proper ventilation. She is classed sixteen years A1 at Lloyd's, and we have no doubt, will prove a profitable ship to her enterprising owners; while she cannot fail to further increase the fame of her builders in the East, where their work is already well and favourably known. The Wilhelmine Emma passed down the Clyde on the 6th inst. with a full cargo, and proceeds to her destination, under steam, *via* the Cape of Good Hope.

## TRIAL TRIP OF THE "SIN NANZING."

In a late issue we reported the launch of the Sin Nanzing, a new paddle steamer, built and engined by Mr. John Elder, Glasgow, to the order of Messrs. Robinows and Marjoribanks, for Messrs. Trautmann and Co., of the North China Steamship Company. The Sin Nanzing successfully completed her trials for speed and for economy in the consumption of fuel on the 30th ult. The dimensions of this vessel are:—Length between perpendiculars, 225 feet; beam, 32 feet; depth of hold to spar deck, 23 feet 3 inches. Her engines are on the compound principle, for which the firm of Elder and Co. have been so long distinguished; they are diagonal, and have four cylinders. The stipulations were that speed of the vessel on trial, with 100 tons dead weight

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on board, should not be less than 14 knots per hour, on a consumption not exceeding 25 cwts. of coals; and that the speed on a second trial, with 668 tons dead weight on board, should not be less than 10½ knots, on a consumption not exceeding 20 cwt. per hour. The first stipulation was successfully performed on the 25th ult., the distance run being twenty-eight nautical miles. The trial for the second stipulation came off on the 30th ult. The result was that on a run of upwards of ninety nautical miles the speed was 10·86, instead of the stipulated 10·5 knots per hour. Besides this the consumption of coal was only 18¼ cwt. per hour, instead of the permitted 20 cwt., showing an economy in consumption of fuel over what was required of nine per cent. Had the whole of the permitted fuel been used, the speed would have been still more in excess of what was stipulated by about as much more. As it was, an agreed upon premium for the actual excess was won by the builder. Had the Sin Nanzing realised only what had been stipulated, it would have furnished another most convincing proof of the correctness and great practical value of the principle of steam expansion, which was introduced by the firm in the construction of marine engines, now some fifteen years ago. But, when the dimensions of this vessel are considered, the actual results obtained furnish the strongest demonstration which has yet been given of the immense superiority of the compound engines over those of the common type.

## LAUNCHES.

On the 4th inst. there was launched from the west shipbuilding-yard of Messrs. Charles Connell and Co., at Overnewton, Glasgow, a very finely modelled composite ship of 1,000 tons, built for Messrs. Robertson and Co., of London, to class AA 16 years at Lloyd's and 20 years in the Liverpool Underwriters' Register. She was named Eme on moving off. The Eme has been specially designed by Messrs. Connell and Co. to attain the greatest speed, being built expressly for the China tea trade. She is to be commanded by Capt. John J. Ganion late of the Falcon.

On the 6th inst. there was launched from the building yard of Messrs. Scott and Linton, Dumbarton, Clyde, an iron sailing ship of about 750 tons register, for Messrs. J. and R. Grant, London, to class AA at Lloyd's, and twenty years in Liverpool Book. This vessel is intended to form one of their East India fleet, and has, with a view to going through the Suez Canal, provision for auxiliarly steam power. She was gracefully named the Inverishie, by Miss Evelyn Grant.

Messrs. Connell and Co., Overnewton, have in frame a composite ship of about 1,000 tons register, which when completed will form an addition to the fleet owned by Messrs. Craig, of Glasgow. The vessel is intended for the Java trade.

Messrs. A. C. Stephen and Sons, shipbuilders, Kelvinhaugh, Glasgow, have on hand a composite spar-decked screw steamer, of about 450 tons, for the China and Japan trade. She is to class 16 years A1 at Lloyd's, and will have engines of 70-horse power nominal, on the compound principle of high and low pressure. She is a remarkably fine vessel, with teak spar-deck. It is expected that she will be launched about the end of December.

The P. and O. Company's new steamer Hindustan sailed on the 3rd inst. for Calcutta, *via* the Cape of Good Hope. The vessel will be employed in the Company's Calcutta and Suez service.


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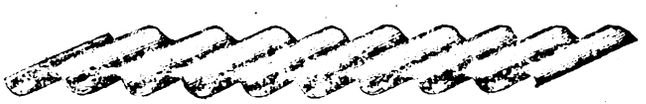

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NOTICE.

MORRIS'S DIRECTORY for CHINA, JAPAN, and the PHILIPPINES, &c., to be published on the 1st Jan., 1870, contains a Revised List of the Foreign Residents at all the open Ports of the China Sea, including Saigon, which has never yet been included in any similar work; together with the Time Tables of the different Steamship Companies, Rates of Postage, Local Ordinances, and such other matter as will be useful to all interested in the China trade. No trouble or expense has been spared to make this the most accurate publication of the kind ever offered to the public.

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| Port. | Ship. | Class. | Dock. | Last Shipping Day. |
|---|---|---|---|---|
| Shanghai ... | Kaisow ..... | A1 16 yr. | E.I.D. | Nov. 30 |
| Do. ..... | Hn.Nicholsn. | A1 12 yr. | E.I.D. | To follow |
| Hong Kong | Sir Lancelot. | A1 16 yr. | E.I.D. | With des. |
| Do. ..... | Guinevere ... | A1 16 yr. | E.I.D. | To follow |
| Yokohama (Kanagawa) | Eleanor ..... | A1 13 yr. | W.I.D. | With des. |
| Colombo, Singapore, & Hg. Kg., t'ro' Suez Canal ..... | Wm.Miller (s.s) ... | — | E.I.D. | Dec. 1 |

For Freight or Passage apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

JOHN C. CAMPBELL will despatch the following splendid VESSELS:—

| Destinatn. | Ships. | Tns. | Class. | Dock. | Sailing about |
|---|---|---|---|---|---|
| Colombo .. | Granville... | 696 | A1 15 yr. | W.I.D. | Nov. 22 |
| Cochin, Cannanore, & Carwar.. | Q.of Ceylon | 422 | A1 10 yr. | W.I.D. | Nov. 25 |
| Malabar Coast ... | Ann Lucey | 270 | A1 11 yr. | W.I.D. | Nov. 25 |

No. 22, Great St. Helen's, E.C.

CHINA AND JAPAN.

THE following high-classed Clipper VESSELS will be despatched as under:—

| Port. | Ship. | Class. | Dock. | Last Shipping Day. |
|---|---|---|---|---|
| Shanghai ... | Weymouth... | A1 12 yr. | E.I.D. | With des. |
| Yokohama... | Black Watch | A1 12 yr. | E.I.D. | With des. |
| Do.&Hiogo | Lochnagar... | A1 | E.I.D. | With des. |

For Freight or Passage apply to NORRIS and JOYNER, 60, Cornhill, E.C.

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## THE LONDON & CHINA TELEGRAPH.

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FRENCH MAIL EDITION.

# The London and China Telegraph.

新聞紙

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON THE ARRIVAL OF THE FORTNIGHTLY ENGLISH, AND MONTHLY FRENCH MAILS FROM CHINA, JAPAN, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A SUMMARY OF NEWS FOR THE OUTWARD MAILS.

VOL. XI.—No. 333.] LONDON, MONDAY, NOV. 22, 1869. [Price 9d., with Sup., 1s. 3d.—Sub. 30s. per ann., postage included. Sup. 12s. extra.

## Latest Advices.

| PORTS. | OUTWARD. From London. | OUTWARD. Arrived out. | HOMEWARD. Received this day. |
|---|---|---|---|
| JAPAN — Yokohama | Aug. 5 | Sept. 26 | Oct. 3 |
| Yedo | — | — | Oct. 2 |
| Osaka and Hiogo | | | |
| Hakodadi | | | |
| Nagasaki | — | — | Oct. 4 |
| CHINA — Peking | | | |
| Tien-tsin | — | — | Oct. 1 |
| Chefoo | — | — | Sept. 30 |
| New-chwang | — | — | Sept. 27 |
| Hankow | — | — | Oct. 3 |
| Kiu-kiang | — | — | Oct. 4 |
| Chin-kiang | | | |
| Shanghai | Aug. 13 | Oct. 3 | Oct. 6 |
| Ningpo | — | — | Oct. 5 |
| Foochow | Aug. 13 | Oct. 2 | Oct. 7 |
| Formosa | | | |
| Amoy | — | — | Oct. 7 |
| Swatow | — | — | Oct. 8 |
| Hong Kong | Aug. 27 | Oct. 7 | Oct. 12 |
| Canton | — | — | Oct. 11 |
| Macao | — | — | Oct. 11 |
| PHILIPPINES— | | | |
| Manila | — | — | Sept. 24 |
| COCHIN-CHINA— | | | |
| Saigon | Sept. 2 | Oct. 9 | Oct. 16 |
| SIAM — Bangkok | | | |
| BORNEO—Labuan | | | |
| Sarawak | | | |
| JAVA — Batavia | — | — | Oct. 16 |
| Samarang | | | |
| Sourabaya | | | |
| MALACCA STRAITS— | | | |
| Singapore | Sept. 10 | Oct. 16 | Oct. 20 |
| Penang | Sept. 10 | Oct. 14 | Oct. 17 |
| CEYLON—Galle | Sept. 24 | Oct. 20 | Oct. 25 |
| Colombo | Sept. 24 | Oct. 20 | Oct. 24 |

### THE MAILS, &c.

The next inward P. and O. mail, due on Monday next, the 29th, will bring dates as follows:—Yokohama, Oct. 11; Shanghai, Oct 13; Hong Kong, Oct. 19; Singapore, Oct. 26; Galle, Nov. 2. Telegrams in advance of it were received *via* Galle on the 16th instant.

The interruption in the Kiachta line is now accounted for by serious inundations, whereby 50 versts of the Siberian telegraph line were destroyed, and Kiachta cut off from all communication for some weeks. Since the telegrams noticed in our last (Shanghai, Oct 26), others have been received, but without dates.

## List of Passengers.

### PASSENGERS INWARD.

By this mail to Marseilles, per Messageries Imperiales steamer *Mœris*, arrived 20th Nov.—From Yokohama: Messrs. Davies, Megrin, Bertothe, Sedavilli, Isidore, Syd, Bertoletti, Civilta, Biffi, Gaudolfi, Menegazzi, Furet, Chiajsella, Goletti, Barcita, Culty, Michie, M. and Mdme. Meazza. From Shanghai: Messrs Desilukes, Leroy, Zanoli, Grenaud, Boncour, Lessius, Pastre, Collins. From Hong Kong: Signori Alaras y Manilla, De Roda, Y'Gargia Obregan, Luiz del Valle, Variquez, O'Dalty, Salvador sande Andina, Guillarmon, Delgado, Arroya y Alcantara. From Saigon: Mr. Schröder. From Singapore: Messrs. Frankers, Ellerbeck, Armae, Craus, Tronebach, Lelange, Hengtberg, Hooguistraters, Brecker, Boutmay, Willer, Cassors, Gaudchaux.

### PASSENGERS OUTWARD.

Per P. and O. steamer *Tanjore*, from Southampton, Nov. 13.—To Shanghai: Mr. J. A. Drought. To Hong Kong: Mr. J. Phillips. To Singapore: Mr. A. D. Forbes. To Ceylon: Mr. H. L. Forbes, Mr. Vanderspar, two Misses Vanderspar, Mr. and Mrs. W. N. Toulmin, two children, and servant, Mr. A. W. Crichton, Rev. J. Brotchie, Mr. J. E. Smart, and four second-class passengers.

From Gibraltar.—To Hong Kong: Col. and Mrs. D. J. de A. Barboza.

Per P. and O. steamer *Delhi*, from Marseilles, Nov. 21.—To Yokohama: Comdr. St. John. To Hong Kong: Mr. A. Hewlett. To Singapore: Mr. A. Fraser, Mr. and Mrs. Weir, two children, and servant, Miss A. M. Dare, Capt. Oldfield, R.N., Lieut. Digby. To Ceylon: Mr. John Grant, Capt. and Mrs. Irvine, Capt. and Mrs. Ballantyne, Mr. Hudson, Mr. W. Douglas, Mr. and Mrs. Newman, three children, and servant, Mr. and Mrs. Kriekenbach. To Batavia: Mr. D. Uttermark.

Per P. and O. steamer from Suez, Nov. 28.—To Hong Kong: Mr. C. Weber. To Singapore: Mr. Otto Puttfarcken, Mr. J. H. N. Hulsz.

Per P. and O. steamer *Ripon*, from Southampton, Nov. 27.—To Singapore: Mr. and Mrs. S. Short and three children. To Ceylon: Capt. Gorman, Mr. R. Atkinson, Mr. E. G. Harding, Mr. A. Croome.

From Gibraltar.—To Hong Kong: H.E. Ant. Ferreira de Lacerda.

Per P. and O. steamer *Nyanza*, from Marseilles, Dec. 5.—To Yokohama: Lady Parker, Miss M. Binns. To Shanghai: Mr. G. A. Lindsay. To Ceylon: Mr. and Mrs. Cameron, Mr. C. A. Cameron, Mr. and Mrs. J. H. Cheape, Mr. Hambrough

From Malta—To Shanghai: Mr. A. E. Petrocochino.

## Summary of News from the Far East.

### JAPAN.

#### YOKOHAMA.

Our advices from this port are to the 3rd Oct. The English mail of Aug. 5 had arrived out. As frequently happens by the French mail, we have received but a meagre budget of news, and there seems to be nothing of great importance.

We find the following paragraph in the *Japan Times*:—We hear from Yedo, with deep concern, that Sir Harry Parkes was attacked by an assassin, on the night of Wednesday, the 22nd Sept., and are happy to congratulate him on his escape. He was returning to his Legation, escorted by two of his foreign guard only and by the usual native mounted Yakonins, when, about 7 P.M., and not far from the foreign concession, a man suddenly drew as he passed him, and made a cut a him with his sword. Sir Harry saw the gleam of the weapon and touched his horse with the spur; the animal immediately bounded forward and took him out of danger. The assassin was quickly secured and proved to be a Hosokawa man. A companion, who did not draw, escaped. The man was perfectly sober, and denies that he was the offender. We are not likely to hear more about it.

A telegraph (says the *Japan Gazette*) is about to be established between Yokohama and Yedo. The apparatus has all arrived, and we believe also the gentleman to superintend its working. A code has been invented for sending messages in Japanese as well as in English, and it is so simplified that with a little application Japanese will easily understand the signals and be able to use them for native messages.

The following is also from the *Gazette*:—A wholesale series o executions have taken place in Yedo. We hear that of Ennomoto's force over one hundred men were beheaded during the last few days. The officers say that they were not decapitated as rebels, but for thefts and depredations of which they had been guilty. As to Ennomoto himself, he has been sentenced to decapitation, as have also Ogasa-wara Iki-no-kami, Nagai Gemba-no-kami, and one or two others who were at the head of the Tokugawa party at Hakodadi. Satsuma and Choshiu have both pleaded for Ennomoto; and although we believe no decisive answer has been given, the probability is that his life will be spared.

The wreck of the British ship *Hamilla Mitchell*, lost on the Leuconia Rocks, has parted amidships, and gone down in seventeen fathoms of water, with all her treasure on board untouched, amounting to some £40,000.

The appeal to Judge Horn by made by Messrs. De Coningh, Vernede, and Co., from a decision of the Consular Court given in 1868 in favour of Messrs. Hudson, Malcolm, and Co., has been decided against the appellants, thus confirming the judgment of the Consular Court.

#### HIOGO AND OSAKA.

From the *Hiogo and Osaka Herald* we copy the following account of H. R. H. the Duke of Edinburgh's reception at Osaka.

H. R. H. the Duke of Edinburgh arrived at the mouth of the river in H. M.'s despatch boat *Salamis* at 8.30 A. M. on Sunday Sept. 19.

Immediately after she had anchored, A. A. J. Gower, Esq, H.M.'s Consul, went off to her in a very elegant barge, belonging to the Prince of Iwami No Kami, accompanied by Mr. Tamaguchi, Commissioner of Foreign Affairs, who, on behalf of the Government, placed the Temple called "Hongwanji" at the disposal of his Royal Highness during his stay at Osaka. The Duke, however, felt compelled to decline the gracious offer, but not disacknowledged, however, in consequence of his necessarily having to return to Kobe on the same evening.

His Royal Highness landed at the Custom-house wharf at 11.30 A.M., attended by Admiral Keppel, Captain Stanhope, and several other officers. The Japanese Militia were drawn up and

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presented arms very creditably; but owing to the Prince appearing in plain dress, upon arriving at the Consulate, where another company was drawn up, some slight blundering occurred.

Several Samourai, representatives of Daimios, sent in their cards, anxious to be received, but only Mr. Governor Zohzuzugi Shohsy, and Mr. Tnoyne Bundo, the Governor of the Mint, were admitted to an interview; and after they retired, the Prince and his party partook of Mr. Gower's hospitality, that is to say, they tiffined with him; this finished they proceeded upon an equestrian excursion to the Mint, w' e H. R. H. was shown round by the Superintendent, John Waters, Esq.; and afterwards they explored the *Castle*, and ascended the pagoda; thence, upon an invitation of the Government officials they adjourned to a Tea-house and partook of some refreshment. Returning to the British Consulate at 5 P.M., H. R. H. took his departure in the steam launch for the *Salamis*, which had steam up ready to take them back to Kobe, where H. R. H. had previously invited to dinner on board the *Galatea*, Wutu Yonoski, the Governor of Hiogo.

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### NAGASAKI.

H. R. H. the Duke of Edinburgh arrived at Nagasaki on the morning of the 24th Sept. in the *Galatea*, accompanied by Admiral Keppel in the *Salamis*. The following day the Royal Standard was hoisted, which was immediately saluted with twenty-one guns from the Japanese fort. At half past one H. R. H. gave audience to the Governor, the Consular Corps, and to a deputation from the British community, when the following address was presented:—

"May it please your Royal Highness—We, the undersigned British subjects resident at Nagasaki, rejoice on this occasion to have the privilege of testifying our loyalty to the Throne and our appreciation of the honour now conferred upon us by the presence of your Royal Highness.

"Although comparatively exiled in this remote part of the globe, the attachment to our country remains unaltered; and we cherish the hope that, amid the more brilliant recollections of foreign travel, your Royal Highness will retain the knowledge that even in no part of Her Majesty's dominion does there exist a stronger feeling of loyalty or a higher respect for the Queen and Royal family than in the small community of British subjects in Nagasaki."

The following reply was made by his Royal Highness:—

"GENTLEMEN,—I thank you sincerely for the address you have presented me.

"In the Queen's name I thank you for the expressions of loyalty to her Throne and family which it contains; and I rejoice to find that neither sojourn in a distant land, nor separation from your native home, has in any degree diminished the allegiance which, as good and faithful subjects, you owe your sovereign."

His Royal Highness next repaired to the British Consulate, where a sumptuous repast was prepared for him by Mr. Flowers, H.M.'s Consul. Admiral and Lady Keppel likewise honoured Mr. and Mrs. Flowers with their presence on this occasion. His Royal Highness met with a most hearty reception from all members of the community. He was cheered on his landing, and a grand illumination prepared to welcome him. The illumination was a great success. It is the first of the kind that has ever been seen at Nagasaki. The whole front of the bund was lit up, and the private bungalows on the hill, which had a charming effect. There were numerous devices, the most conspicuous being V.R. and A. Every one appeared to vie with each other in rendering homage to the Prince. There was no distinction of nationalities; the Dutch at Decima were as hearty in contributing to his welcome as the British were at Ora.

The Japanese authorities were not backward in testifying their respect to the Prince. They placed a guard at his disposal, and invited him to a Japanese spread, which H.R.H. had to decline, as his stay was so short. The Governor, however, gave him a few presents of native production, such as porcelain, &c. The Japanese appeared much pleased with the Prince's bearing, and no doubt his visit will leave a favourable impression on their minds.

H.R.H. left on the 27th ult. for Chefoo in the *Salamis*, accompanied by the Admiral, on their way to Peking.

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## CHINA.

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### SHANGHAI.

(FROM OUR OWN CORRESPONDENT.)

SHANGHAI, Oct. 6, 1869.

The London mail of the 13th Aug. came to hand per *Aden* on the 26th Sept. We have telegrams by her *via* Galle to the 5th ult. and by Kiachta to the 7th ult., to hand on the 2nd inst. The delay by this route was caused by floods near Lake Baikal, which had destroyed nearly thirty miles of line; communication was only restored by means of boats.

The *New York* arrived yesterday, bringing about $400,000 from San Francisco.

Mr. Wade was expected to arrive by the *New York*, but has been detained. He is positively looked for by the next U.S. mail. Sir Edmund Hornby is still in Japan. Mr. Medhurst, H.B.M.'s Consul, has returned. With the change in the monsoon the date of departure of the mails is changed also. The English and French mails leave five days earlier. The weather is beautiful; the thermometer averages in the day 75 deg., and 90 deg. during the night.

From the Shanghai papers we learn that the great excitement of the week has been the prevalence of an extraordinary idea among the Chinese that black men are posted in the church compound to catch and kill passers-by about midnight. Notices to this effect have been posted up over the settlement, and have occasioned intense excitement. The object, they say, is to complete the number of eighteen victims, one to be buried at the foot of each pillar, to add to the stability of the building. The foundation of this wonderful idea probably is that the two Indian watchmen have caught a Chinaman loafing in the compound, and have thrashed him, or have been levying black mail from solitary passengers.

The police took down from a wall a placard which announced that a foreign firm had engaged to give Tls. 12,000 to a number of black men to provide six boys and six girls to be buried alive under the new church; that five or six had already been got, and as many more were still wanted; that the foreign firm had agreed to hold the kidnappers free of all legal responsibility. All over the settlements there were flying rumours: Chinamen had been killed; black men had been seen dragging a body about the compound; some Chinese had been thrown into the church pond, &c. The effect of such notifications and rumours became apparent shortly after, when Chinese began to hang round the walls of the church compound, and ere long to crowd inside. By midday the crowd that thronged the porch of the church and the arcades round it could be counted by hundreds. A glance at many of them showed that they had come in from the country. The faces were indicative generally of eager curiosity mingled with fear; though here and there a shopkeeper or employé of some foreign hong was careful to show by his jest and smile his superiority to such homespun terrors. Messrs. Penfold, Stripling, and Fowler, of the Municipal Police force, were soon among them, seeking good-humouredly to reassure them. The people were freely admitted into the church, as well as into the vaults underneath, where the heating apparatus is. Those that went down into the latter came up looking as pale as if they had seen something horrible, and were eagerly questioned by the bystanders, but could, of course, give no authentic account of the horrors below. The crowd carefully examined the stone floors of the arcade round the church, where spots of varnish had stained some of the stones, and were evidently taken for blood by many of the anxious questioners. Having thus given this satisfaction to the public anxiety, the police authorities cleared the compound, and a foreign constable was detailed to debar further intrusion. It says much for the spirit of confidence that pervades our native police force, that while the bulk even of their educated countrymen display such childish terror, some of them volunteered to guard the compound during the night.

Mr. Alex. Johnston, Municipal Secretary, sent a requisition to the chief engineer to order the services of the steam fire-engine to pump dry the pond in the church compound, and thus give the Chinese ocular demonstration that there were no dead bodies at the bottom.

The pumping was stopped by the church trustees, Messrs. Forrest, H. B. M.'s Acting Consul (during Mr. Medhurst's absence), Michie, Bell, and Krauss, upon the grounds that it was simply pandering to Chinese superstition. The trustees' action has met with general condemnation on the part of the community, and upon the return of Mr. Medhurst assuring proclamations were obtained from the Taoutai through the English Consul. They have soothed the alarm to a very great extent.

We have been informed that the Taoutai has had two men flogged for the share they took in creating the rumours which have caused so much excitement; but we trust the Consuls will not be satisfied without some more reasonable security against a recurrence of the offence.

A change has taken place in the Taoutaiship of Shanghai. His name is Tu; he comes from Nanking. He was exceedingly popular there; a demonstration took place on his departure.

We hear that Ting Futai is expected to visit Shanghai in a few days. One of his motives is supposed to be to send a number of Chinese students to the West.

We have now again ample means of communication with Japan. The P. and O. Company have started a semi-monthly line, and the Pacific Mail Steam-ship Company runs three boats a month. The former are not subsidised over this route, but the latter has a special contract with the United States Government for this Shanghai line, under which the character of the three steamers, *New York*, *Costa Rica*, and *Oregonian* is defined as "United States Mail Steamers," subject to the rules, and entitled to the advantages of such subsidised vessels.

The property known as the Clarendon Hotel has been sold by auction for T's. 4,200, at which figure we presume it was retired. For Mr. Alt's bungalow, at Nagasaki, there was only one *bona fide* bid of $1,000, and the property was withdrawn.

The export of silk up to the last English mail was 19,723 bales.

Nothing further has been done in the matter of the Club scheme, to which we referred in our last issue, but the matter is believed to be under consideration. A very general impression prevails that the new scheme involves personal responsibility on the part of members for the Club debts. But we believe that nothing of the kind is contemplated, and that members would be no more liable for the encumbrances than they are now.

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The *North China Herald* says :—

We are glad to learn that the Duke of Edinburgh has changed his intention of striking Shanghai out of the programme, and that we may positively look for his arrival between the 20th and 25th inst. The reason he was going to pass Shanghai by was that he had been told so little enthusiasm had been shown at the meeting held to consider the manner of his reception that it was unlikely he would be warmly welcomed. The community are indebted to Mr. Medhurst for removing this impression, and for explaining to him that the proceedings on the 16th August were quite a type of the ordinary Shanghai meeting, to which every one comes to listen, few to talk, and which always winds up with the appointment of a committee. The Duke was to have been at Cheefoo about the 30th Sept., to go from thence to Taku and Peking. We regret very much to learn that he persists in his intention of visiting the capital incognito; for, we can only repeat, the Chinese understand no such arrangement, and will construe the affair to mean that their own Government would not pay him honour. As we said before, he will probably reach Shanghai about three weeks hence. There is, therefore, still ample time to arrange for a reception which we doubt not will enable the Prince to carry away as favourable an impression of the good feeling of Shanghai as of the other places he has visited during his tour. A meeting is called at H. B. M. Consulate, on the 7th inst., to receive the report of the Committee appointed to concert measures for his reception. We hear that the programme is to comprise performances by the Concordia Amateurs, and the A. D. C., a cricket match, a ball, &c., &c.

A meeting of the Rowing Club has been held to discuss the best locality for the regatta. It was decided by a majority of eighteen to four to keep to the old water on the Soochow Creek. It is true the bend there is objectionable, and a source of frequent doubt and dispute. But in other respects the creek is far preferable. The public can see nothing of a race on the river and a good number of spectators is all important to give life to any sports.

A Ningpo correspondent writes :—You have often written dirges over the decline of Ningpo; but what think you of the bodily removal of a firm from hence to Chinkeang?—Chinkeang which used to be regarded as the most hopeless port in China. Yet the phenomenon is occurring. By-the-bye, the disease from the fell ravages of which the wealthy foreign trade in China has become reduced to its present moribund condition is discovered to be Hart disease; and unless you political doctors of the press can restore the organ to its proper position, and confine its action to its proper functions, there is no hope for the patient.

The *Shanghai Daily News* informs us that "the British Naval officers have been converted into amateur colporteurs, the senior officer now in port having received by the last mail, through, if not from, the Admiralty, a large parcel of tracts for distribution in the 'sink of iniquity.' A number of them are, we believe, already flying free over the settlement." We give this statement as likely to afford some amusement, it being, we believe, quite true.

SHIPPING.—The Taunton, from London, 116 days, is the only arrival to record. The departures are Fiery Cross, for London, on the 26th ult., and the Everhard, on the 25th ult., for New York, both taking tea. The Lizzie Iredale, Tavistock, Dhollerah, Wylo, and John Lidgett are loading for London at £2 a ton, and the Willy Rickmers, for New York, at a slight advance on that figure.

## THE NORTHERN PORTS.

A Chefoo correspondent writes :—The *Adventure*, Captain Raby, R.N., arrived here on the 29th Sept., with Lady Keppel, and part of the suite of his Royal Highness the Duke of Edinburgh, and H.M.S. *Salamis*, bearing the flag of the Honourable Admiral Sir Henry Keppel, arrived here on the following day with his Royal Highness the Duke of Edinburgh and his suite. Immediately after the *Salamis* had anchored the Duke landed with Admiral Keppel, without attracting any unusual attention, and after quietly walking round Yentai hill he entered one of the English merchant's houses, where he partook of some refreshment. He afterwards strolled through the Chinese town, making a few purchases, and returned on board the *Salamis* to dinner. It was intimated that the Duke desired to preserve an *incognito* during this first visit to Chefoo, as, the *Galatea* not being here, he was the guest of Admiral Keppel, and thus no address was presented on his landing.

Peking is excessively "quiet"; there is not a word new from this quarter.

Further news from Tientsin confirms the view that the attack on Messrs. Williamson and Hodge was the work of simple robbers. One of the men, who confesses to having received their watches as his share of the plunder, has been caught, and gives the following account of the circumstance. He saw them go on board, when a woman standing near pointed out some money which they were carrying in a handkerchief, and remarked that they were going up country. The prisoner at once collected a party of five Shantung men, and they decided on following up and robbing the boat. They followed it with this design, keeping it in sight; and on their way picked up eight other men, raising their total number to thirteen. The prisoner says he is a disbanded brave, and has been out of employment for some time.

H. B. M.'s Consul at Tientsin has had a letter from Admiral Keppel by H. M. gunboat *Dove*, requesting him to get twenty boats ready for the conveyance of the Duke of Edinburgh to Peking. The *Salamis* and *Adventure* are to accompany him to Taku; the latter, it is said, to take Sir R. Alcock home. Our correspondent adds :—Business is dull; but 8¼ lbs. are quoted at Tls. 2.20. If the Shanghai market keeps firm, ours will respond; but the dealers here fear large supplies will come forward from your port, and, as usual, be drawn against and thrown upon this market at something less than they cost in Shanghai. The weather is delightful; thermometer 75 in the shade.

## THE YANGTSZE PORTS.

A Hankow correspondent writes :—There is nothing to say, for the excellent reason that nobody is able to do anything whatsoever. Locomotion is impossible except in boats, business is at a standstill, because all the towing paths are deep under water, and no goods can be carried into the interior; the tea season is practically over, and the merchants are grumbling sadly at the small quantity settled here, and at the prospect of an utterly dead and dull winter, in consequence of the poverty of the natives, whose third crop is hopelessly lost. Even the sportsmen are to be pitied, for the flood has driven the snipe into inaccessible regions, and quail alone go to fill the bags. I do not know how the pheasant season promises, but a large party is going up to-morrow in boats to King-kow, whither the *Leven* is bound for her quarterly artillery practice. The *Leven* will tow the house boats, and the Jacks will have a fine time of it skylarking over the country as beaters. Up to the present they have led a hard life, unable to go on shore, and without even the secondary excitement of seeing anything going on in the settlement, always excepting the rise of the water, the crashing of walls, and the quaking of verandahs. The Amateur Dramatic Company have announced four performances for the coming season, and this appears to be our only chance of domestic amusement for the winter

Another correspondent says :—The abomination of desolation still exists at this cheerful port. The flood decreased about four inches last week, but is now again rising, and the level is only about a foot and a-half below the highest point. The weather is becoming too cold for canoes, setting apart the fact that we hate the very sight of them, and one's out-door recreation is limited to a "constitutional" up and down the verandah. We are looking forward to the prospect of skating about the streets in the winter. Croquet sets and mowing machines are not in great demand.

A Chinkeang correspondent writes :—I see you advocate the idea of a railway from Chinkeang to Chingkiang-pu, but I fear you will have hard work to make the idea take root, much less blossom and bear fruit. The Chinkeang folks are too few and feeble; the Chinese are too idiotic; and the officials at Shanghai, like Galleo, care for none of these things. If there were a Consul at Chinkeang, the thing might be, but as it is I see little hope or chance of it.

A Kiukiang correspondent writes :—Water keeps much about the same level; that is, there is a road all along the Bund, but one half is still under water, and we have had nothing but bad weather for the last fortnight. Monseigneur Baldus, the Roman Catholic Bishop of the Kiangsi province, died last night, from an attack of acute dysentery. His health had been far from good for some time past, and he was repeatedly urged to try a change; but no arguments could induce him to desert his post. Over thirty years, some twenty of which were passed in Honan, of Missionary labours, were thus brought to a peaceful close.

## FORMOSA.

We are glad to be able to state, on undoubted authority, that the account in our last issue (copied from a Hong Kong paper) of another outrage on foreigners in Formosa was entirely without foundation, and that both the gentlemen named as sufferers are safe and well. The rumour arose probably out of some mistake; but however this may be, it seemed credible enough, for the present policy of our Government towards China is only too likely to produce such fruits, especially in Formosa.

## HONG KONG.

Our advices from this port extend to Oct. 12. The outward mail of Aug. 27 was received there on Oct. 7th. There is very little news of interest; the following items are from the local papers :—

Admiral Sir Henry Kellett has arrived in H.M.S. *Rinaldo*, to assume command of the British fleet in China and Japan, in place of Admiral Keppel. Salutes were fired from the *Princess Charlotte*, and from the U.S. corvette *Iroquois*. Admiral Kellett, we are happy to say, is in good health.

We understand that steps are being taken by a number of prominent residents to entertain Admiral Keppel at a complimentary parting dinner on his arrival at Hong Kong. Although not exactly a "public" proceeding, a knowledge of this fact will give great satisfaction to the gallant admiral's numerous friends and admirers.

A most interesting account of the proceedings of the Portuguese gunboat *Camoes* appears in the last *Boletim da Provincia* of Macao. She succeeded in capturing the junk which committed the *Apenrade* piracy, but was compelled through stress o

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weather to abandon her. Several articles marked with the name of the vessel were recovered, but the pirates unfortunately escaped; the crew of the *Camoes* appear to have behaved with great gallantry.

We learn from Whampoa that a strike of the Chinese dock labourers, which caused much inconvenience to the Hong Kong and Whampoa Dock Company, is at an end. It appears that the strike originated with a gang of boiler makers from Hong Kong, one of whom was arrested on a charge of theft. The whole gang hereupon struck work, and induced the Whampoa men to join them in standing out for the release of the prisoner. The matter having been referred to H.B.M. Consul, a Chinese officer was sent down in the gunboat *Feiloong*, and on a demonstration being made to apprehend the ringleaders, the entire gang submitted after a short delay, and turned to at their work in the dock on Thursday last. The promptitude with which the *Feiloong* was despatched to Whampoa, and the activity of the Chinese official sent down in her, with the material assistance rendered by Capt. Francis and his chief officer and their men, have been effectually of service in this matter.

Some experiments have been attempted at the Peak with an electric light, which has been arranged with a view to lighting up the mountain on the night of the illumination. To judge of the light as it appeared from the Queen's-road, the experiment would seem to have been far from successful, and some great improvements will be necessary before it will be of any use whatever for the purposes of illumination. The experiments, however, seem to have had the effect of putting the police in a perfect state of fever. Reports of an attack at the Peak flew to Central Station from all quarters of the town, and the force was under arms ready to march, when the Captain Superintendent, who had been dining out, arrived in a breathless condition, just in time to see the last glimmering ray of the experiment disappearing over the Peak. He bethought himself of the Duke, and repeated to himself, in an under tone, "sold."

An extraordinary rumour has become current among the Chinese in this colony, to the effect that the Duke of Edinburgh has been captured by the Japanese, and will only be set free on the payment of a ransom of two hundred thousand dollars. This rumour, it is said, is also flying about in the City of Canton, and is in fact the topic of the day. It is supplemented by a statement to the effect that the British Government intend going to war on the subject.

From Captain Owen, of the *Petchelee*, which vessel has just arrived from Liverpool, we learn that, on Sept. 23, in lat. 2.53 N., long. 110.25 E., he spoke the British barque *Eastern Chief*, from London, bound to Nagasaki. The ship was then in charge of the chief officer, the captain having jumped overboard and been drowned. It was further reported that the deceased captain had first shot a seaman, and then sprang over the side. A boat was lowered to try and save the unfortunate man, but after pulling about for an hour the search proved useless. No particulars were given of the affair.

The following circular has been issued at Amoy, with reference to the late Consul Gibson:—

The foreign residents of Formosa and Amoy have subscribed to erect a monument to the late Mr. John Gibson, H.B.M.'s Acting Consul at Taiwan, in recognition of his able services during the late disturbances there.

It has since come to their knowledge that Mr. Gibson's mother and sister were dependent upon him for their support, and are placed in straitened circumstances by his death.

They therefore desire to increase their subscriptions, and raise a sum which would enable them to continue in some measure the support which the late Mr. Gibson's relatives have now lost.

About $1,000 have been already raised in Amoy for this object, and the committee now invite the assistance of the communities of Hong Kong and the other ports in China. Committee: Messrs. J. C. Wardlaw, F. Chomley, George Phillips, John Cass, Henry Smith.

Subscriptions will also be received by the Hon. J. B. Taylor, Hong Kong, the Oriental Bank Corporation, the Hong Kong and Shanghai Banking Corporation.

Amoy, October 1, 1869.

## UNION INSURANCE SOCIETY OF CANTON.

The third ordinary meeting of the above society has been held; Mr. Duncanson in the chair. Present: Hon. Messrs. Keswick, Taylor, and Rowett, Messrs. Lemann, Forbes, Chrichton, Kaye, Sassoon, Berwick, Olmsted, André, Vickers, Belilios, W. Hart, G. Thomson, and others.

The Chairman said that he believed there would not be much opposition to what had to be proposed at the present meeting, and read the report, as follows:—

"The directors have much pleasure in placing before the shareholders the third half-yearly report of the affairs of the society, terminating June 30 last, and showing at that date, as per accompanying statement, a balance at credit of $547,263.82, together with a sum representing paid-up capital of $250,000. From this sum the directors recommend the distribution of a dividend of $500 per share, which on 250 shares will absorb $125,000, and a further sum of $62,500 to be set apart for apportionment hereafter amongst contributing shareholders. Of the balance, they propose, in accordance with the terms of the deed of settlement, placing $250,000 to reserve fund, and carrying forward on current account $109,763.82. From the 1st July to date, further net premia, amounting to about $170,000, may be considered as earned, and will appear in due course to the credit of the society. Including the total losses of the steamer *Fungshuey*, and the British ship *Hamilla Mitchell*, the subsequent claims paid to date, together with such as are pending, may be estimated, as far as can be well ascertained, at about $70,000. All vessels on which the society had accepted insurances for the year 1868, with the exception of one time policy for $24,000, which expires on the 20th Dec. next, have reached their destinations, and the risks now at stake are principally confined to homeward bound ships, for the arrival of which sufficient time has not yet elapsed."

The report was unanimously adopted.

Mr. Lemann proposed, in accordance with the terms of the report, that the dividend of $500 per share be declared; which motion, having been seconded by Mr. Hart, was carried.

Mr. André wished to know whether the society could not establish branches at Bangkok.

The Chairman replied that this question had been under the consideration of the directors for some time. Were the risks likely to be good? The directors were rather of the opinion that they would not pay; and their society was but a young one yet.

Mr. André said that would be for the directors to say whether the risks were good or not.

Hon. Mr. Taylor proposed a vote of thanks to the directors and the secretary for their able management; which, having been duly seconded by Mr. Kaye, was unanimously carried.

The meeting then separated.

## IN BANKRUPTCY.

*Re* LYALL, STILL *and* Co., *Bankrupts*, *Exparte* LIEBERT *and* LEVITA.—Judgment.

This is a motion under section 96 of the Bankruptcy Ordinance (No. 5 of 1864), for the purpose of determining the claim of Messrs. Liebert and Co. against the official assignee in the above bankruptcy, to the sum of $4,975.62 alleged to be the balance of proceeds of the sale of certain goods pledged by Messrs. Lyall, Still and Co. to the Oriental Bank Corporation, to secure their account current. The bank, after satisfying their claims, paid the above balance, on the 28th of May, 1868, to the official assignee. These goods consisted of: Firstly, 220 bales of Grey Shirtings ex *Canadian*; secondly, 70 bales Grey Shirtings and 10 of T-Cloths, ex *Serica*. The motion also includes a claim to the sum of $1,016, alleged to be the proceeds of the sale of 7 bales of prints, part of a shipment of 18 bales, ex *Merse*, which had come to the hands of the official assignee in specie, and had been sold by him. The whole of these goods were shipped by the claimants to Messrs. Lyall, Still, and Co. under very special terms and conditions, contained in a correspondence, which is part of the evidence in this case, and substantially embodied in the heading of the invoice of each shipment. The heading of the invoice in the case of each shipment is as follows:—

"Invoice of bales forwarded to Messrs. Killick, Martin and Co., London, for shipment per , and consigned to Messrs. Lyall, Still and Co., Hong Kong, for realisation. Proceeds to be remitted to Messrs. , London, to meet Messrs. George Lyall and C. F. Still's acceptance for £ against this shipment, and bought to order and for account of whom it may concern." It was admitted at an early stage in the argument that the correspondence above referred to and the form of invoice were conclusive evidence of an agreement whereby the vendors secured to themselves an equitable lien upon the proceeds of the goods to the extent that might be necessary to cover the acceptances given for the purchase money. It is clear that the title of the assignee being merely derivative he must, as between himself and the claimants, stand in the place of the bankrupts, and take the property subject to all equitable liens to which it would have been subject in their hands. This being conceded, and the seven bales of prints sold by the official assignee having been clearly identified as part of the shipment of eighteen bales ex *Merse*, no further opposition was offered to the claim of the vendors to the sum of $1,016. But, with regard to the sum of $4,975.62, stated to be the balance of the proceeds of the goods ex *Canadian*, *Ariel*, and *Serica*, sold by the Oriental Bank Corporation, it was urged on behalf of the official assignee that this sum could not be identified as part of such proceeds, but consisted of moneys paid to the bank by Messrs. Lyall, Still and Co. out of mixed funds, and that in fact, owing to the mode of realisation of the goods, their actual proceeds could not be traced, and the trust had therefore been destroyed. The evidence of Mr. Berwick, manager of the Oriental Bank Corporation, was to the effect that the bills of lading, properly endorsed, were deposited with the bank to cover the account current of Messrs. Lyall, Still and Co. That on the arrival of each ship the goods were landed and stored to the order of the bank in the godowns of Messrs. R. S. Walker and Co. That Messrs. Lyall, Still and Co. were allowed to effect the sale of them. That, as sales were effected, and the proceeds paid to the bank, the latter granted delivery orders. The evidence of Mr. G. F. Maclean, who was at the time the resident partner of the firm of Lyall, Still and Co., was to the same effect; on cross-examination he stated that they effected the sales through their comprador, who received the proceeds, and that they paid the equivalent of them to the bank sometimes by cash, sometimes by comprador's orders, and sometimes by cheque. It is argued, therefore, that these payments by Messrs. Lyall, Still and Co. to the bank on account of the proceeds of the goods may have been made out of mixed funds, and are not necessarily the actual pro-

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ceeds of the goods, against which alone any trust can attach. It seems to me, however, that such a contention cannot prevail. The case must be decided on the principles laid down in Pennell *v.* Deffell, 23 L.J., ch. 115, and Frith *v.* Cartland, 34 L.J., ch. 301. I have been pressed on behalf of the official assignee with a recent decision of Chief Justice Smale, in a similar motion, *ex parte* Henderson and Co., where the claimants had been unsuccessful, but on referring to the facts of that case I find a manifest distinction. There it appears that the money claimed could not be identified as the proceeds of the particular shipment, but it is stated in the judgment to have been the balance of a sum paid to a third person by the comprador of Messrs. Lyall, Still, and Co., out of moneys forming a "general mass, entirely confused and undistinguished as to the sources from which it was made up." In this case, however, it is otherwise. The property in the goods passed to the bank on the delivery of the bills of lading endorsed, and the bank were the sellers. Whether they employed Messrs. Lyall, Still, and Co., or any other brokers or agents to effect the sale, the money received by them on account of such sale must be considered to be the "proceeds" within the meaning of the heading of the invoice. The title of the bank, as purchasers for valuable consideration without notice, has never been contested as to such portion of the proceeds as they retained to satisfy their own claims, but the title of the official assignee to the surplus of $4,975 62c. paid over to him, is subject in my opinion to the equitable lien of the claimants, who are entitled to have the same applied *pro tanto* in discharge of the acceptances given for the purchase money of the goods. The order of the Court, therefore, is that the official assignee pay to the claimant the sum of $1,016, being the proceeds of seven bales of prints ex *Merse*, and the sum of $4,975 62c., being the balance of the proceeds of the goods ex *Canadian*, *Ariel*, and *Scrica*. The costs of both sides to be paid out of the estate.

## PHILIPPINES.

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### MANILA.

### THE EARTHQUAKE.

MANILA, Oct. 4.

On Oct. 1, at half past eleven A.M., the inhabitants of this place were put in great fear by an unusually long oscillation of the earth; this began by violent trembling for five seconds, followed by a movement from S.S. east to N.N. west, which lasted strongly for about fifty seconds, and after a short pause two shocks of a few seconds. Had the trembling continued half the time of that of the oscillation there is not a building in Manila but would have been thrown down. Fortunately, such was not the case; nevertheless, the movement has shaken every building here; large rents are to be seen in nearly every house, all the churches and public buildings are more or less rent from top to bottom, and several houses have partially fallen in; in Cavite, and the neighbouring provinces, the reports are rather worse than in Manila; up to the present we hear of only six lives lost, but hundreds of contusions from the falling of bricks, &c.; many houses have suffered in their strength, and during our present heavy rains it is very likely many will gradually fall in. On the 2nd and 3rd two oscillating shocks were felt at about 6 and 8 P.M., but fortunately of only a few seconds' duration, and causing no further damage than the falling of some walls already tottering from that of the 1st inst.

At sea the shock of the 1st inst. was felt by vessels a hundred miles out from the coast.

# Commercial Report.

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## IMPORTS.

SHANGHAI.—A large and chiefly speculative business had been transacted in Grey Shirtings and T-Cloths, and prices were at one time raised above their former level; the market subsequently became very quiet, and prices at the close were nominally on a par with those last current. Grey Shirtings: Stocks had not been increased by any arrivals; but deliveries and re-exports had been only to a moderate extent. Prices were Tls. 2.04 to Tls. 2.07 for 7 lbs., Tls. 2.24 to Tls. 2.27 for 8.4 lbs., and 9 lbs. to 9.12 lbs., Tls. 2.45 to Tls. 2.85 per piece. White Shirtings: The lower counts had been in better request, and best 60 reed were worth Tls. 2.35 per piece. T-Cloths: The comparative cheapness of these goods had attracted speculators, who invested largely at what seem moderate figures. The Chinese dealers were still chary of paying higher rates, but there was a fair demand at current prices. Drills: American slightly weaker, owing to barter transactions. Best Dutch had found buyers at Tls. 3.72 per piece, and English were as last quoted. Fancy Goods: Sales of Dyed Brocades reported at Tls. 3.20 per piece, and the demand had continued. Woollens: There is very little fresh to report. Camlets were very dull of sale. Some Scarlet Long Ells, MM. Chop, had been sold at Tls. 5.95 to Tls. 6.05 per piece. Figured Orleans firmly held for higher rates. Metals—Nail Rod Iron: The business in Nail Rods had been small, scarcely 5,000 bundles having changed hands at Tls. 2.0 to Tls. 2.05 per picul for fair assortments. Bar Iron quite neglected; no transactions had transpired. The market for both descriptions was very dull, but quotations were nominally unaltered. Lead was again quiet, L.B. saleable in small lots at Tls. 5.25. Coals: The market had continued quiet, the only arrivals being a cargo of Formosa and one from the Russian coast. Quotations:—White Shirtings, Tls. 2.1.5 to Tls. 2.9.0; T-Cloths, 6 lbs., Tls. 1.3.5 to Tls. 1.6.0., 7 lbs., Tls. 1.6.5 to Tls. 1.9.2, 8 to 8-4 lbs., Tls. 2.0.0 to Tls. 2.4.0, American Drills, 40 yds., Tls. 3.9.5 to Tls. 4.1.0, American Jeans, 30 yards, Tls. 3.1.0 to Tls. 3.1.5, American Sheetings, 40 yards, Tls. 3.6.0 to Tls. 3.7.0, English Drills, 40 yards, Tls. 3.5.5 to Tls. 3.8.5, Dutch Drills, 40 yards, Tls. 3.5.0 to Tls. 3.7.2, Camlets, English, S S, per piece, Tls. 11.5.0 to Tls. 12.5.0, Spanish Stripes, per yard, Tls. 0.5.5 to Tls. 0.8.0, Medium Broad and Habit Cloth, Tls. 0.9.0 to Tls. 1.3.5, Long Ells, Scarlet, per piece, 6.2.5 to 6.3.0, Assorted, Tls. 6.5.0; Iron: Nail Rod, small size, per picul, Tls. 1.8.0 to Tls. 1.9.5, fair to good assorted, Tls. 2.0.2 to Tls. 2.0.5, Hoop, Tls. 1.7.0 to Tls. 1.8.0; Flat and Round, Tls. 2.1.0 to Tls. 2.2.0, Lead, per picul, Tls. 5.0.0 to Tls. 5.2.0, Tin Plates, per box, Tls. 4.5.0 to Tls. 4.8.0, Steel, per tub, Tls. 3.2.0 to Tls. 3.4.0.

HONG KONG.—Late advices from the northern and coast ports had induced more inquiry for Raw Cotton, and considerable quantities had found buyers at a slight advance on last quotations. Stocks were light, and holders firm. Yarn continued in request, and we quote a further advance of $5 to $7.50 per bale. Cotton Goods generally were weaker, and 7 and 8.4 lb. Grey Shirtings were 3 to 5 cents lower. Large sales of 6 lb. T-Cloths had been made at $1.97 to $2.0, and the stock was much reduced. Common 7 lb. were wanted at former rates. Dutch and English Drills commanded last quotations, but American were not much inquired for. Camlets and Lastings of best makes wanted, but buyers refused all inferior qualities. Long Ells and Spanish Stripes neglected. Lead very firm, with sellers of small parcels of L.B. at $6.50 per picul. Tin tended downwards. The only sale of Coal had been one cargo of Sydney at $5.25 per ton.

## EXPORTS.

### TEA.

The following reports are from Messrs. Olyphant and Co.'s Circular:—

SHANGHAI.—Black Teas: Business in these descriptions was quite suspended for a few days after the arrival of the English mail of the 13th August, but a concession on the part of the Teamen of about one tael per picul has since led to the settlement of 15,400 chests. The present stock is estimated at 51,000 chests. Quotations are Tls. 15 to Tls. 19 for low common to common Hohow; Tls. 19.50 for common black leaf; Tls. 20 to Tls. 20.50 for Teas rather superior to common; and Tls. 21 to Tls. 22 for fair medium kinds. Green Teas have been in fair demand, principally for American account, finest Moyunes of fancy make having been especially in favour. For these very full prices have been paid, but for other kinds—fine Moyunes and Twankis—we may quote a decline of about one tael per picul, making the fall from opening rates about Tls. 3. Settlements since the 23rd Sept. amount to 26,500 half-chests, and the stock now stands at 69,000 half-chests.

FOOCHOW.—Settlements since despatch of the English mail amount to 14,318 chests Congou at Tls. 10.3 to Tls. 26.3 o.b.; 868 do. Souchong at Tls. 19.55 to Tls. 26.8 o.b.; 1,657 half-chests Ooloongs at Tls. 28.55 o.b.: 308 chests Flowery Pekoe at Tls. 21.55 to Tls. 44.8 o.b.; and 2,060 boxes Scented Tea at Tls. 8.8 to Tls. 21.8 o.b. Congous had been coming in more freely, and holders were displaying more willingness to meet the views of buyers, but no actual decline could be quoted. Holders of Ooloong were very firm for prices last quoted for cargo grades, and the only purchase has been one fine "string" containing an assortment of the several qualities. Stocks amounted to 63,378 chests Congou, 5,825 do, Souchong, 45,675 half-chests Ooloong, and 3,622 boxes Scented Teas. Receipts of Congou are 88,000 chests, of Souchong 8,000 chests, and of Oolongs 44,000 half-chests short of those to same date last year.

AMOY.—No settlements of Tea have been reported during the interval, and holders of Oolongs seem rather disposed to make some concessions, though not enough as yet to lead to a resumption of operations. Stocks amount to 2,481 packages Congou, and 49,460 packages Oolong. The receipts of the latter to date amount to 61,676 packages, as against 105,203 packages to same date last year.

CANTON.—The market for all kinds of exports has been very quiet since the departure of the English mail. In Teas the transactions have been very trifling, and partly taken for shipment to South America. Prices remain unchanged, and although the Teamen are disposed to take advantage of reported increased cost of the leaf to advance their prices here, the limited demand has, however, prevented them from succeeding.

### SILK.

SHANGHAI.—During the interval a large business had been transacted, and settlements were estimated at fully 2,000 bales. Prices had remained very firm, but no actual advance can be quoted. The market was very bare of all good or best classes, the unsold stock of 5,500 bales being chiefly composed of common and very undesirable parcels. The export to date was about 19,500 bales, against 31,550 to same period last season, showing a decrease of fully 12,000 bales.

CANTON.—Unfavourable news from France had caused an almost entire suspension of business; since the arrival of the English mail there had been no settlements whatever reported, and offers previously made had been withdrawn. The silkmen refused to make any concession in prices, but were anxious to dispose of the accumulating stocks. Nothing doing in Re-reels; we quote strictly No. 1, $570 to $575, with no demand.

## EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

| At | Bank Bills. | Credits. | Documentary. |
|---|---|---|---|
| Yokohama, 6 m. s. ... | — | — | — |
| Hiogo & Osaka ,, ... | — | — | — |
| Shanghai ,, ,, ... | 5s. 11⅞d. | 6s. 0d. | 6s. 0⅛d. |
| Canton ,, ,, } | 4s. 6d. | 4s. 6⅛d. | 4s. 6⅛d. |
| Hong Kong ,, ,, } | | | |
| Macao ,, ,, } | | | |
| Singapore ,, ,, ... | 4s. 6⅛d. | 4s. 7d. | 4s. 7d. |
| Manila ,, ,, ... | — | — | — |
| Colombo ,, ,, ... | 1 to 2 dis. | — | par. |

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MISCELLANEOUS.

| — | At Shanghai. | At Hong Kong. |
|---|---|---|
| Bills on India ... ... ... | 3/0 | 226 |
| „ Hong Kong ... ... | 24½ to 24⅝ dis. | — |
| Bar silver ... ... ... ... | 111.7.5 | 6 prem. |
| Mexican dollars ... ... ... | 74.4.0 | par. |

Bous, at Yokohama, — to — per 100 dols.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, New, 15; Old, 25 per cent. premium.
Hong Kong Gas Company, — dols. per share.
Hong Kong and Whampoa Dock, 15 to 16 per cent. discount.
Union Dock Company, 50 per cent. discount.
China Traders' Insurance, 900 dols. premium.
Hotel shares, 50 to 60 per cent. discount.
Hong Kong and Macao Steamboat Company, 20 per cent. premium.

SHANGHAI SHARES AND STOCKS.

| | Shares. Taels. | Paid up. Taels. | Latest Qtn. Taels. | Divnd. |
|---|---|---|---|---|
| Shanghai Dock Company ... | 500 ... | 500 .. | 80 ... | 6 p.c. |
| Shanghai Club ... ... ... | 400 ... | 400 ... | Nil. . . | None. |
| Shanghai Cargo-boat Company | 200 ... | 200 ... | 200 ... | 10 p.c. |
| Shanghai Gas Company ... | 100 ... | 100 ... | 97 ... | None. |
| Shanghai Racket Club ... ... | 120 .. | 120 ... | 70 ... | „ |
| Hongque Wharf Company ... | 1,000 ... | 1,000 ... | 51 ... | „ |
| Shanghai S.N. Company ... | 100 ... | 100 ... | 92½... | 12 p.c. |
| S. Tug and Lighter Company ... | 850 ... | 850 ... | 450 ... | None. |
| Shanghai Horse Bazaar ... | 50 ... | 50 ... | „ ... | 0.75 |
| French Gas Company ... ... | 50 ... | 50 ... | 25 ... | „ |
| Hong K. Fire Insurance Co. ... | 1,000 ... | 200 ... | 340 ... | „ |
| North China Insurance Co. ... | 1,000 ... | 200 ... | 360 ... | „ |
| North China Steamer Company | 500 ... | 500 ... | 380 ... | 20 p.c. |
| Union S.N. Company ... ... | 100 ... | 100 ... | 90 ... | 15 p.c. |
| Yangtze Insce. Association ... | 1,000 ... | 1,000 ... | 1,450 ... | 8 p.c. |
| Recreation Fund ... ... | $50 ... | — ... | $16 ... | — |
| Union Insurance Society ... | $5,000 ... | 1,000 ... | 2,800 ... | — |
| China Traders' Co. (Limited) ... | 5,000 ... | 1,000 ... | 1,850 ... | — |
| H. K. and China Gas (Lim.) ... | £10 ... | £10 ... | $44 ... | 6 p.c. |

# Shipping Intelligence.

ARRIVALS.

At Shanghai.—From London, Oct. 5, Taunton.

At Hong Kong and Canton.—From London, &c., Oct. 2, United Service; from Cardiff, 6, Cymbeline; from Newport, 3, Emerald; from Havre, 4, Taffarette; from London, Star of the North (reported by telegram).

At Bangkok.—From Newcastle, Sept. 6, Jeverland; 22, Gironde.

At Singapore.—From London, Oct. 26, Otter; from Liverpool, Naworth (reported by telegram).

At Saigon.—From Bordeaux, Oct. 1, Aurelie; from Marseilles, Sophie.

At Colombo.—From London, Oct. 17, Ocean Beauty; from Sunderland, 21, Elliotts.

DEPARTURES.

From Shanghai.—For New York, Sept. 26, Everhard.

From Foochow.—For London, Lord Macauley, E. P. Bouverie.

From Manila.—For London, via Cebu, Sept. 21, Asterias; for Liverpool, via Cebu, Catalina; for New York, 14, Formosa.

From Bangkok.—For Europe, Aug. 28, Benares; Sept. 12, Vorwek; 27, Indiana; for Falmouth, 18, Mikado.

From Saigon.—For Bordeaux, Sept. 16, Rosendael.

From Colombo.—For London, via Tuticoren, Oct. 20, Helen Finlayson.

## SHIPPING POSTSCRIPT.

Arrivals not in the Tables.—Nov. 16, off Dungeness, from Batavia, for Amsterdam, Presto; 15, at Bremerhaven, from Rangoon, Johanne Wilhelmine; Nov. 15, at Havre, from Akyab, Arctic; 18, at Brouwershaven, from Batavia, Nederland and Oranje; from Sourabaya, Van d. Palm; 21, in the Downs, from Penang, Ceylon; 20, at London, from Bangkok, Sarah Anderson.

Departures.—Nov. 17, from Liverpool, for Yokohoma, Caractacus; for Shanghai, Duke of Abercorn; 19, from London, for Colombo, &c., Queen of Devon; for Hong Kong, Taitsing; for Hong Kong and Canton, Maunelita; for Yokohama, Eliza Shaw; 18, from Cardiff, for Galle, Athole; 17, from Liverpool, for Singapore, Dorette; from Sunderland, for Galle, Glance; 20, from London, for Hong Kong, Sir Lancelot; for Shanghai, Spindrift; 19, from Cardiff, for Singapore, Bedfordshire, after repairing; 18, from Glasgow, for Singapore, Lochleven Castle; from Cronstadt, for River Amoor, Otto and Antonie.

Laid on.—At Glasgow, for Singapore, Edinburgh Castle; for Batavia and Sourabaya, Dunmore; at Liverpool, for Shanghai, Doune Castle; for Yokohama, Albatros.

Spoken.—Dinna (?), Colombo to London, Sept. 11., 29 S., 12 E; Tamerlane, Shanghai to London, Sept. 14, off Cape Turnabout; Fair Leader, London to Hong Kong, Sept. 12, 1 N., 22 W.; British ship, No. 8,425, 4th d. p. (Langford?), to Japan, 112 days out, Oct. 14, 40 N., 18 W.; Beulah (?), of London, Bordeaux to Batavia, Nov. 14, 45 N., 9 W.; City of Aberbeen, Shanghai to London, Nov. 6, 11 N., 25 W.; Bertha (schooner), of Stettin, for Amoor River, Aug. 15, 40 N., 138 E.; City of Aberdeen, from Shanghai, Nov. 6, 11 N., 25 W.; Ihosio-maran, Aberdeen to Nagasaki, Sept. 15, 2 S, 19 W.; Ilex (Nor. barque), Newcastle to Ceylon, Sept. 25, 15 N., 26 W.; Belle of Southesk, London to Singapore, Oct. 26, N., 25 W.; Père de Famille, Toulon to Cochin China, Oct. 13, 11 N., 26 W.; Early Bird (ship), Dundee to Singapore, Sept. 15, 1 S., 22 W.; War Cloud, Ceylon to London, Sept. 17, 25 S., 53 E.; Crutze (Dutch ship), Batavia to Amsterdam, Sept. 21; Theresa, Macao to London, Sept. 2, 21 S., 67 E.; Falcon, Foochow to London, Sept. 22, 33 S., 30 E.; Vrede, Batavia to Amsterdam, Oct. 15, 19 S., 3 W.; Cheshire Lass, Foochow to London, Sept. 7, 27 S., 52 E.; W. S. Lindsay, Shanghai to London, Oct. 9, 25 S., 6 E.; Burgomeester van Middelburg (Dutch barque), Batavia to Middelburg, Sept. 12, 24 S., 59 E.; Blenheim (barque), Singapore to London, Sept. 14, 23 S., 61 E.; Sultan (barque), Singapore to London, Sept. 28, 34 S., 28 E.; Peter Rickmers, Hong Kong to New York, Sept. 30, 36 S., 24 E.

Casualties.—Advices from St. Helena, dated Oct. 27, state that the Alida, Amers (in charge, the master, Dyker, having died), from Padang to Amsterdam, put in there on the 17th, with crew refusing duty, but after caulking topside, proceeded 21st. The William Fruing, Chevalier, from Manila to London, put into Table Bay, Oct. 6, with loss of main and mizen topmasts, sails, &c. The Spindrift, from London to Shanghai, went ashore on the 21st inst. in East Bay, Dungeness, and became full of water.

Miscellaneous.—At St. Helena, Oct. 13, George Treat, Ginn, from Penang, and sailed for London; 14, Kortenaar, Pot, from Batavia, and sailed for Rotterdam; Decapolis, Almond, from Shanghai, and sailed for London; 15, Augusta and Gustave, Bertand, from Saigon, and sailed for Bordeaux; 18, Dunmail, Thompson, from Hong Kong, and sailed for London; Jupiter, Kiewit, from Batavia, and sailed 19, for Amsterdam; Delft, Kettel, from Padang, and sailed 19 for Rotterdam; 19, Verena, Hudson, from Manila, and sailed for London; 20, Argo, Timmerman, from Batavia, and sailed for Rotterdam; Antje, v. d. Hoog, from Batavia, and sailed for Amsterdam; 21, Bastiaan Pot, Zetteler, from Batavia, and sailed 24 for Rotterdam. Off St. Helena: Oct. 14, Melbrek, from Shanghai, for London; Etha Rickmers, from Canton, for New York; 22, Blenheim, from Singapore, for London; 26, Nieuwerland, from Batavia, for Dordt; 17, Star of China (English ship), from Shanghai, for London; Wild Deer (English ship), from Shanghai for London, with master dead.

## LATEST TELEGRAMS.

(Received via Galle Nov. 16.)

Shanghai, Oct. 13.—Grey Shirtings, 6½ catties, 8¼ lb., 2.25 taels. Cotton: Shanghai, 19 taels. Tea, unchanged. Silk settlements during the fortnight, 4,450 bales. Export to date (China and Japan), from commencement of season, 29,500 bales. Exchange on London, Bank bills, six months, 6s. 0¼d. Freights: Tea, 50s.

Hong Kong, Oct. 19.—Grey Shirtings, 6½ catties, 8¼ lb., $2.85c. Water-twist, 16-24, $1.50c. Cotton, Bengal, fair medium, $18½. Tea, limited business. Total export (China and Japan), 94,000,000 lbs. Exchange on London, Bank bills, six months, 4s. 6¼d.

Advices from Suez fully justify the doubts we have all along expressed as to the possibility of the Canal being completed to its full depth in time for the opening ceremony. The largest vessel that attempted the passage drew only nineteen feet, yet we find that many grounded between Port Saïd and Ismailia, and some could not proceed beyond the latter place. The P. and O. *Delta*, drawing only 15½ feet, touched frequently, and the *Latif* grounded, and had to return. The banks are said to be much damaged. It is rumoured that between Ismailia and Suez the Canal is still shallower, and according to our private advices great consternation prevails. The Canal is clearly not navigable for large vessels, and our often-expressed conviction—that before it is completed to the full depth of twenty-six feet many months must elapse, and much more gold be buried in the desert sands—is fully corroborated.

## BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

Allen—On the 1st Oct., at Shanghai, the wife of Mr. J. W. Allen, of a daughter.
Gye—On the 26th Sept., at Nagasaki, the wife of James Gye, Esq., of a son.
Lay—On the 27th Sept., at Kiukiang, the wife of William Hyde Lay, H.B.M.'s Acting Consul, of a son.
Lamache—On the 27th Sept., at Bangkok, Mrs. E. Lamache, of a son.
Leake—On the 12th Nov., at 25, Westbourne-terrace, Hyde-park, the wife of W. Martin Leake, of Kandy, Ceylon, of a son.
Overweg—On the 6th Oct., at Shanghai, the wife of C. W. Overweg, Esq., of a son.
Scheibler—On the 12th Nov., the wife of George Scheibler, Esq., of Camberwell, of a daughter.
Thomas—On the 4th Oct., at Shanghai, the wife of the Rev. J. Thomas, of a daughter.

MARRIAGES.

Allen-Baker.—On the 4th Oct., at Shanghai, by the Rev. Canon Butcher, Mr. Henry Allen to Miss Ellen Baker.
Truelsen—Norris.—On the 23rd Sept., at Ningpo, Johannes J. G. Truelsen, of Ningpo, to Martha, only child of the late James Nash Norris, Esq., of London.

DEATHS.

Crowe—On the 27th Oct., in the island of Ceylon, George, third son of Alexander Crowe, Esq., of Woodcote Grove, Epsom, in his 26th year.
Hayes—On the 16th Nov., Joseph Hayes, late of Hong Kong, aged 31, eldest son of Joseph Hayes, dentist, late of Soho-square.
Lancaster—On the 14th Sept., at Chefoo, Capt. William Lancaster, late master of the British barque *Cardiganshire*.

Breakfast.—Epps's Cocoa.—Grateful and Comforting.—The very agreeable character of this preparation has rendered it a general favourite. The *Civil Service Gazette* remarks:—"The singular success which Mr. Epps attained by his homœopathic preparation of Cocoa has never been surpassed by any experimentalist. By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected Cocoa, Mr. Epps has provided our breakfast tables with a delicately-flavoured beverage which may save us many heavy doctors' bills." Made simply with boiling water or milk. Sold by the trade only in ¼ lb., ½ lb., and 1 lb. tin-lined packets, labelled—James Epps & Co., Homœopathic Chemists, London.—Advt.

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# Foreign Intelligence.

## GERMANY, &c.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, Nov. 16.

Herr Camphausen, the new Prussian Minister of Finance, wins golden opinions every day from all political parties, and gives promise of becoming the most popular man of the day amongst his fellow-countrymen. In his first speech in the House of Representatives he took the Liberals quite by storm by stating that he relied on their support and assistance in carrying out his measures of financial reform, and that *he should resign office when he found he no longer enjoyed the confidence of the House.* This is a principle enunciated for the first time from a Minister in Prussia, and is so much in the spirit of true Constitutional Government that it made a great hit, and he was loudly applauded by all parties, but more especially by the ultra-Liberals and Democrats. In his financial statement, which he prepared in a wonderfully short space of time, he accepted the budget as laid before the House by his predecessor in office, showing a deficit of 5½ millions of dollars, and hoped to be able to cover it without any increase of taxation, formally withdrawing the Bill introduced by Baron von der Heydt for raising the income tax and the others proposed by the late Minister by 25 per cent. He stated that the public debt of Prussia amounted to $424,389,000, and the sum annually applied to its amortisation was $8,661,000. Now, he was of opinion that in case of need a part of the latter sum could very well be applied to getting rid of the deficit, without at all injuring the national credit or doing an injustice to the public creditors, as it would only be a temporary postponement required for a great national purpose under exceptional circumstances and in an unforeseen emergency; and he felt sure that their patriotism would induce them to forego their pressing their claims for the moment, if it should be found needful to ask them to do so. (Applause.) But he hoped to be able to restore the equilibrium in the revenue and expenditure without the necessity of appealing to the patriotism of the country; and then he entered at considerable length into the measures of financial reform that he proposed, which consist mainly in two parts, the first being a conversion of the present Four per Cent. and Four and a-Half per Cent. Loans (which, by the terms of their emission, are repaid at par by annual drawings of the bonds), into an unredeemable Consolidated Fund, like the French Rentes or the English Consols, bearing 4½ per cent. interest, which would enable the Finance Minister of the day, without hampering the action of Government, to apply the surplus in good years to the repayment of the National Debt, and in bad seasons to meet the expenditure of the State without incurring a deficit. By means of this conversion he calculated on an annual saving of 3½ millions. (Applause.) His second proposal was the sale of some of the domains and other State property, that from various causes brought in but a trifling and unremunerative return in proportion to their value. These could be extended to any amount, but he should propose for the present to limit it to about two millions, which, with the above 3½ millions, would be sufficient to cover the deficit and enable him to start fair and take into his consideration what further steps could be taken to improve the finances of the country and reduce by degrees the burthen of taxation.

As the House of Representatives willingly gave their consent to both these proposals, the Minister has taken time by the forelock, and already commenced by offering for sale by tender a mining property and iron works called the "Königs-Hütte," in the province of Silesia, which scarcely pay the working expenses, and in some years not even that. Seven tenders were received, the lowest bid being $700,000 and the highest $1,306,000, which latter has been accepted, the purchaser being Count Hugo Henkel von Donnersmark, a large landed proprietor in those parts, and himself otherwise extensively engaged in mining operations; so that the new Finance Minister has every reason to be pleased with the result.

Another subject of paramount importance that has been for some time looming in the distance has now approached so near that it must be very soon grappled with, and cannot be deferred much longer. I allude to the position of Count Bismark, who, though uniting in his person the highest appointments under the Crown—viz., Prime Minister of Prussia, Chancellor of the North German Confederation, and Minister for Foreign Affairs, continues to reside at his Tusculum in the country, at a distance of a hundred and fifty miles from Berlin, when Parliament is sitting; changes of Ministers have been made, and others expected to follow, and affairs of grave importance have to be negotiated every day. It is said that the question has now been ventilated in the highest circles, and found to be most anomalous and inconvenient to the public service, that the Count should be enjoying his *otium cum dignitate* in the country when there is no much for him to do in the metropolis. Public opinion has long since pronounced its verdict of "intolerable," and now that it is taken up in the most illustrious quarters it is expected that the Count will very shortly be called on to resign his appointments or fulfil their duties with his former energy, or else to make his election between remaining Chancellor of the Confederation or President of the Prussian Cabinet. Should he resign the latter post, his successor is already said to be Count Eulenburg, the present Minister of the Interior, who is no doubt well known to many of your readers in the Far East as formerly the head of the diplomatic mission sent by Prussia to the Courts of Siam, China, and Japan.

The King of Prussia has conferred the Order of the Red Eagle on Herr von der Heyde, of Bremen, late Consul at Singapore for the North German Confederation, in testimony of the important services rendered by him in his Consular capacity.

The Copenhagen papers state that during the late visit of the Chinese Embassy to the Danish capital Mr. Burlingame engaged several young Danes, hitherto clerks in commercial establishments, for the Chinese Custom House service on very liberal terms. They are to receive a salary of £1,000 per annum, several months' leave of absence to give them time to perfect themselves in the English language, and a free passage out by the overland mail.

### COMMERCIAL.

For Cassia Lignea there is a continued active demand, and the 1,800 chests lately arrived direct per Feiga from Canton have been all sold by the importers at 13¾ sch. bco., by which the stock in first hands has again been cleared off. Pepper is in request, and higher. 2,000 bags of Penang, lately to hand *via* London, have been disposed of. Rice is dull of sale, and the transactions have been on a most limited scale. The Tea market is in a satisfactory state. Pecco is in much request, and some hundred chests have changed hands at higher prices. A part of the gunpowder ex Feiga, consisting of 1,000/16 chests, have been sold. Congou rules firm, but the demand at present is feeble. Spelter is still totally neglected, and prices nominal.

### SHIPPING.

SAILED.—Carl and Auguste, to Singapore; Catherine, Devonshire, and Wohldorf, to Hong Kong; Undine, to Rangoon.

LOADING.—Robert Rickmers and Anna, for Shanghai; Penguin and Hydra, for Hong Kong; Mozart, for Macassar and Hong Kong.

## HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, Nov. 18.

COFFEE.—The trading Company has announced a public auction of 109.277 b. Java.

TEA.—The auction of 3,725/4 and 114/12 chests Java, held in Amsterdam, has given the following result:—Boei sold at 68c. to 90c.; Congou Boei, 86c. to 96c.; Congou, 81c. to 117c.; Kempoei, 94c. to 95s.; Souchong, 87c. to 135c.; Pekoe Congou, 125c. to 152c.; Pekoe Souchong, 93c.to 155c.; Pekoe Kempoei, 117c.; Soepoey Pekoe, 137c. to 165c.; Pekoe, 236c. to 362c.; Schin, 66c. to 111c.; Thunkay, 110c. to 122c.; Hysant, 143c. to 150c.; Uxim, 133c. to 142c.; Joosjes (g.b.), 138c.; Joosjees (f.b.), 139c.

INDIGO.—To-day 129 ch. were sold at very firm prices.

TOBACCO.—36 b. Java K W V M ex Medea have changed hands.

TIN.—Banca is quoted 68f. on the spot.

SHIPPING.—Arrival: Nov. 15, at Texel from Samarang, Philips van Marnix. Departure: Nov. 17, from Texel for Java, H.M.'s ship Java. The Noach I. has been chartered to convey troops to Batavia.

## THE CHINESE IN CALIFORNIA.

The correspondent of the *Standard* at San Francisco writes as follows of the present condition and treatment of Chinese in that city:—

"I cannot more accurately define the present position of the Chinese in California than by recording the reception given to two merchants of that nationality when visiting one of the theatres here recently, at the invitation of two prominent citizens. Mr. Boucicault may be gratified to learn that 'Formosa' was the play selected for the delectation and improvement of the Asiatic mind. Their appearance in a private box was the signal for an outburst of ruffianism from the gallery. It was 'the gods *versus* the Celestials,' and, for a time at least, the former had all their own way. The occupants of the boxes and pit did their best, indeed, to drown the shrieks, whistles, groans, and howling of the unwashed, by setting up a counter current of applause, and several respectable citizens went to the Chinamen's box, desiring them to remain, and assuring them of protection. For twenty minutes the performance was interrupted. Barrett, the actor, came forward, and was supposed to have said that any well-behaved patron of the house was entitled to stay there, but nobody could tell that he was speaking except by the movements of his mouth, so great was the uproar. An excited gentleman in the dress circle got up and reiterated the same idea; he was rewarded by a torrent of hisses and caterwauling. It was not till a large force of police had been stationed in the gallery that the play was allowed to proceed. And yet disgraceful as was the scene, the Chinamen could tell that every respectable person in the house desired them to stop through the performance. In spite of this occurrence 'John's' position is improving every day. The Pacific Mail Steam-ship Company's monthly steamers usually bring from 800 to 1,500 Chinamen. A few months back the arrival of these vessels always drew together on the wharf a crowd of idlers, rowdies, loafers, and 'bummers,' and lucky was that Chinaman who escaped with simply a black eye or the loss of his tail. The sportive ruffians of this band were always pleased when a Celestial came along 'packing' his worldly possessions at either end of a long pole resting on his shoulder (in the well-known manner so often depicted on the tea-chests, &c.), because by simply cutting down the packages at one end, the balance was destroyed and the device frustrated. By the time that poor 'John' had readjusted his goods at that end he was sure to find that the other had been similarly treated, and this practical joking could be kept up for an indefinite period. The few guardians of the peace looked on indifferently, and too often belonged to the class which delighted in persecuting the Chinaman. Now all this is changed. A 'Chinese Protection Society' has been organised by a number of humane citizens, who station themselves, with an additional body of police, on the wharf on the arrival of the steamer, and see that the Chinamen is not molested. It is not too much to say that five years ago such an association could not have been a success, not because the better classes wished themselves to maltreat Chinamen, but because they looked with apathy on those who did. Acts of cruelty are constantly being perpetrated, even now, on inoffensive Chinamen walking through the streets, but in some cases lately they have taken courage, turned round, and defied their persecutors. An Irishman recently assaulted a Chinaman in the streets; the latter faced round, and, after some cautious sparring, managed to put the astonished Milesian completely *hors de combat*. The crowd of bystanders made a ring, and would allow no interference from outside. This also proved a great change in public opinion."

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JAMES WEST, PUBLISHER,
2, COWPER'S-COURT, CORNHILL, LONDON.

# The London & China Telegraph.

*LONDON: MONDAY, NOV.* 22, 1869.

## HONG KONG FINANCE.

BY the last mail we received Sir RICHARD MACDONNELL'S financial statement for the current year, a document that presents some features well worthy of consideration. In the first place, the colony is once more solvent; once more able to pay its debts—including the odious military tax,—and still show an actual, tangible, *bonâ fide* surplus; and this without any screwing or pinching, without (as Sir RICHARD takes care to point out) any fleeting benefit from the disposal of the colony's capital, namely, its land, and—above all—without taking into consideration any portion whatever of the License fees taken under the so-called "Gambling Ordinance." What, then, has rescued the colony from bankruptcy? Various beneficial influences, it seems, have been at work, but the chief and permanent cause of this improved financial condition is the much-abused Stamp Act, which, since it came into operation at the latter end of 1867, has steadily increased the revenue. The outcry raised against this most necessary measure (which we supported from the first) has long since died away, and we believe there are now few differences of opinion as to the expediency of retaining it in the estimates. Thus the permanent means of the colony are now made to meet all its liabilities, and leave a substantial though not very imposing balance in hand.

As we have already stated, the revenue from the gambling licenses has no part in bringing about this greatly-desired result. Yet not a little good has been done with that also, though in a different way. Positive orders, we are told, have been issued by Her MAJESTY'S Government that these receipts should form a special fund, no portion of which should be expended in defraying any expenditure that ought justly to be borne by the ordinary resources of the colony. In other words, it must not be applied to reduce taxation, but, on the contrary, is to be used only to achieve results beneficial to the Chinese population and the colony generally, such as could not possibly be accomplished out of the utmost limit of taxation yet reached. The suppression of crime is evidently one such object; and in furtherance of this, it is found desirable to increase the police force, both by land and water, and to carry a telegraph round the island, building new police and telegraph stations to be connected thereby, and thus form a circuit of defence. But, in order to carry out the proviso above described, the colony will still find as large a sum out of its ordinary revenue for police purposes as in any previous year, only the amount required in excess of this being paid out of the "special fund." Education, and the general moral culture of the Chinese population, is another object to which part of these receipts may well be devoted, and accordingly school-houses, lecture-rooms and so-forth will be instituted, and a handsome contribution given to the Chinese hospital. Even after all this, there will still be a balance of $14,000 left at the credit of the special fund at the close of the current year, leaving ample scope for further beneficent measures of a similar nature. We cordially agree with the Governor in his view that any further reduction in the license fees, which would only benefit the licensees, would be absurd; that to permit a perpetual and unmeaning accumulation of them would be equally unjustifiable; and that, therefore, they should be liberally but judiciously expended in improving the moral and sanitary condition of the Chinese population, such good works as these being certain to react beneficially on the colony generally. We cannot too heartily congratulate the colonists on being once more solvent, and on having inaugurated a wise and liberal financial policy, which will have lasting good effects.

## COMPARATIVE MORALITY.—HONG KONG AND SHANGHAI.

WHEN the Duke of SOMERSET bestowed on Shanghai that elegant appellation that has aroused so many indignant feelings, his Grace hardly foresaw the extent of the storm that his words would raise. We have evidently not seen the last of it even yet. From the "sink of iniquity" itself, the commotion has spread to Hong Kong, and has caused the appearance there of a Government paper on the "Comparative criminal statistics of Hong Kong and Shanghai"—that is, a memorandum drawn up by Mr. DEANE, the Superintendent of Police, to refute certain statements injurious to the moral character of the Hong Kong community, which were contained in a letter from Mr. A. J. JOHNSTON, that was published in the *London and China Express* of the 8th July last. Mr. JOHNSTON, as Secretary of the Shanghai Municipal Council, considered that the duty devolved on him of defending the much-maligned model settlement against its ducal detractor; and the letter in question was certainly a bold and ingenious vindication, for which Mr. JOHNSTON has earned the thanks of the Shanghai community. Mr. JOHNSTON'S misfortune was that he could not dispel the black cloud that seemed to envelope Shanghai morals, without casting a somewhat blacker one on the morals of the neighbouring colony; a disagreeable necessity which, to speak frankly, he seems to have accepted without much hesitation. His comparative statement showed clearly enough, supposing the figures to be all correct, that the foreign population of Hong Kong required a police force in the proportion of one constable to every seven, to keep them in order, whereas in Shanghai one to every 120 foreign residents sufficed. Then, again, he demonstrated that the number of "serious crimes" committed by foreigners in Hong Kong bore ten times as great a proportion of their total number as in Shanghai. These were the two main points of comparison, but there were several minor ones equally unfavourable, and altogether Kong Kong came but poorly out of the ordeal.

We can hardly be surprised, therefore, to find that however satisfactory these deductions might be to the Shanghai community, they were several degrees less acceptable in Hong Kong; and of the justice of this view the memorandum before us affords, it must be owned, ample evidence. Mr. DEANE, while in no way doubting the efficiency of the Municipal Council of Shanghai, and, indeed, while praising its "excellent administration," requests permission to issue a formal contradiction to what he very plainly describes as the "erroneous statements" and "inexcusable misrepresentations" contained in their Secretary's letter. In the first place, he shows that Mr. JOHNSTON'S estimate of the foreign population of Hong Kong is entirely inadmissible, as he has taken the total exclusive of soldiers and seamen, classes who require a large share of the police supervision, and furnish a very considerable proportion of the crime of the colony. It is only fair that these classes should be included, and as the foreign population then becomes more than double Mr. JOHNSTON'S estimate, this at once gives an error of over fifty per cent. in all his comparative statements. Again, in computing the proportion of police to population, Mr. JOHNSTON set aside the native police as only serviceable against Chinese criminals, and assumed the foreign part of the force to be required solely to cope with foreign offenders—a most unfair conclusion, for the European and native police act indiscriminately as a whole, their proportion to the entire population being 1 to 191, and that of the foreign police to foreign residents about 1 to 70, in place of one to seven, as stated by Mr. JOHNSTON. Besides this, Mr. JOHNSTON makes no allowance for the large force required for the harbour, the Kowloon side, and the outlying villages; in this respect Hong Kong contrasts very strongly with Shanghai, where there is only a small level and compact space, and a native population to be watched, whose comparatively peaceful and docile character enables them to

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be governed with peculiar facility, especially as the Chinese authorities lend material assistance on the spot. In Hong Kong there is no such help. The resident population is far larger than that under supervision of the Anglo-American Council at Shanghai, whilst it is, moreover, continually recruited with professional criminals from the most restless and turbulent provinces of the Chinese Empire, so that Hong Kong may be said to be in a constant state of siege *from without*. Taking these facts into consideration, Hong Kong does seem to have been rather hardly dealt with. But after all, there is no great harm done, for no reader of the letter in our columns would for a moment imagine that it was written with other than the best motives, or with any intention to misrepresent facts; while Mr. DEANE'S memorandum most effectually removes any unjust impressions that may have arisen from it regarding the amount of crime existing among foreigners in Hong Kong.

WE have noticed, at different times, two pamphlets put forth by Mr. ALFRED WADDINGTON in support of his scheme for an inter-oceanic railway across the British possessions in North America, and on the last occasion (July 12, 1869) we protested against the doubt and incredulity with which the proposition had been received in many quarters. It would seem that Her MAJESTY'S Government are now quite impressed with its feasibility, for, as will be seen by the intelligence given in another column, they are strongly urging the expediency of British Columbia entering the Dominion, and one of the inducements held out is the prosperity that would accrue from a railway connecting the East and West provinces. At Montreal the scheme of the "Canadian Pacific Railroad" has actually been published. The length of the line is 2,500 miles, and the proposed capital twenty millions. Being some five hundred miles shorter than the United States' lines, it would of course in that respect be preferable as a Western route to Japan and China.

THE Bishop of VICTORIA has been preaching at York and elsewhere in aid of the Church Missions to China and Japan, and has delivered some lectures with the same motive. One of his chief objects, it seems, is to raise a sum of £1,000, for the purpose of improving and enlarging the Hong Kong Orphanage for European and half-caste children, towards which, we believe, he has already accumulated some £250; and should these efforts be crowned with success the collapse of the institution, which has of late appeared imminent, will be averted. On the whole, it seems to us more than doubtful whether its downfall would be any great calamity, and that a good many of the Bishop's hearers might possibly be less liberal with their donations were they made fully aware of *all* the results achieved by the Orphanage since its foundation, more particularly as regards the manner in which the training given to female half-caste orphans has been utilised. Zeal in a good cause is always praiseworthy, but we cannot help thinking that a more worthy object might have been found for the good Bishop's exertions.

THE deplorable condition of the Indian telegraph system has proved a serious drawback to the usefulness of our *Telegraphic Extra*, and we can only express our deep regret that its value to subscribers should thus have been lessened by causes entirely beyond our control. Some of the telegrams have been delivered in an utterly unintelligible form, others have been delayed, and one appears to have miscarried altogether. Early next month, however, the Indo-European line will come into operation, by which we are positively assured that messages will be regularly and correctly delivered in from twenty-four to forty-eight hours; so there is every reason to believe that our present difficulties will be of very short duration.

SHOULD Congress be favourably disposed, there is every chance of the Pacific Mail Service between San Francisco, Japan, and China becoming fortnightly instead of monthly. The New York Chamber of Commerce has decided to memorialise Congress for a subsidy in aid of the proposed semi-monthly steamers.

IT is stated that Mr. BURLINGAME, while at Copenhagen, engaged a number of young Danish gentlemen for the Custom's Service. They have a liberal leave of absence, to be devoted to studying the English language before going out.

THE ratifications of the treaty of friendship, commerce, and navigation between the King of SWEDEN and NORWAY and the Supreme King of SIAM have been exchanged at the Swedish Legation by the respective plenipotentiaries, the Baron HOCHSCHILD and Sir JOHN BOWRING.

THE annexation of the Straits Settlements to the Diocese of Labuan, which we announced some months since as about to take place, was formally notified in the *Gazette* of the 15th instant.

THE appointment of Mr. THOMAS ADKINS, late Her MAJESTY'S Vice-Consul at Shanghai, to be consul at Newchwang, has just been gazetted.

## THE ETHNOLOGICAL SOCIETY.

At a meeting of the Ethnological Society on the 9th inst., Professor Huxley, President, in the chair, a paper on "The Chinese Race; their Language, Government, Social Institutions, and Religion," was read by Mr. C. T. Gardner, of H.M.'s Consulate, Shanghai. There was a goodly number of members present and some strangers.

Mr. Gardner opened with a few desultory remarks upon the language, comparing some of the ancient characters with the Hebrew and the Egyptian. He seems to have discerned traces of similarity in form, and even sound, between the *Aleph* of the Hebrew, which mean an "ox's head," and the Chinese character for *ox*, which in its original form was simply an oval figure with two jutting horns. Also between the *shin* of the Hebrew and the *shan* ("three-peaked mountain") of the Chinese. On these points his position is very assailable, but as regards the Egyptian he appears to have more substantial ground for his assertion. Passing to the subject of Government, Mr. Gardner displayed a very large number of facts as to the manner in which the country is divided into communities, the patriarchal system prevailing in all, and the influence and effects of guilds and trades-unions among the Chinese. He explained how in each parish or hundred the head-man, a native of the locality, often sided with the people against the superior mandarin, who is always a man of a different province from that in which he exercises his authority.

The various social institutions were touched upon, and the religion of the Chinese very briefly. As to the influence of foreign intercourse, Mr. Gardner was inclined to believe that it had had the effect of producing much misery, in throwing many of the natives out of employ, as, for example, in the use of foreign shipping, and he was convinced that the introduction of railways into China on a large scale would have a similar tendency. On these and some other points there were several dissentients; but, upon the whole, the lecture was exceedingly full of interesting and suggestive matter, and received much approbation.

Captain Sherard Osborn remarked that he could not agree with Mr. Gardner in looking upon the introduction of any European improvement as detrimental to the Chinese, and he believed that, on the contrary, all our intercourse had acted beneficially, and that railways and telegraphs, which would eventually be constructed there, would be beneficial also. When he remembered the fertile valley of the Yang-tsze on his first visit, and the subsequent desolation produced by the rebellion and the catastrophe of the changing of the course of the Yellow River, which has recently occurred, with the consequent destruction of life and property, he could not but believe that had European engineers been on the spot much might have been done towards preventing or ameliorating this latter calamity.

After some further remarks from Capt. Osborn, a gentleman whose name we did not catch made some pertinent observations on the want of centralisation in the Chinese Government, and the narrow and contracted views produced by the numerous small guilds and close communities in the country.

Professor Summers expressed his satisfaction on hearing so good a paper, and offered a suggestion that in viewing the Chinese language more attention should be given by philologists to the constructions and idioms of the spoken language, and less to the mere characters. He stated that some similarities exist between the Tibetan, Mongolian, Siamese, and even Sanscrit, and the Chinese; and that on some future occasion he would be happy to place the result of his studies in this direction before the society.

Dr. Leitner and Dr. Hyde Clarke also addressed the meeting on the subject of the general study of comparative philology upon sound principles. Dr. Leitner, who has brought from Lahore a native of Yarkand who speaks Turkish, Tibetan, and Chinese, has collected numerous vocabularies which will promote this study.

Professor Huxley concluded with the observation that China appeared to him to have, with the largest means, produced the least possible results in civilisation. They had vast examinations, which tested little but the memory, and a system of bribery surpassing that of the United States.

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## INDUSTRIES OF THE CHINESE EMPIRE.

The inventions, discoveries, and industries of China have always been a source of much interest, not only to the Anglo-Chinese, but to all who interest themselves in the progress of civilisation and the arts; but the information obtained and disseminated on the subject has always been unsatisfactory, owing to many intervening causes, such as the difficulties of the language in which such discoveries and occupations are recorded, the doubtful character of some of the native accounts, the jealousy of the Chinese manufacturers and workmen, and the small amount of literary power, scientific knowledge, and want of leisure amongst the Europeans in China.

The memoirs published under the auspices of the Dutch East India Company about the year 1665 contained the first trustworthy accounts of Chinese industry, and at a later period the missionaries did a good deal in the same way, but less for practical industry than for the sciences and agriculture. In our own day very valuable contributions to a practical history of Chinese civilisation have been made by many hands, English and foreign; but still the information has been incomplete and unsystematic, and it is certain that during the last three centuries the Western world has been inventing and discovering processes which were practised by the Chinese and other Eastern nations perhaps as early as that time when Alfred the Great first tried to introduce the civilisation of Italy and France amongst his rough, but not ready Saxons. It is of no use lamenting what cannot be mended, but it is satisfactory to find that at last we are likely to learn something positive, not only about what the Chinese were doing centuries ago, but also concerning the methods at present in use by them.

One of the most valuable contributions to this end is a work, the production of two able pens, those of M. Stanislaus Julien, the famous Chinese scholar, and of M. Paul Champion, chemical professor.*

M. Stanislaus Julien has translated from the *Thieu-kong khai-wou*, the second edition of which bears the date of the year 1637, and other Chinese works, the most interesting and apparently trustworthy accounts of the industries of the country, a work of immense labour as well as research, and in illustration of the text has added fac-similes of thirteen engravings from the work already named. This portion of the work alone would be highly valuable, but it is rendered much more so by the notes and comments of Mr. Paul Champion, who not only applies scientific tests to the native statements, but checks and compares the ancient accounts from his own personal observation. M. Champion visited China as a delegate of the Acclimatization Society of Paris, and two years since he undertook a journey to that country with purely scientific and technological objects in view, and fortified by the counsel and advice of the very able and industrial chemist, his former master, Mr. Payen.

In his preface M. Champion, in opposition to a belief pretty generally entertained, asserts it is beyond question that the industries which are now practised in China are precisely similar in their methods and their results to those which existed centuries ago in the same country. We think, however, that this conclusion requires a little modification; M. Champion himself says at page 79, "Amateurs know all those magnificent inlaid bronzes of which only rare examples now exist even in China;" and again, at page 250, "They say that the secret of this manufacture (that of cloisonné enamels) is now lost; this is true if it refers to the production of pieces comparable to the admirable ancient enamels, but they produce now in China small objects which are in no way inferior to the ancient either as regards finish or brilliancy;" and he adds in a footnote that he saw made at Peking a small object in enamel which would easily be mistaken for an ancient production. Lastly, M. Champion says very little about the porcelain manufacture, upon which the opinion chiefly rests; doubtless he could not make his way into the Imperial factories.

Wherever he could obtain admission, there M. Champion went, and he gives us the result of his observation and scientific knowledge in clear concise language. In some cases the obstacles which he had to overcome gave him great trouble, and, although he did not succeed in all cases, he made his way into workshops where probably no European was ever before admitted, and has collected a large amount of highly interesting information. Amongst the chapters containing the largest amount of practical information, we may mention those on coal and other fuel, mineral and vegetable colours, lacs, varnishes, and oils, the treatment of metals of all kinds, on paper and ink making and printing, on agriculture, and on the condition, abilities, wages, and food of the Chinese working classes.

A considerable portion of the information is certainly to be found distributed here and there, especially in English books and periodicals, but there is much that is new, a large amount of scientific information which was much wanted, and, finally, the whole matter, including M. Stanislaus Julien's learned translations and M. Champion's notes and comments, is arranged together in the simplest, and, at the same time, most practical manner. We are a little jealous that so good a book is not from English hands; but as our own countrymen have left the ground open, we are geratly pleased to see it occupied by two such able men as these.

* "Industries anciennes et modernes de l'Empire Chinois, d'apres des Notices traduites du Chinois," par M. Stanislaus Julien, Membre de l'Institut, et accompagnées des Notices Industrielles et Scientifiques, par M. Paul Champion, &c.; 8vo., 254 pages. Lacroix, Paris, 1869.

## Monetary and Commercial.

The liquidation of the China firms who failed in 1866, &c., have not yet been completed, but up to the present time they have yielded as follows:—Buchanan, Hamilton, and Co., 5s.; Fletcher and Co., 5s. 6d., with 6d. to follow shortly; Scott, Bell, and Co., 7s. 6d.; Lindsay and Co., 7s. 3d., and 3d. to follow, making the 7s. 6d. guaranteed by the friends of the partners.

The half-yearly meeting of the Chartered Mercantile Bank of India was held on the 16th inst. A report will be found in another column. The statement of accounts to June 30 show a nett profit for the half-year of £50,282, out of which £30,000 had been paid in the last dividend of 4 per cent. The deposits show an increase, and now stand at £2,844,589; bills payable, notes, &c., £5,161,383; reserve fund, £150,000. To represent these sums and the capital, £750,000, there was coin and bullion, £2,015,366; cash at call, &c., £849,478; Government securities £547,109; land and house property, £220,916; bills receivable &c., £5,322,784. The directors' report states that "the business of the bank continues to be sound and satisfactory, although the profit is relatively less than in the first half of previous years, owing to the unfavourable course of exchange throughout the East."

Advices have been received stating that the boxes of specie recovered from the wreck of the *Carnatic*, in the Gulf of Suez, by the divers of Lloyd's Salvage Association, contained about £26,000. Three of the boxes are not marked, but the others have been identified.

Tenders for £200,000 in bills on India were received on the 17th, when the amounts allotted were—to Calcutta, £182,500, and to Madras £17,500. The minimum price was fixed, as before, at 1s. 11d., and tenders at 1s. 11¼d. will receive about 29 per cent., above that price in full. These results show a slight diminution in the demand.

A rather large amount of Mexican dollars (upwards of £100,000) has just been purchased for China at 59¼d. per oz., a rate which had been purely nominal for some time past. The market is now entirely bare, and were any further demand to occur, the price would of necessity rise so as to permit the importation of dollars from the Continent. In the present depressed state of the China exchanges, however, this is hardly likely to happen.

## CHARTERED MERCANTILE BANK OF INDIA, LONDON, AND CHINA.

The half-yearly meeting was held on the 16th inst., at the offices of the Corporation, Old Broad-street; George G. Nicol, Esq., in the chair.

The Chairman observed that, as regarded figures, the accounts, which, as usual, spoke for themselves, were satisfactory. The liabilities showed an increase chiefly in the deposits, which had increased very considerably. The assets stood in a more satisfactory position as to amount, but that position was so far unsatisfactory in their not having been able to employ the whole of them. There was an increase of about £900,000 in coin and bullion standing against securities, which, though not conducive to profit, was an evidence of the sound position of the bank. The proprietors might feel some disappointment at the results of the profit and loss account for the half-year, but the disappointment of the directors was greater. Down to four or five months since the board hoped and expected to present to the shareholders a very satisfactory account, and the reason they had not done so might be ascribed to the very unfavourable state of trade in the East, and in China especially. The season in China had opened late, and altogether the causes of depression in trade had been greater than for many years past. He had himself been connected with China for upwards of a quarter of a century, and had never, during the whole of that period, known a season in every way so exceptional. The exchanges had been singularly unfavourable, and to these circumstances they might attribute the unsatisfactory state of affairs; still, considering the extraordinary difficulties they had had to encounter, the shareholders would, he apprehended, agree with him that the profit they had earned, which was about equal to 15 per cent., was encouraging.

Although it usually happened that the first half-year was better than the second, they had every reason to hope that the current half-year would be better than the past, and it was satisfactory to know that although they had not been able to make much profit, they had made no loss. There was only one account still unadjusted, which in all probability would not be closed till the end of the year. Upon that there might possibly be a loss of about £1,200, and that, so far as they knew, was the whole. They had always a standing committee to examine the assets of the bank, and he was happy to be in a position to give the meeting the satisfactory assurance that of all the large amount of bills and securities held by the bank there was not one shilling in danger. (Cheers.)

Amongst the causes of the unsatisfactory state of the accounts to a certain degree was the extreme irregularity, and the annoyance they had been subjected to in consequence of the telegraphic communication, as an illustration of which he might mention that that morning that had received a telegram twenty-two days from Galle. He was happy to say that there was now every reason to believe that direct telegraphic communication with India was on the eve of completion, and that they would soon be in direct communication with Singapore. When that was accomplished he had no hesitation in saying that banking in India and China would be as safe as banking here, as they would be in constant communication with every branch. Therefore, in every point of view, the completion of the direct telegraphic communication was of the utmost importance to them. The only other matter he had to refer to was the proposition of the directors to fill up the vacancy in the direction caused by the retirement of Mr. George May by the election of Mr. C. J. Erskine.

A Shareholder inquired whether the £1,200 mentioned as possible loss was applicable to this year's profits only, and whether the old losses which had so long hung as a clog about them had been completely cleared away.

The Chairman: The £1,200 applies solely to this year. The outstanding old debts have not been provided for in the present accounts. He expressed a hope at the last meeting that if 1869 was a good year, they would be enabled to provide for the whole of the losses. But they had been disappointed, for so far it had not been a good year, and they had only been able to carry forward £20,000 against those losses. How much more they might be in a position to carry forward at the close of the year he could not say, but the balance remaining after the present year would be very trivial. In conclusion he moved that Mr. C. J. Erskine be elected a director. This was carried unanimously, and the meeting separated.

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## ARTICLES OF IMPORT.

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*(For Quotations see Table of Prices Current.)*

### TEA.

The followiug is from Messrs. A. Capel and Co.'s Circular, dated 18th inst. :—

The market during the past fortnight has been without improvement; the supplies have been in excess of the requirements of buyers, and although there has been a moderate amount of business, yet a large proportion of the heavy arrivals remains unsold, whilst prices have ruled very irregularly for those which have found buyers, more especially for the medium Kaisow kinds, the value of which is generally uncertain. Common Teas, owing to a few export orders, have been firmer. The public sales of the 16th instant comprised 23,996 packages, of which 21,318 packages were sold without reserve.

Red-leaf Congous: Siftings show no alteration. Broken-leaf kinds have sold at full prices. Fair to good common have ruled rather dearer, at 1s. 0½d. to 1s. 0¾d. per lb. Fair to good Kaisows have been very difficult of sale; prices have been irregular, in some instances the decline has been 1d. to 2d. per lb. Fine have been without change, finest continue in request. There has been no alteration in Pak Lin Teas. Some few parcels of Amoy Tea have sold at 1s. per lb. for half-chests, and 1s. 0½d. per lb. for boxes. Black-leaf kinds: fair to good common have been rather firmer at 1s. 0¾d. to 1s. 1d. per lb. In old season's fair to good kind there has been no further change. The sales of new season fair to good have been to some extent from 1s. 2d. to 1s. 7d. per lb., prices varying to the extent of 1d. per lb. for same quality. Fine have sold to a moderate extent from 1s. 8d. to 1s. 11d.; finest have been in request up to 2s. 6d. per lb. for export. Canton-make: Some sales of common to fair quality have been made from 1s. 0½d. to 1s. 1d. per lb., being rather lower prices. Oolongs: Common to good qualities continue depressed; a few finest have been taken for export. Souchongs: Sales of fine have been made at full prices, owing to their scarcity; common to fair of old season have sold at low prices. Flowery Pekoes: A few of recent import have realised high prices. Scented Teas: Capers—Canton kinds have been in over supply, and sales difficult to make, and prices must be quoted 1d. per lb. lower. Foochow kinds have been wanted at previous prices. Orange Pekoes: Canton kinds—the long leaf have sold from 1s. 6d. to 2s. 3d. for good to fine quality. Imitation Foochow kinds, 1s. 6d. to 2s. 2d. per lb. Foochow kinds have been more difficult of sale, and prices must be quoted rather lower for all qualities. Uncoloured Japans remain without alteration. Green Teas: The arrivals, per Miranda, have been placed on the market, and a fair proportion found buyers, chiefly the Pingsuey kinds, at about previous prices. Canton kinds: Common Gunpowders have been difficult of sale, but good qualities have been in fair request at good prices.

The following is from Messrs. Shepard, Harrison and Rehden's Circular:—During the early part of the past fortnight the market was quiet, but prices ruled firm, the supplies offered being smaller than at any time since the opening of the season, yet sufficient for all requirements; during the past week 16,000,000 lbs. have come to hand, which has caused buyers to act cautiously. The business transacted from the late arrivals has been chiefly in medium to good medium black-leaf, and the few parcels of finest Ning Chow Congou, which latter have realised extreme rates; Ooanfa kinds have sold 1d. per lb. lower. Red-leafs continue as difficult of sale as ever, with the same irregularity in prices as noticed in our previous circulars. Latest telegrams to 27th October from China report supplies increasing, owing to the high prices given for common Congou, and the total export for season 1869-70 instead of being less, as was so strongly predicted, is likely to prove little short of last season's. For export to Russia buying has been confined to finest quality; to other parts of the world but little has been done.

Black.—The grades of red-leaf below common have sold easier, low Foochow Siftings selling at 6d. per lb.; inferior to good flavoury kinds rule at 1s. to 1s. 0½d. per lb. Superior old season's Kaisow kinds at 1s. 1d. to 1s. 1½d. per lb.; new season's Kaisow kinds to medium Kaisow, of which large supplies are offering, have sold with much difficulty at 1d. per lb. decline; fine Kaisow is scarce, and full prices are paid. Paklings and Tayshan leaf show no change. Black leaf: Good common has been in small supply, no arrivals of importance having yet taken place; in other grades of old season's there has been no demand; the new season's have been freely offered the last few days, mostly of medium to good medium kinds, but transactions so far have not been large, though importers are willing sellers; fine has been in moderate request, and for finest Ning Chow kinds 2s. 1d. to 2s. 6d. per lb. has been paid. Souchong: There has been a general inquiry for finest, which is scarce; arrivals being small, the few to hand have sold at 1s. 11d. to 2s. 3d. per lb. Oolong: Only fine and finest, pungent and brisk burnt kinds, are saleable; other grades continue to be forced off at ruinous rates. Scented Tea: Canton Orange Pekoe: The Maitland brought 15,000 boxes, the bulk consisting of medium to good medium quality, which have sold at 1d. to 2d. per lb. decline, but fine and finest have maintained previous extreme rates. Caper: Prices have further given way, bringing quotations to a low standard for so early in the season, say 1s. 2d. to 1s. 3d. for good to medium, 1s. 4d. to 1s. 7d. for good medium to fine, 1s. 8d. to 2s. per lb. for finest. Foo Chow Orange Pekoe has been in steady demand, and Caper is without change.

Green.—The supplies ex Miranda have been on the market the past day or two, mostly Ping Suey kinds; desirable parcels are finding a ready sale at about previous prices, but common qualities are heavy of sale at lower rates. Old season's, with the exception of Moyunes, have been neglected.

### SILK.

The following report is from Messrs. Kilburn, Kershaw, and Co.'s Circular:—

We are, at last, enabled to report a slight improvement in the Silk market, and a generally better feeling than has been shown for many weeks; there is no real activity, but, at the same time, a fair daily business doing in desirable qualities of Asiatic Silk, with a recovery of 6d. to 1s. on Tsatlees from the lowest point at the beginning of the month, and a slightly improved consumption: at 28s. 6d. to 29s. for best chop 3rd Tsatlees; 24s. to 24s. 6d. for best No. 4, and 24s. for "Red Peacock," there has been business doing; as also at 20s. 6d. to 23s. 6d. for common to best "Ka Hing Taysaams." Canton silk has also improved, and some fine parcels of "Loong Kong" have been sold at from 21s. to 22s. 3d.; and ordinary to best No. 1 Tsatlee reel at 19s. to 19s. 9d., the finer qualities bringing 20s. to 22s. Japan Silk has shown no change, but is not weaker, nor prices lower than last quoted. Bengals are still as difficult as ever to move; some fine filatures have been sold at 24s. 6d. to 25s., but even at these apparently low quotations the buyers seem indifferent. Good medium native Silk is very scarce, and asked for; but the mixed wasty sorts are all but unsaleable, on account of the difficulty there is in getting such Silk thrown. The deliveries from 1st to 16th inst. are, China, 1,593 bales; Japan, 312; Canton, 181; Bengal, 243; total, 2,329 bales. In the same period of last year the total deliveries were 2,003 bales.

### COFFEE.

We have again to report the absence of any material change in the market for East Indian Coffee. The supplies of Plantation Ceylon at the public sales have been moderate in amount in the aggregate, but have contained a somewhat unusual quantity of medium and inferior descriptions which, not being in request, have sold but slowly, and at a decline on last mail's rates. Good and superior qualities have realised steady prices, and continue to sell readily. Native Ceylon is still out of demand, and the sales have been limited in extent at easier prices. The following were the rates realised at the last public sales:— Plantation triage, 45s. to 55s.; small grey, 56s. to 58s. 6d.; fine ordinary grey, 60s. 6d. to 62s. 6d.; low middling grey and dull, 66s. to 67s. 6d.; bold do., 69s. 6d. to 70s. 6d.; small coloury, 60s. to 62s.; middling coloury, 67s. 6d. to 74s. 6d.; bold do., 75s. to 80s. 6d.; good middling bold, 82s. to 83s.; pea-berry, 67s. to 76s. Native Ceylon: Small and ordinary, 45s. to 47s.; good ordinary, 49s.; real good ordinary Ouvah, 50s.; good bold, 56s. to 56s. 6d.; pea-berry, 50s. to 54s. 6d. Small private sales of Plantation are reported, at prices corresponding with those of the auctions. In East India descriptions of Coffee other than Ceylon we have to report an entire absence of business.

The quantity of Ceylon Coffee afloat for Great Britain on the 15th Nov. was as follows:—Plantation, 73,380 cwt., against 61,748 cwt. at the corresponding date of 1868; Native, 20,304 cwt., against 20,942 cwt. The quantity afloat for Europe was—*nil*, in both years. The quantity of Coffee landed in the forty-six weeks ended Nov. 13, 1869, was, of Ceylon, 36,647 tons, against 41,686 tons during the corresponding period of 1868; of all descriptions, 64,779 tons, against 64,639 tons. The quantity entered for home consumption was, of Ceylon, 9,566 tons, against 10,949 tons; of all descriptions, 16,739 tons, against 17,385 tons. The quantity exported was, of Ceylon, 24,349 tons, against 28,317 tons; of all descriptions, 42,102 tons, against 42,570 tons. The stock on Nov. 13 was, of Ceylon, 13,727 tons, against 12,407 tons; of all descriptions, 25,258 tons, against 21,016 tons.

### SUGAR.

Within the past few days the inquiry has fallen off, and holders remaining firm at the current rates, which are higher than buyers are disposed to pay, almost all offers at the public sales are being bought in.

The quantity of sugar landed in the forty-six weeks ended Nov. 13, 1869, was, of Penang, 3,888 tons, against 1,610 tons in the corresponding period of 1868; of Manila, Java, and China, 32,625 tons, against 21,380 tons; the quantity entered for home consumption was, of Penang, 2,435 tons, against 1,481 tons; of Manila, Java, and China, 18,171 tons, against 14,664 tons; the quantity exported was, of Penang, 193 tons, against 128 tons; of Manila, Java, and China, 1,252 tons, against 1,957 tons; the stock on Nov. 13 was, of Penang, 1,639 tons, against 337 tons; of Manila, Java, and China, 41,466 tons, against 30,353 tons.

Cocoa-nut Oil.—The market for Ceylon is quiet at the current rates, which exhibit a decline of about 10s. per ton on those of our last report. The quantity of Ceylon afloat, for Great Britain, on the 15th inst., was 18,225 cwt., against 26,058 cwt. at the corresponding date last year.

Cutch.—The demand has again subsided, and to effect sales lower prices have had to be submitted to. In auction 123 cases 1,103 boxes 819 bags fine Pegue partly sold at 24s. to 25s., and 320 bags good quality Penang at 21s. to 23s. per cwt. Privately, 400 boxes fine Pegue sold at 25s. per cwt.

Camphor.—The upward tendency manifested in prices at the date of our last has not been maintained; owing to the announcement of a sale of 5,000 tubs Japan in Holland has caused the enquiry here to be suspended until its result is made known. A few sales of Japan at 95s. per cwt. constitute the only business concluded.

Galls.—No transactions have taken place, and quotations must be considered nominal.

Gums.—Benjamin: At auction, 59 cases Sumatra part sold—good seconds, £10 2s. 6d. to £10 5s.; fair ditto, £8 15s.; 3 cases Bombay sold—dark, £7 5s. per cwt. Copal: Quiet; 49 cases at auction were retired. Damar is cheaper and heavy; at auction 112 cases good pale Singapore partly sold at 88s.; 134 cases Batavia partly sold, fine bold pale at 93s. to 95s. per cwt. Gamboge: 27 cases Gamboge half sold, fair pipe, £16 to £16 2s. 6d.; middling, part dark, much run, £11 15s. to £12 10s. per cwt., being cheaper.

Gambier.—Sells slowly on barely former terms; 1,076 bales 1,340 mats 18 tons in auction partly sold—fair block, broken, 15s. 9d. to 16s. 6d.; good pale Rhio Cubes, 21s. 6d.; dark Cubes, 18s. 6d. per cwt. Supply in the market increased; buyers very cautious.

Hemp.—Common to fair roping has realised £57 15s. to £59 10s., good £62 to £62 10s., superior £64.

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HIDES AND SKINS.—At the last sales there was only a moderate demand for East India Hides for home use and a limited one for export, and prices, with few exceptions, ruled in favour of buyers. 4,359 Dry Penang Ox and Cow Hides offered, 2,823 sold—Heavy, 8d.; extra Heavy, 7¾d.; Small and Calf, 8¾d. to 9½d.; Thirds, 6¾d. per lb. 341 Ceylon Hides offered and sold—Light and Small, 7½d. per lb.; 2,747 Singapore and Penang Buffalo Hides offered, 513 sold—Light, 6½d. to 6⅝d.; second class, 5d. to 5½d. per lb. 1,094 Rangoon Buffalo Hides offered; none sold.

JAPAN WAX.—The market continues dull; the only sales have been a few lots fair saucers at 77s. 6d. per cwt.

PLUMBAGO.—A large proportion of the Ceylon offered by auction has consisted of dust and chips, for which lower rates have had to be accepted, but lump has sold readily, and at better prices. 1,789 barrels in auction mostly sold—fine bright bold lump, 26s. 6d. to 27s.; middling to good do., 17s. 6d. to 22s. 6d.; middling to fine chips, 10s. to 16s.; low to very fine dust, 4s. 9d. to 13s. 3d. per cwt. The quantity of Ceylon afloat for the United Kingdom on the 15th inst. was 26,809 cwt., against 17,085 cwt. at the corresponding date last year.

PEPPER.—Black is still the subject of speculation. Singapore is comparatively scarce, and brings full prices. In auction 761 bags sold at 4½d. to 4⅝d. per lb. for good bright. Penang is now less in request, both on the spot and afloat. In auction 307 bags Acheen sold at 4½d., and 744 bags damaged W.C. at 4½d. for first class. Afloat 6,000 bags Penang have sold—August sailing at 3⅞d. to 3 15-16d., and October at 3⅞d. per lb. White is pressed for sale, and lower prices have resulted. In auction 2,360 bags Singapore partly sold, fair to good, 5⅛d. to 5⅜d.; 95 bags Penang were retired. For arrival 300 bags Singapore sold at 5⅜d. per lb.

RHUBARB.—China has sold with marked irregularity. In auction 209 chests chiefly sold—good middling, 3s. to 3s. 5d. per lb. for the flat, 2s. 9d. to 3s. 2d. for the round; low flat and round, 10d. to 11d.

RICE.—The only sales on the spot have been 1,700 bags wevilly Rangoon at 8s. 6d., and 1,400 bags Field Siam at 7s. 4½d. cash.

SPICES.—Cinnamon: The demand has fallen off, and prices have rather a downward tendency. In auction 151 bales only partly sold: good, first sort, 3s. 7d.; third, 1s. 4d. to 2s. 3d.; and fourth, 1s. 2d. to 1s. 3d. per lb. Chips are also less in request, but former prices have been realised for part of 1,795 bags in auction; coarse bark sold at 4½d. to 4¾d.; thin ditto, 5d.; middling to good middling thin shavings, 7½d. to 7⅝d.; good, 9d. per lb. Cloves: Zanzibar have lost the slight improvement mentioned in our last report. In auction 3,057 bags Zanzibar, only partly sold; middling to good fair brought 2⅞d. to 3d.; 5 casks Amboyna partly sold at 5½d. to 5¾d. per lb. Of stalks, 275 bales Zanzibar realised 1½d.; a few lots 1⅝d. per lb. Mace: Is lower. In auction 12 cases Penang, partly sold, fair to good fair, rather bright 3s. 2d. to 3s. 3d. per lb.; 4 casks Java were retired. Nutmegs: Late prices are barely supported. 62 cases Penang in auction, part sold; 67 to the lb., 3s. 10d., 80 at 2s. 7d., and 82 at 2s. 5d. per lb. Privately, sales of Penang, 110 to 118 to the lb., at 1s. 8d. cash.

SAGO.—Prices of small are steadily maintained, but large has declined fully 2s. per cwt.; at auction, of 847 boxes 110 bags offered, 200 boxes good small pearl, of fresh import, sold at 18s. 6d., and 78 boxes large import, 1865, at 20s. Privately about 400 boxes good small pearl have been sold at 18s. 6d. Sago Flour: Of 703 bags Singapore, only about 100 bags sold at 14s.

SAPANWOOD.—The demand has not improved, and of the parcels offered at auction the greater part was retired. 54 tons from Bombay, Siam character, partly sold at £8 to £8 12s. 6d. per ton; 24 tons Manila sold at £8 7s. 6d. Of 29 tons Ceylon 8 tons sold at £7 to £8.

TIN.—Straits and Banca have slightly recovered from the depression prevailing at the date of our last report, and are now quoted, Straits, £118, Banca, £117 to £118 per ton.

## NEW YORK MARKETS.

TEA.—The enquiry is extremely dull, and transactions since we last reported have been quite of a retail character. The following are the current rates:—Hyson: Common to fair, 90c. to $1.10; superior to fine, $1.15 to $1.35; extra fine to finest, $1.40 to $1.65. Young Hyson; Canton made, nominal; common to fair, 82c. to $1.65; superior to fine, $1.15 to $1.35; extra fine to finest, $1.40 to $1.70. Gunpowder and Imperial: Canton made, nominal; common to fair, $1 to $1.15; superior to fine, $1.25 to $1.50; extra fine to finest, $1.60 to $1.80. Hyson Skin and Twankay: Canton made, nominal; common to fair, 75c. to 80c.; superior to fine, 85c. to 88c.; extra fine to finest, 90c. to 95c. Uncoloured Japan: Common to fair, 80c. to 90c.; superior to fine, 95c. to $1.05; extra fine to finest, $1.10 to $1.25. Oolong: Common to fair, 70c. to 78c.; superior to fine, 85c. to $1.15; extra fine to finest, $1.20 to $1.60. Souchong and Congou: Common to fair, 79c. to 80c.; superior to fine, 90c. to $1.05; extra fine to finest, $1.25 to $1.50. Orange Pekoe: Common to fine, 70c. to $1. The total receipts of Tea from China and Japan in the United States from Jan. 1 to Oct. 6, 1869, were as follows:—Greens, 18,560,150 lbs.; Japans, 9,817,592 lbs.; Souchongs, 1,826,376 lbs.; Oolongs, 9,882,878 lbs.; other sorts, 263,748 lbs.; total, 40,350,744 lbs. The stock on Jan. 1 was 9,577,014 lbs., which, added to the above total, gives a result of 49,927,758 lbs. Subtracting from this total the exports from Jan. 1 to Oct. 6, 4,081,815 lbs., and the withdrawals for home consumption during that period, 31,843,186 lbs., there remains a total of 14,002,757 lbs., representing the stock on the last-named date. The receipts from Sept. 21 to Oct. 6 amounted to 953,497 lbs., the withdrawals for home consumption to 1,557,432 lbs., and the exports to 427,982 lbs.

COFFEE.—A cargo consisting of 6,436 bags Native Ceylon, per Lady Turner, has been offered by public sale; 1,106 bags were disposed of at 27⅛c. to 27⅞c. for peaberry, 25⅛c. to 26½c. for bold, 18¼c. to 19c. for triage, and 21c. to 25c. for other grades (gold 60 days prompt). The remaining portion of this cargo has been disposed of by private sales, the rates paid not being made public. In addition 200 mats Manila at auction have realised 17½c. gold, and a small but steady business is doing in Java at the current rates, viz., 22c. to 22½c. Government bags, and 22¾c. to 22½c. Government mats (gold, duty paid). The activity in Rio descriptions continued. The stock of Manila on the 1st inst. was estimated at 3,775 bags, against 4,679 bags on Nov. 1, 1868; of Java (Government) at 943 bags, against 1,436 bags of Java (mats) 43,391 mats; stock 1868 *nil*, of Ceylon *nil*, against 100 bags in 1868.

CORDAGE.—A quiet but steady business is reported in Manila at 24c. to 25c. per lb.

CRACKERS.—No business reported; the nominal quotation for Canton is still $2.75 to $2.80 per box of 40 packages.

CAMPHOR.—No transactions in China or Japan.

DYEWOODS.—A small business has been transacted in Sapanwood at the former price of $40 per ton currency.

GAMBIER.—Business very limited at 3¾c. per lb. gold.

HEMP.—The entire stock of Manila has been bought up and is held by speculators, who decline to operate under 14½c. gold; buyers will not pay this price, and await further arrivals; there has consequently been an entire absence of business since our last report. The stock of Manila on the 1st inst. was estimated at 5,357 bales, against 10,936 bales at the corresponding date of 1868, and 8,061 bales in 1867.

INDIA RUBBER.—Nothing doing in East India.

INDIGO.—A steady business continues to be transacted in Manila at $1.15 to $1.45 currency.

RICE.—The market for East India descriptions is very dull; the only sale reported is of 500 bags Rangoon for export at $3 gold in bond.

SPICES.—A fair business is being transacted at the current quotations, which rule as follows:—Cassia in mats 45c. to 45½c., in cases 44c. to 45½c., in bond 25c. to 26c.; Mace, $1.30; Nutmegs, No. 1, $1 to $1.12½; Pepper, 25½c., in bond, 10c. to 10½c.; Cloves, 26c. to 26½c., in bond, 6c. to 6½c.; Cinnamon (prime wild), 46c. per lb. gold.

SUGAR.—The market for East India continues quiet, the only sale since we last reported being of 3,222 bags Manila, per W. G. Russell, by private contract, price not stated. The current quotations are:—Java, Nos. 10 and 12, 11½c. to 12c.; Manila, current clayed, and superior, 10¾c. to 11¼c. per lb. gold. The stock of Java on the 1st inst. was 310 baskets, against 310 baskets at the corresponding date last year; of Manila 96,700 bags, against 31,283 bags.

TIN.—Straits Pig is in fairly active demand at improved prices; sales are reported of 850 slabs at 33¼c. gold, and 200 slabs on private terms. Banca is quoted nominally 38¼ gold, but no business has transpired.

## SAN FRANCISCO MARKETS.

TEA.—Imports from Jan. 1st to Oct. 16th: China, 678,681 lbs., Japan, 884,999 lbs. There is a good trade demand for Japans, with moderate sales; also for the better grades of Oolongs, for which there is a steady demand at the late rise. Stocks for the most part are said to be below an average. We quote Comet Oolong $1; Japans, 65c. to 70c. for chests and half-chests; small boxes, 5s. and 10s.; fancy and lacquered, 70c. to 77½c.; extra fine chops, 80c. to 87½c. The steamer Constitution sailed on Oct. 30 with 8,000 chests for New York, ex Pacific Mail steamer America.

COFFEE.—Imports from Jan. 1st to Oct. 16th, Java, 1,010,532 lbs.; Manila, 359,255 lbs.; Ceylon, 3,650 skins. We have no transactions of importance to record. Stocks are liberal, yet importers do not seem inclined to force sales under present circumstances. Prices of both Java and Manila are nominal in the absence of business. The Voyageur has arrived from Ceylon, with a full cargo of 3,650 bags. This is the first considerable importation of Ceylon ever received at this port. A few sales ex this shipment are reported at 29c. per lb. Java, O.G., is quoted 23c.; and Manila, 16c. to 16½c. per lb.

CORDAGE.—Sales have been effected of 25,000 lbs. Manila on private terms.

CHINA MATTING.—Imports from Jan. 1st to Oct. 16th: 71 bales, 8,807 rolls. We have no sales to record, the trade being liberally supplied with cargo and contract, selling at prices within range of our quotations, viz.:—China 4-4 cargo, $5 to $5.50; 5-4 cargo, $5.50 to $6; 6-4 cargo, $6.50 to $7; 4-4 contract, $8 to $12; 5-4 contract, $9 to $14; 6-4 contract, $11 to $16.

RICE.—Imports from Jan. 1st. to Oct. 16th: China, 22,326,695 lbs., 23,487 packages; Siam, 3,637,783 lbs.; Batavia, 110,271 lbs. The Cotherstone's cargo of Siam, recleaned, was offered at public auction, on the 25th Oct., on 60 days' credit. Of the entire offering of 3,000 mats and 2,000 bags, only 250 packages were disposed of, and those at the low price of $4 17½ per 100 lbs. duty paid: the balance withdrawn for lack of purchasers. Otherwise we note sales, in lots, of 10,000 mats China at 5½c. to 6¼c, and 1,500 bags recleaned Siam, the balance of a cargo per Albany at $5 5 per 100 lbs.

SUGAR.—Imports from Jan. 1st to Oct. 16th: Manila, 15,383,622 lbs.; China, 1,633,400 lbs., 60 packages; Batavia, 1,659,457 lbs.; Siam, 40,133 lbs. Imports include the John Banks' cargo of 900 tons from Manila to the California Refinery. The sales embrace the cargo of the Wave Queen from Bangkok, 5,400 packages, say 750,000 lbs. Siam, to the San Francisco Refinery upon terms withheld. At auction, upon sixty days' credit, 214 bags Siam, clayed, light colour, at 9c. to 9¼c.; also, 113 bags very dark Siam for refining purposes, at 5c.—all ex Cotherstone, from Bangkok. Quotations: China, 9c. to 10c.; Manila, 7c. to 8c. per lb.

TIN.—Sales have been effected of 120 pigs Banca on private terms current quotation for Banca is 40c. per lb.

## SHIPPING.

ARRIVALS.—Oct. 12, at San Francisco, from Colombo, Voyager; 20, from Batavia, Anna; from Bangkok, Wave Queen; 21, at Boston, from Manila, Sooloo; 23, at San Francisco, from Manila, John Banks, 25, at New York, from Shanghai, Tycoon; 29, at San Francisco, from Yokohama, Letitia; 31, at New York, from Singapore, Kingdom of Belgium; Nov. 2, from Manila, Endeavour; 4, at San Francisco, from Manila, Portinscale; 12, at New York, from Manila, Her Majesty.

DEPARTURES.—Oct. 13, for Hong Kong, from San Francisco, Nellie Abbott; from Boston, Mutlah; 25, from San Francisco, Galatea.

LOADING.—At New York, for Shanghai, Benefactor.

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# LONDON PRICES CURRENT.

## IMPORTS.

| | s. d. | s. d. | Stocks |
|---|---|---|---|
| CANES, Bamboo—each | 0 0½ | 0 2½ | |
| Malacca ... ... | 0 1½ | 0 10 | |
| Partridge ... ... | 0 1 | 0 4½ | |
| Tonkin ... ... | 0 0½ | 0 1¼ | |
| COFFEE, in bond per ct. (*Duty 3d. per lb.*) | | | 25,258 tons |
| Ceylon | | | |
| Native, fine bold ... | 56 0 | 56 6 | |
| gd. and fine ord. | 49 0 | 50 0 | |
| small and ordinary... | 45 0 | 47 0 | |
| Plantation, fine ... | 88 0 | 91 0 | |
| fine middling ... | 82 0 | 87 0 | 13,727 tons |
| good middling ... | 76 6 | 81 0 | |
| middling ... ... | 67 6 | 75 6 | |
| fin. ord. to low mid. | 59 0 | 67 0 | |
| mixed and triage ... | 30 0 | 57 0 | |
| Batavia, yellow ... | 65 0 | 74 0 | |
| pale and mixed ... | 46 0 | 63 0 | |
| Sumatra ... ... | — | — | 4,418 tons |
| Manila... ... ... | 47 6 | 49 6 | |
| Singapore ... ... | 34 0 | 66 0 | |
| COIR GOODS, per ton | £ s | £. s. | |
| Rope, Ceylon ... | — | — | |
| Yarn, good & fine... | 38 5 | 45 0 | |
| ord. to fair ... | 22 5 | 35 5 | |
| Junk ... ... | — | — | |
| Fibre ... ... | 4 0 | — | |
| COTTON ...per lb. | s. d. | s. d. | 60,768 bales |
| Surat ... ... ... | 0 6½ | 0 10⅞ | 2,935 bales |
| Sawginned Dharw ... | 0 8⅝ | 0 10 | |
| Madras, Tinnevelly ... | 0 8¼ | 0 9 | 12,697 bales |
| North, and Westrn. | 0 7 | 0 8 | |
| Cocanada ... ... | 0 8½ | 0 8⅝ | 30,969 bales |
| Bengal and Rangoon | 0 7 | 0 8½ | 11,508 bales |
| Scinde ... ... ... | 0 7¼ | 0 8 | |
| China ... ... ... | — | — | |
| Egyptian ... ... | 0 8½ | 1 5 | |
| Smyrna ... ... | 0 8 | 0 10¾ | |
| Sea Island ... ... | 1 7 | 4 0 | |
| Upland ... ... ... | 0 10½ | 0 11⅜ | |
| Mobile... ... ... | 0 10½ | 0 11⅝ | |
| New Orleans ... ... | 0 10½ | 1 0 | |
| CUTCH. | | | 2,216 tons |
| Pegu ... ... ... | 24 0 | 25 0 | |
| Straits... ... ... | 21 0 | 23 0 | |
| DRUGS. | | | |
| Aloes, Hepatic, per ct. | 80 0 | 180 0 | |
| Socotrine ... ... | 120 0 | 300 0 | |
| Aniseed, China Star... | 105 0 | 110 0 | 539 chests |
| Beans, Tonquin, per lb. | 1 0 | 1 6 | |
| Camphor, per cwt. ... | — | — | |
| Japan ... ... | 95 0 | — | 4,480 pkgs. |
| China ... ... | — | — | |
| Cardamoms ...per lb. | | | 153 chests |
| Malabar, good ... | 7 6 | 8 0 | |
| inferior ... ... | 5 9 | 7 0 | |
| Ceylon ... ... | 2 8 | 3 1 | |
| Corosos Nuts, per cwt. | 15 0 | 18 0 | |
| Cassia Fistula ... | 20 0 | 40 0 | |
| China Root ... ... | 27 0 | 35 0 | |
| Colombo Root ... | — | — | 2,036 packages |
| Cubebs... ... ... | 36 0 | 39 0 | 1,524 bags |
| Dragon's Blood ... | 100 0 | 160 0 | 180 chests |
| Galangal Root ... | 15 0 | 20 0 | |
| Gentian Root... ... | 19 0 | — | |
| Ipecacuanha ... ... | 5 3 | 5 6 | |
| Isinglass, Brazil ... | 2 8 | 4 8 | |
| Tongue sort ... | 3 2 | 5 1 | |
| Penang ... ... | 2 0 | 4 4 | |
| Myrabolanes, per cwt. | 8 0 | 15 6 | |
| Musk ... ...per oz. | 16 0 | 33 0 | |
| Rhubarb ... per lb. | | | 1,804 chests |
| China, good and fine | 2 9 | 3 5 | |
| gd mid. to ord.... | 0 10 | 0 11 | |
| Dutch trimd. ... | 10 0 | — | |
| Saffron, Spanish ... | 30 0 | 38 0 | |
| Squills... ... ... | 0 1 | 0 2¼ | |
| Tamarinds ...per ct. | | | |
| East India ... ... | 11 0 | 12 0 | |
| Vanilla, large...per lb. | 23 0 | 26 0 | |
| Vermillion, China ... | 2 8 | 2 9 | 64 chests |
| ESSENTIAL OILS. | | | |
| Aniseed ...per lb. | 8 6 | 8 9 | 90 cases |
| Cassia ... ... | 4 10 | 5 0 | 586 cases |
| Cinnamon ...per oz. | 1 0 | 4 6 | |
| Citronel ... ... | 0 2⅛ | 0 2⅔ | |
| fine ... ... ... | 0 3 | 0 3½ | |
| Clove ... ...per lb. | 2 7 | — | |
| Lemon... ... ... | 4 6 | 7 0 | |
| Lemongrass ...per oz. | 0 4⅜ | 0 4½ | |
| Mace, expressed ... | 0 1 | 0 2½ | |
| Nutmeg ... ... | 0 4 | 0 8¼ | |
| Orange ... per lb | 5 0 | 7 0 | |
| Patchouli ...per oz. | 6 0 | — | |
| Orris Root ... per ct. | 38 0 | 44 0 | |
| DYE STUFFS. | | | |
| Galls, Buss. bl. per ct. | 85 0 | 98 0 | |
| in sorts ... ... | 65 0 | 75 0 | |
| white ... ... | 50 0 | 52 0 | 4,721 pkgs. |
| China ... ... | 52 0 | 53 0 | |
| Japan ... ... | 50 0 | 52 0 | |
| Sticklac, Siam per ct. | 45 0 | 61 0 | |
| Madder Root... ... | — | — | |
| Bombay ... ... | 40 0 | 50 0 | |
| Orchella, Angola ... | 60 0 | 65 0 | |
| Bombay ... ... | — | — | |
| Turmeric per cwt. | — | — | 1,243 tons |
| Bengal ... ... | 20 6 | 21 0 | |
| Madras ... ... | 12 0 | 35 0 | |
| Malabar ... ... | 12 0 | 13 0 | |
| Java... ... ... | 19 0 | 20 0 | |
| China ... ... | 30 0 | 40 0 | |
| AMBIER. | | | 3,569 tons |
| Bales per cwt. | 15 9 | 16 6 | |
| Cubes ... ... .. | 18 6 | 21 6 | |
| GUMS ... per cwt. | £ s. | £ s. | |
| Arabic... ... ... | — | — | |
| E. I. fine pale ... | 3 18 | 4 2 | |
| sorts, mid. to fine | 3 5 | 3 16 | 3,586 pkgs. |
| garblings ... | 2 0 | 3 0 | |
| Assafœtida, com. to gd. | 1 3 | 4 5 | 59 packages |
| Benjamin, Siam, 1st and 2nd ... ... | — | — | 1,493 pkgs. |
| Sumatra, 1st and 2nd | 8 15 | 10 15 | |
| do. third ... | — | — | |

| | £ s | £ s | Stocks |
|---|---|---|---|
| GUMS. | | | |
| Copal, Angola red ... | 5 0 | 5 7½ | 1,495 packages |
| Manila ... ... | 1 10 | 2 2½ | |
| Dammar, Batavia, pale | 4 13 | 4 15 | |
| Straits ... ... | 4 8 | — | 1,229 packages |
| Gamboge, pkd. pipe... | 16 0 | 16 2½ | 114 packages |
| GUTTA PERCHA. | s. d. | s. d. | |
| genuine ...per lb. | 1 6 | 3 6 | 146 tons |
| HEMP ... per ton | £. s. | £. s. | |
| Sisal ... ... ... | 45 0 | 50 0 | 912 tons |
| Manila, fair roping ... | 59 10 | — | |
| do., Boluzan ... | 65 0 | — | |
| China grass ... ... | 130 10 | — | |
| HIDES. | | | |
| Sourabaya & Batavia | | | |
| Ox and cow hides, dry, best, 61b. to 10lb. ... ... | s d | s d | |
| Seconds ... ... | 0 8 | 0 9½ | |
| Thirds ... ... | 0 7 | 0 7½ | |
| Buffalo hides, yellow, best, 17lb. to 22lb. ... | 0 4 | 0 6 | |
| Seconds ... ... | 0 6½ | 0 6 | |
| Thirds ... ... | 0 5½ | 0 6 | |
| Dark, best, 20lb. to 28lb. ... ... | 0 3½ | 0 4½ | |
| Seconds ... ... | 0 5½ | 0 6½ | |
| Singapre., Pnang., &c. | 0 4½ | 0 5¼ | |
| Ox and cow hides, dry, best, 61b. to 10lb. ... ... | | | |
| Seconds & Thirds | 0 8½ | 0 10 | |
| Buffalo hides, best, | 0 6½ | 0 9½ | |
| 20lb. to 36lb. ... | 0 5½ | 0 6⅝ | |
| Seconds ... ... | 0 4½ | 0 5½ | |
| Manila, | | | |
| Buffalo hides, best, 18lb. to 27lb. ... | 0 4 | 0 5 | |
| Seconds ... ... | 0 3½ | 0 3¾ | |
| HORNS, BUFFALO, per cwt. | 19 6 | 41 0 | |
| Singapore, 2½lb. to 4lb. | 35 0 | 47 0 | |
| INDIGO.— | | | |
| Manila ... ... ... | — | — | 10,852 chests |
| Bengal ... ... ... | 5 6 | 10 2 | |
| INDIA RUBBER, pr lb. | | | |
| Assam and Pegu ... | 0 9 | 1 2 | 292 tons |
| Penang and Java ... | 1 3 | 1 6 | |
| JAPAN WAX. | | | |
| Saucer ... ... ... | 77 6 | — | |
| Block ... ... ... | — | — | |
| OILS. | £ s | £ s. | |
| Cocoa-nut, Coch. p.tn. | 42 10 | — | |
| Ceylon ... ... | 40 10 | — | |
| Sydney ... ... | 35 0 | 40 0 | 5,747 tons |
| Singapore ... ... | — | — | |
| PEPPER. per lb. | s. d. | s. d | |
| Penang, black ... | 0 4½ | 0 4½ | |
| Singapore, do. ... | 0 4½ | 0 4⅝ | |
| Siam, do. ... ... | 0 4¼ | — | |
| Singapore, white ... | 0 5½ | 0 5⅝ | |
| PLUMBAGO. | s. d. | s. d. | |
| Ceylon, Lump ... | 17 6 | 27 0 | |
| Dust ... ... | 4 9 | 13 3 | |
| German ... ... | 4 0 | 5 0 | |
| RUM. | | | |
| Penang ... ... | — | — | |
| RATTANS. | | | 51,843 bdls. |
| Straits ... ... ... | — | — | |
| Java ... ... ... | — | — | |
| Siam ... ... ... | — | — | |
| RICE, E.I. per cwt | s. d. | s. d. | 50,333 tons |
| Arracan (Necransie) | — | — | |
| Rangoon ... ... | 8 6 | — | |
| Bassein ... ... | — | — | |
| Saigon... ... ... | 9 0 | — | |
| Java ... ... ... | 10 0 | — | |
| Siam, garden... .. | 9 0 | 8 6 | |
| Do. field ... ... | 7 4½ | — | |
| SAGO (*duty free*) ... | | | 738 |
| Pearl, small ... ... | 18 6 | — | |
| large and medium | 20 0 | — | |
| Flour, Singapore ... | 14 0 | — | 936 tons |
| SHELLS per cwt. | | | |
| Mother o'Pearl ... | — | — | 7,437 cwt. |
| Manila ... ... | 140 0 | 200 0 | |
| Singapore ... ... | — | — | |
| Bombay ... ... | 45 0 | 130 0 | |
| Tortoise per lb. | — | — | 92 cases |
| Manila ... ... | — | — | |
| Singapore ... ... | — | — | |
| SOY per gall. | | | |
| China ... ... ... | 2 8 | 2 9 | |
| Japan ... ... ... | — | — — | |
| SPICES. | | | |
| Cassia Lignea, per cwt. | 125 0 | 135 0 | 2,416 packages |
| Vera... ... ... | 45 0 | 82 6 | |
| Buds ... ... | 140 0 | 180 0 | 248 packages |
| Cinnamon per lb. | | | 1,658 packages |
| Ceylon, 1st quality. | 3 7 | — | |
| 2nd ,, | — | — | |
| 3rd ,, | 1 4 | 2 3 | |
| 4th ,, | 1 2 | 1 3 | |
| Chips ... | 0 4½ | 0 9 | 9,623 packages |
| Cloves, Penang ... | — | — | |
| Amboyna ... ... | 0 5½ | 0 5½ | 13,383 pkgs. |
| Zanzibar ... ... | 0 1½ | 0 1⅝ | |
| Ginger per cwt. | | | |
| Cochin ... ... | 38 0 | 120 0 | |
| Preserved China ... | 0 8 | 0 8¾ | |
| Mace, Penang ... | 3 2 | 3 3 | 235 packages |
| Java ... ... | — | — | |
| Nutmegs. | | | |
| 78 to 60 lb. ... | 3 10 | — | |
| 80 to 90 lb. ... | 2 5 | — | 1,518 pkgs. |
| 95 to 132 lb. ... | 1 8 | — | |
| SAFFRON. per lb. | — | — | |
| SUGAR per cwt. | | | 84,725 tons |
| *Duties:—* | | | |
| *Ref. and Candy, 12s.* | | | |
| *Raw, 1st cl. 11s. 3d.* | | | |
| ,, *2nd cl. 10s. 6d.* | | | |
| ,, *3rd cl. 9s. 7d.* | | | |
| ,, *4th cl. 8s.* | | | |

| | £ s. | £ s | Stocks |
|---|---|---|---|
| SUGAR. | | | |
| Penang, yell. & white | 35 0 | 43 0 | 1,639 tons |
| brown ... | 25 6 | 34 6 | |
| Manila, clayed ... | 29 9 | 31 6 | |
| unclayed ... | 26 6 | 28 0 | |
| Java, gray and white | 39 6 | 42 6 | |
| brown and yel. | 26 0 | 37 0 | |
| China ... ... ... | — | — | 41,466 tons |
| brown and yellow... | — | — | |
| Siam, white ... ... | — | — | |
| brown ... ... | — | — | |
| TAPIOCA (*Duty free*) per lb. | | | |
| Penang and Singapre. | 0 2¼ | 0 2½ | |
| Pearl ... per cwt | 24 0 | 26 0 | |
| Flour ... ... .. | — | — | |
| TEA AND SILK. | | | |
| See Market Report. | | | |
| TALLOW. | | | |
| Straits... ... ... | — | — | |
| TOBACCO. | | | |
| (*Duty 3s. per lb, and 5 per cent. and ½ per cent., equal to about 3s. 1½d per lb.*) pr. lb. | | | |
| East India leaf ... | 0 2 | 0 5 | |
| Japan ... ... ... | — | — | |
| Java ... ... ... | 0 4 | 1 0 | |
| Manila cheroots ... | 6 0 | 7 6 | |
| TIN. | | | |
| Banca ... ... ... | 117 0 | 118 0 | |
| Billiton ... ... | 116 0 | — | 1,498 tons |
| Straits ... ... ... | 118 0 | — | |
| WOOD ...per ton | | | |
| Red Sanders, Singap. | 7 12½ | 7 17½ | 465 tons |
| Sapan, Manila ... | 8 7½ | — | 1,231 ton |
| Do., Ceylon... ... | 7 0 | 8 0 | |
| Ebony... ... ... | | | |
| Ceylon ... ... | 5 0 | 14 0 | |
| Satinwood ... per ft. | 1s 0d | — | |
| Sandalwood ... ... | — | — | |
| WOOL ... ... per lb. | | | |
| E. I. & China, white | 0 9½ | 1 2½ | |
| yellow and gray .. | 0 3 | 1 1 | |

## EXPORTS.

| | s. d. | s. d. | |
|---|---|---|---|
| CHEMICALS. | | | |
| Alum ... ...per ton | 145 0 | 150 0 | |
| Antimony, ore ... | 260 0 | 280 0 | |
| crude ...per cwt. | 32 0 | — | |
| regulus, bowl ... | 51 0 | — | |
| star ... ... ... | 50 0 | 51 0 | |
| Brimstone, roll ... | 11 0 | — | |
| Calomel ...per lb. | 2 5 | — | |
| Corros. Sublim. ... | 1 11 | — | |
| Iodine, dry per oz. | 0 9¼ | 0 10 | |
| Ivory Blk. dry, p. cwt. | — | — | |
| Lime, Acet. wh. ... | 12 6 | 23 0 | |
| Magnes. Carb. ... | 42 6 | — | |
| Prussian Blue, per lb. | — | — | |
| Quinine Sulph., per oz. | — | — | |
| British, in bottle ... | 5 9 | — | |
| French ... ... | 5 4 | 5 5 | |
| Vermilion, Eng., pr. lb. | — | 3 0 | |
| COAL, per ton | | | |
| London .. ... | 18 9 | 18 9 | |
| Newcastle ... ... | 15 9 | 17 9 | |
| Cardiff ... ... | — | — | |
| COCHINEAL per lb. | | | |
| Honduras, black ... | 2 10 | 4 0 | 1,997 sns. |
| silver ... | 2 7 | 3 0 | |
| pasty ... | 2 4 | 2 6 | |
| Teneriffe, black ... | 2 10 | 4 10 | 3,531 sns |
| silver ... | 2 8 | 2 10 | |
| METALS. | | | |
| IRON ... ...per ton | £ s. | £ s. | |
| Welsh Rails in Wales | 7 5 | 7 10 | |
| Welsh Bars in Wales | 6 5 | 6 10 | |
| Welsh Bars in London | 6 15 | 7 5 | |
| Staffordshire Bst. Bars in London ... ... | 8 0 | 8 5 | |
| Staffordshire B. Nail Rods... ... ... | 8 0 | 8 5 | |
| Staffordshire B. Hoops | 8 10 | 9 0 | |
| Staffordshire B. Sheets | 9 10 | 10 0 | |
| Scotch Pig No. 1 in the Clyde ... ... | 2 15 | 3 3 | |
| Swedes Bars in London ... ... ... | 10 0 | 10 10 | |
| Swedes Steel in kegs, ½ in. and ⅝ in. ... | 15 0 | 15 5 | |
| COPPER ... ... .. | s. d. | s. d. | |
| Ore ... per unit | 13 3 | — | |
| | £ s. | £ s. | |
| English tough quality | 71 0 | 73 0 | |
| English best selected | 74 0 | 76 0 | |
| English Sheets,— Sheathing, &c. ... | 78 0 | 79 0 | |
| English Bottoms ... rolled ... ... | 82 0 | — | |
| English Bottoms ... hammered ... ... | 87 0 | — | |
| Yellow Metal Sheets, 4 by 4 ft. ...per lb. | s. d. | s. d. | |
| Yellow Metal Sheathings and Rods ... | 0 6½ | 0 7 | |
| LEAD ... ...per ton | £. s. | £ s. | |
| Pig, W.B. ... ... | 19 15 | — | |
| Pig, L.B. ... ... | 19 5 | — | |
| Pig, other brands ... | 19 0 | 19 5 | |
| Spanish soft, ex ship | 18 7½ | — | |
| Sheet ... ... .. | 19 10 | — | |
| Shot (kegs extra) ... | 22 0 | — | |
| White (kegs extra) ... | 27 0 | 30 0 | |
| Red (kegs extra) ... | 20 10 | 21 0 | |
| QUICKSILVER per bottle | 6 17 | — | |
| SPELTER ... per ton | | | |
| Silesian ... ... | 19 15 | 20 0 | |
| English (smelted from ores)... ... | 19 10 | — | |
| TIN. | | | |
| English plates ... | 28 0 | 31 6 | |
| ZINC. | | | |
| English Sheet ... | 24 0 | — | |

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# Shipping Intelligence.

## ARRIVALS.

| Date. | Ship. | Captain. | From. | At. |
|---|---|---|---|---|
| Nov 10 | Isaure | Bolibo | Singapore | Marseilles |
| — 13 | Avery | Hill | Colombo, &c. | London. |
| — 15 | Falcon | Dunn | Foochow | Do. |
| — 15 | Serica | Watt | Do. | Do. |
| — 15 | Guinevere | Spowatt | Yokohama, &c. | Do. |
| — 15 | Golden Spur | Ronald | Shanghai | Do. |
| — 13 | Sarah Anderson | Dickie | Bangkok | Falmouth |
| — 14 | Doune Castle | — | Singapore | Liverpool |
| — 14 | Iron Crown | — | Rangoon | Do. |
| — 12 | Alexandrina | Sangster | Manila | Queenstown |
| — 12 | Lady Elma Bruce | Owens | Rangoon | Do. |
| — 14 | Madre e Figlia | — | Do. | Do. |
| — 14 | Tre Sorelle | — | Bassein | Do. |
| Oct. 17 | Macao | Morales | China | Aquadilla |
| Nov 15 | Black Prince | Inglis | Foochow, &c. | Deal |
| — 15 | Isabella | Mauer | Rangoon | Falmouth |
| — 15 | J. A. Gripenstedt | — | Bassein | Liverpool |
| — 14 | Matterhorn | — | Akyab | Falmouth |
| — 15 | Nyassa | — | Singapore | Liverpool |
| — 15 | Lady Douglas | — | Rangoon | Do. |
| — 12 | Halden | Eckstein | Do. | Bremerhaven |
| Nov 17 | Chillingham | Darke | Hong Kong, &c. | London |
| — 16 | Maxima | — | Penang | Deal |
| — 15 | Glentilt | Lewis | Rangoon | Falmouth |
| — 16 | Athole | Gorley | Sourabaya | Deal |
| — 17 | Sisters | Claproth | Galle, &c. | London |
| — 16 | Amur | Gyllenpalm | Hong Kong | Do. |

## DEPARTURES.

| Date. | Ship. | Captain. | For. | From |
|---|---|---|---|---|
| Nov 13 | Great Basses | Belth | Galle | London |
| — 13 | Rocket (str.) | Rosser | Shanghai | Lowestoft* |
| — 13 | Deerhound | Carlin | Do. | London |
| — 16 | Martin | Dall | Cardiff & Hg. Kong. | Do. |
| — 16 | Susanna Johanna | — | Japan | Holland |
| — | Carmelita and Ida | Jensen | Singapore | Cardiff |
| — 11 | Australie | Lukas | Batavia | Amsterdam |
| — 16 | China | — | Shanghai | Shields |

* After repairing.

*(See Commercial Postscript and Correspondents' Letters.)*

## LOADING.

At LONDON.—For Yokohama: Ziba, Eleanor, Eliza Shaw, Black Watch. For Newchwang: Walton. For Shanghai: Huntley Castle, Kaisow, Windhover, Helen Nicholson, Whiteadder, Spindrift, Taeping, Whinfell, Falcon, Serica. For Hong Kong and Canton: Maunelita. For Hong Kong: Guinevere, Sir Lancelot, Taitsing, Belted Will, Black Prince, Burdwan. For Bangkok: Wild Curlew. For Singapore: Frances. For Singapore and Penang: Volunteer. For Penang: Benvoirlich. For Batavia and Sourabaya: New Brunswick. For Colombo: Boyne, Granville, Prince Alfred, River Indus. For Colombo, &c.: Queen of Devon, Golden Fleece. For Galle: Ardbeg.

At LIVERPOOL.—For Yokohama: Caractacus. For Shanghai: Andromeda. For Hong Kong: Lily of Devon. For Singapore: Clifton, Lizzy. For Manila: Loyola, Olano, Estrella. For Batavia and Sourabaya: Hans. For Mauritius, Penang, Singapore, Hong Kong, and Shanghai: Achilles (str.).

At GLASGOW.—For Singapore, Hong Kong, Yokohama, and Nagasaki: Eastern Isles (str.). For Shanghai: Cutty Sark. For Singapore: Lochleven Castle. For Penang: Annie Braginton, Nyassa. For Batavia, Samarang, and Sourabaya: County of Berwick. For Colombo: Gateside. For Colombo, &c. (*via* the Suez Canal): Afrique (str.).

## SPOKEN.

BANIAN (ship), Liverpool to Shanghai, Sept. 24, 35 N., 27 W.
W. H. HASELDEN, Colombo to London, Nov. 3, 45 N., 27 W.
OCEAN GEM, London (?) to Yokohama, Sept. 8, 5 N., 107 E.
CORSAIR, London to Japan, Oct. 13, 6 N., 24 W.
MAGELLAN, from Foochow, Sept. 19, off the Macclesfield Bank.
ST. MAGNUS, Colombo to London, Sept. 16, 26 S., 51 E.
DELFT, Padang to Rotterdam, Sept. 19, 29 S., 40 E.
EDOUARD AND MARIA, Padang to Amsterdam, Sept. 28, off Cape St. Francis.
MARIANNA, (Dut. bq.), Hg Kg to New York, Sept. 28, off Cape St. Francis.
CERES (Dut. bq.), Macao to Bremerhaven, Sept. 30. off Cape of Good Hope.
RACHEL, Singapore to Marseilles, Sept. 15, 25 S., 53 E.
WEYMOUTH, Shanghai to London, July 29, 16 N., 129 E.
DECAPOLIS, Shanghai to London, Aug. 27, 11 S., 121 E.
KORTENAAR, Batavia to Rotterdam, Sept. 28, 35 S., 25 E.
FLORA MARIE (Dutch barque), Macao to Falmouth, Oct. 13, 16 S., 7 W.
SUSANNA JOHANNA, Newcastle to Yokohama, Nov. 8, off Scilly.
NEDERLAND (Dutch bq.), Batavia to Schiedam, Sept. 21, 31 S., 12 E.
ARRACAN (French bq.), Penang to Bordeaux, Oct. 4, 13 S., 9. W.
BRITISH CROWN, Shields to Singapore, Sept. 25, 5 S. 28 W.
ZEPHYR, Manila to New York, Sept. 7, 31 S., 14 E.

## FREIGHTS AND CHARTERS.

Since our last issue berth freights to the Eastern Ports have ruled about the same; in coal freights from the Northern outports rates in a few instances rule a trifle higher, but business continues very dull.

Current rates of freight for vessels on the berth:—To Yokohama: 32s. 6d. weight, 30s. meast. To Nagasaki: 45s. weight or meast. To Shanghai: 40s. weight, 35s. meast. To Hong Kong: 35s. weight, 27s. 6d. meast. To Batavia: 25s. weight, 30s. meast. To Singapore: 30s. weight, 25s. to 30s. meast. To Ceylon: 20s. to 25s. weight, 20s. meast. At New York to China; $12 to $15 per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—For Yokohama: £2. For Shanghai: £2 1s. For Singapore: £25. For Galle: £23. From Newport, Cardiff, or Swansea per ton.—For Hong Kong: £1 10s. For Saigon: £1 5s. For Singapore: £1 5s. For Galle: £1 3s.

## CASUALTIES.

The Blair Athol, Pearson, from Shields to Singapore, put into Falmouth, Nov. 18, with loss of anchor and chain. The Bedfordshire, Langford, from Cardiff to Singapore, which was reported Nov. 8 as having put back to Cardiff for repairs, had her hawsepipes, sheer streak, and part of covering board carried away by her chain having got foul of some wreck whilst she was at anchor in Penarth Roads, Nov. 6.

## MISCELLANEOUS.

At TENERIFFE.—Oct. 27, Nestor (str.), Drenning, from Liverpool and left for Mauritius, Singapore, China &c.

At MADEIRA.—Oct. 17, Bangkok (str.), Haffenden, from the Clyde, and left for Singapore.


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WM. CLOUGHTON, Managing Director.
New Harbour, Singapore, June, 1868.

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*RIVER MIN.*

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NOTICE.—THE BUSINESS heretofore carried on under the style of "Shortrede and Co," was this day purchased by the undersigned, in whose name and by whom it will henceforth be conducted, and to whom all outstanding accounts owing to the said business are to be paid.

Hong Kong, Aug. 15, 1867. CHAS. A. SAINT.

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| Do.... ... | River Indus | 1045 | AA1 | W.I.D. | With des |
| Cochin, Cannanore, & Carwar. | Q. of Ceylon | 422 | A1 10 yr. | W.I.D. | Nov. 25 |
| Malabar Coast ... | Ann Lucey | 270 | A1 11 yr. | W.I.D. | Nov. 25 |

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|---|---|---|---|---|
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| Yokohama... | Black Watch | A1 12 yr. | E.I.D. | With des. |
| Do. & Hiogo | Lochnagar... | A1 | E.I.D. | With des. |

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# The London and China 新聞紙 Telegraph.

**JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.**

PUBLISHED ON THE ARRIVAL OF THE FORTNIGHTLY ENGLISH, AND MONTHLY FRENCH MAILS FROM CHINA, JAPAN &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A SUMMARY OF NEWS FOR THE OUTWARD MAILS.

VOL. XI.—No. 334.] LONDON, TUESDAY, NOV. 30, 1869. [Price 9d.. with Sup. 1s. 3d —Sub. 30s. per ann., postage included. Sup. 12s. extra.


## Latest Advices.

| PORTS. | OUTWARD. From London. | OUTWARD. Arrived out. | HOMEWARD. Received this day. |
|---|---|---|---|
| JAPAN — Yokohama | Aug. 13 | Sept. 29 | Oct. 10 |
| Yedo | — | — | Oct. 9 |
| Osaka and Hiogo | | | |
| Hakodadi | | | |
| Nagasaki | Aug. 13 | Oct. 1 | Oct. 5 |
| CHINA — Peking | | | |
| Tien-tsin | — | — | Oct. 5 |
| Chefoo | — | — | Oct. 9 |
| New-chwang | — | — | Oct. 6 |
| Hankow | Aug. 13 | Oct. 2 | Oct. 8 |
| Kiu-kiang | — | — | Oct. 9 |
| Chin-kiang | | | |
| Shanghai | Aug. 13 | Sept. 26 | Oct. 12 |
| Ningpo | — | — | Oct. 7 |
| Foochow | Aug. 27 | Oct. 12 | Oct. 13 |
| Formosa | | | |
| Amoy | — | — | Oct. 15 |
| Swatow | — | — | Oct. 16 |
| Hong Kong | Sept. 2 | Oct. 14 | Oct. 19 |
| Canton | — | — | Oct. 18 |
| Macao | — | — | Oct. 18 |
| PHILIPPINES— | | | |
| Manilla | Aug. 13 | Sept. 26 | Oct. 12 |
| COCHIN-CHINA— | | | |
| Saigon | — | — | Oct. 21 |
| SIAM — Bangkok | — | — | Oct. 11 |
| BORNEO—Labuan | | | |
| Sarawak | | | |
| JAVA — Batavia | Sept. 10 | Oct. 19 | Oct. 20 |
| Samarang | | | |
| Sourabaya | — | — | Oct. 17 |
| MALACCA STRAITS— | — | — | Oct 16 |
| Singapore | Sept. 10 | Oct 14 | Oct. 26 |
| Penang | Sept. 10 | Oct. 12 | Oct. 28 |
| CEYLON—Galle | Oct. 8 | Nov. 3 | Nov. 3 |
| Colombo | — | — | Nov. 2 |

### THE MAILS, &c.

The present homeward mail is one day late, owing to the *Syria* having experienced bad weather in the Mediterranean. The next (P. and O.) mail, due on the 13th Dec., should bring the following dates:—Yokohama, Oct. 24; Shanghai, Oct. 27; Hong Kong, Nov. 2; Singapore, Nov. 9; Galle, Nov. 18. Telegrams *via* Galle, in advance of this, which should have been received ten days ago, are not yet to hand.

*Via* Kiachta we have Shanghai telegrams to Nov 3, received on the 25th instant. By Atlantic Cable, telegrams were received on the 23rd inst. in advance of the Pacific mail with dates from Shanghai to Oct. 19, Yokohama Nov. 1. These will be found in the usual place.

## List of Passengers.

### PASSENGERS INWARD.

By this mail to Marseilles, per P. and O. steamer *Syria*, arrived Nov. 28.—From Yokohama: Mr. Bosolo. From Shanghai: Mr. and Mrs. Fearon, two children, and servant, Mr. Hawtrey. From Hong Kong: Capt. and Mrs. Baker, Mr. Latham, Mr. Friorino, Mr. Montenegro, Mr. Yrango. From Galle: Lieut. Boddam.

To Southampton, per P and O. steamer *Pera*, expected to arrive Dec. 3.—From Hong Kong: Mr Bevis, Mrs. Denny and child, Mr McDonald, Mr. Clellan. From Batavia: Mrs. Blake. From Singapore: Mr. Harrison, Mr. Kennedy, Mrs. Stoker, Mr Robb. From Galle: Mr. Bayley, Mr. Gregory.

To Gibraltar.—From Galle: Lieut. Burton.

By last Bombay mail to Marseilles, per P. and O. steamer *Nyanza*, arrived Nov. 19.—From Penang: Mr. and Mrs. Quintin.

### PASSENGERS OUTWARD.

Per French mail steamer *Moeris*, from Marseilles, Nov. 27.—(Booked from London), to Shanghai: Miss Terry.

Per P. and O steamer *Ripon*, from Southampton, Nov. 27.—To Yokohama: Miss Beard To Singapore: Mr. and Mrs S. Short and three children. To Ceylon: Capt. Gorman, Mr. R. Atkinson, Mr. E. G. Harding, Mr. A. Croome.

From Gibraltar.—To Hong Kong: H.E. Ant. Ferreira de Lacerda.

Per P. and O. steamer *Nyanza*, from Marseilles, Dec. 5.—To Yokohama: Lady Parkes, Miss M. Binns. To Shanghai: Mr. G. A. Lindsay. To Ceylon: Mr. and Mrs. Cameron, Mr. C. A. Cameron, Mr. and Mrs. J. H. Cheape, Mr. Hambrough.

From Malta —To Shanghai: Mr. A. E. Petrocochino.

Per P. and O. steamer from Suez, Dec. 12.—To Yokohama: Mr. Yendo. To Hong Kong: Mrs. G. Sharp. To Singapore: Mr. Oscar Kirchofer.

Per P. and O. steamer *Bangalore*, from Southampton, Dec. 11.—To Hong Kong: Mr. J. W. Harding, Mr. H. B. Neill, Mr. F F. P. Forster, Mr R. D. Adams. To Singapore: Miss J. Everest. To Penang: Mr. and Mrs. Miss Mr. C., Miss E., and Master De Morny. To Ceylon: Lord Elphinstone and Brother.

Per P. and O. steamer *Tanjore*, from Marseilles, Dec. 19.—To Hong Kong; Mr. M D. Collier, Mrs. S. A. Collier.

Per P. and O. steamer from Suez, Dec. 26.—To Ceylon: Col. E Steward, Captain Hon. Corry.

Per steamer *Achilles*, Captain Russell, from Liverpool, Nov. 20.—For Singapore Mr. C. Gerlach. Mr C. A. Irvine, Mr. R. Crasemann, Mr. R. Hunter. Mr O. St. John For Hong Kong: Mr Macintosh, Ensign Mathias. For Shanghai: Mr. E Crasemann, Mr. and Mrs. P. Boveschlin, Mr. Richards.

Per Pacific mail steamer *America*, for China and Japan, from San Francisco, 4th Nov.—Rev. D. C. Green and wife, Mrs. S. O. Dalrymple, S. C Farnham and wife, J. K. Caird, Miss Caird, C. Blethen, Mrs. M. Lewis, Mrs N. Arnold. F. Abegg, C. G. Dinsmore, Dr. D. B. Simmons, wife and child, B. S. Kellogg, Prof. D. R. Ford, Gen. Tom Thumb and wife, G. P. Spooner, W. H. Morse, F. Schellhas, C. J. Western and wife, Gee We, wife and servant, Miss Phillips. Fred. Brown. W. J. Ede, Mrs. V. D. Collins and infant, S. L. Brower, Miss M. Wepper, Mrs. B. Edwards, C. H. Bryant, R G. Vivian, Chan Wan, T. Hamburg and wife, Commodore Nutt, Ned Davis, N. J. Langdon, Miss Minnie Warren, S. Bleeker and wife, J. Denmeade, Mrs. Baker and daughter, V. W. Perry, and about 1,000 Chinese.

## Summary of News from the Far East.

### JAPAN.

#### YOKOHAMA.

The present mail brings advices from this port to the 10th Oct. The English mail of Aug. 13 arrived out on the 29th Sept., conveying also London telegrams to the 5th Sept. The *Japan Times* gives the following summary of news:—

The sensation of the fortnight we must call, we suppose, the arrival of the Austrian Embassy, which reached this place on the 2nd inst. The *Donau*, Captain De Viplingen, and the *Herzog Friedrich*, Commander Von Pitner, are the vessels comprising the squadron under the command of Rear Admiral Baron Von Petz. The Baron Von Petz carries credentials as Envoy Extraordinary and Minister Plenipotentiary, and is associated diplomatically with the captain and commander of the *Donau* and *Herzog Friedrich*, Dr. Scherzer, Herr Catlice, Consul-General at Shanghai, Herr Xantus, Baron Ivor Kaas and Baron Herbert. Monday, the 5th instant, being the anniversary of the birth of His Majesty, the Emperor of Austria and King of Hungary, a royal salute was fired by all the ships of war in port as well as by the Japanese fortress at Kanagawa in honour of the occasion. We have no doubt but that the Embassy will be received with the cordiality and courtesy displayed by the present Japanese Government to foreigners of all nations, and that the object of the mission will be successfully achieved.

The *Cleopatra*, a large vessel from Saigon with rice, carrying Austrian colours, arrived a few days before the Embassy, and had consequently, to wait outside the harbour limit until special permission was given by the Japanese Government for her to come in.

We have great pleasure in being able to report that the prospects of our import trade continue to improve, at least so far as our principal cotton staples are concerned. There is now no doubt that the native crop of the raw material has failed, and that we shall have to supply the country's wants. These are, however, compared to the demand in other better developed markets, much smaller than most merchants out of Japan seem to believe, and a very small importation from China of additions to our already superabundant stocks would at once break down the trade again. If we can only be left alone for a little while we can do very well, for our constituents as well as for ourselves; but if our friends elsewhere will persist in imagining that they know the trade better than their agents on the spot the result to look for is loss from double freight, enormous warehouse and insurance charges, and interest on capital engaged. But to persuade people of this has always been among the chief difficulties of Yokohama merchants, and if their constituents will not listen to them they certainly will not to us, so it is of little use our wasting more ink on the subject.

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The Currency Question has entered into a new phase, which we were just in time to indicate in our last. We then mentioned that the Oriental Bank Corporation had assisted the Japanese Government in the selection of competent officers to take charge of their Mint for them, and that it was in contemplation to issue a Japanese dollar, of slightly higher touch than the Mexican and of its full weight. The issue will also include a gold ten-dollar piece, which will be a legal tender as well as the silver unit, and, of course, all the necessary subsidiary coins will be provided. The patterns from which the dies are to be cut in England went home by the American mail. They are very handsome pieces and magnificent specimens of the goldsmith work in which the Japanese excel. We shall shortly be in a position to discuss the details of this change and to predicate its probable results; meanwhile it is satisfactory, to know that some solution to the long-vexed *boo, niboo*, and *kinsats*' questions will be attained.

Sir Edmund Hornby is still here, and we hope is still more strongly convinced than on the occasion of his last visit that a branch of the Supreme Court should be established in Yokohama. A decision of his is likely to lead to an interesting trial. He has, on appeal, declined to admit the award of Mr. Acting Consul Robertson, in the case of the *New York* versus the *Ocean Queen*, in which, sitting as an arbitrator, he ordered payment of $10,000 damages from the former to the latter. It appears, first, that the Arbitration Court was improperly constituted; secondly, that its award was vicious, inasmuch as it gave more damages than were claimed; and thirdly, that in his capacity of Acting Consul, Mr. Robertson had no jurisdiction over the Arbitration Court to reduce the damages awarded, and no power to enforce payment of such reduced damages. Therefore, his lordship granted a rule to show cause why the Consul should not return to the owners of the *Ocean Queen* the money he has paid over to the owners of the *New York*. The case will be argued in Shanghai six months hence, Mr. Robertson being in England. Recollecting Sir Edmund's strong adjuration to us to appeal to Courts of Arbitration, instead of to Courts of Law, on the occasion of his last visit here, we cannot help expressing the wish that he would be good enough to tell us how a Court of Arbitration may be so constituted and conducted that its awards may may not be thus upset.

We must not omit to record, with the same pleasure that all his friends, foreign and native, cordially feel, the return from America of that distinguished scholar and philanthropist, Dr. J. C. Hepburn, who, we are glad to be able to say, has come back to us with renewed health and strength. Dr. Hepburn is of that class of missionaries who do only good, and of whom we cannot have too many.

The following paragraph is from the *Japan Gazette*:—"Mr. Barnard, the barrister, was lately assaulted in the public streets by Mr. Urquhart, a gentleman who was a witness in a recent trial, and to whom the learned counsel applied epithets of a very damaging character. In his defence Mr. Urquhart simply pleaded the provocation he had received. His lordship, whilst upholding the majesty of the law by inflicting the punishment on Mr. Urquhart of a fine of $25, clearly gave Mr. Barnard to understand that he had overstepped the bounds of propriety, and hoped it would be a warning to him. The fine was paid by public subscription."

## CHINA.

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### PEKING.

#### A COURT INTRIGUE AND ITS RESULTS.

**An extraordinary political intrigue at the capital, resulting in a breach between Prince Kung and the Empresses Regent, and the summary execution of an eunuch holding a high position at the Court, is thus detailed in the *China Mail* of the 18th ult.:—**

A highly sensation occurrence, which may largely influence the course of internal events in China, has taken place within the last few weeks, and has powerfully interested all classes of Chinese. Persons in any degree "behind the scenes" as regards political gossip in connection with the Court of Peking have long been aware of rumours dealing very freely with the relations existing between the younger of the Empresses Regent and a eunuch of the palace. Whatever might the cause of this individual's favour, it was well known that his influence was immense, and that many leading officials owed their posts to his nomination. The Chinese have suffered too much, however, from eunuch-cabals not to look with intense distrust on any tendency in that direction; and not unnaturally, a feeling of rivalry between even Prince Kung and the palace favourite was commonly spoken of. The career of the Empress's minion has at length been suddenly cut short, by one of those swift and remorseless acts which Asiatic statecraft always holds in store. The eunuch—whose name was Ts'ing Ngan—was commissioned, as we learn, about two months ago, by his Imperial mistress to proceed to Nanking and Soochow, ostensibly for the purpose of laying in a provision of silks and embroidery for the approaching nuptials of the young Emperor, but in reality, it is thought, with some secret political errand to accomplish also. However this may be, the eunuch reached the capital city of Shantung about the middle of September, travelling with an imposing retinue, and presented himself in state to the Governor of the Province. Whether forewarned from Peking or not, the Governor appears to have looked upon the eunuch with a hostile eye, and had indeed, lawful ground for suspicion under any circumstances, as the palace eunuchs are not entitled to travel abroad unless in the train of the Imperial family. On being asked for his official authority for the journey he was prosecuting, the eunuch was compelled to acknowledge that he had none to produce. The provincial Governor hereupon detained him pending reference to Peking, and the courier who carried the report of Ts'ing Ngan's arrival at Tsi-nan Fu to the capital brought back almost instantly a decree signed by the Emperor himself, ordering the eunuch's immediate execution. This sentence was carried into effect at Tsi-nan Fu, without a moment's delay, on or about the 25th of Sept. So much of the affair has already become public among the Chinese, the news having spread with unexampled rapidity; but what were the proceedings which took place before the death-warrant was obtained, or what degree of antagonism may have been promoted between Prince Kung and the Empresses in consequence of this affair, will probably long remain a subject of mere conjecture. The whole story serves to remind us of that fact which a certain section of the public world only too willingly forget, viz., that China is subject to a despotism of the true Eastern pattern, and that the "Arabian Nights" continue as much as ever to be the type of her domestic history.

### TIENTSIN.

(FROM OUR OWN CORRESPONDENT.)

TIENTSIN, Oct. 5.

The *Salamis*, with the Duke of Edinburgh and Admiral Keppel, arrived here on Saturday, the 2nd inst., and left for Tung-chow the same evening at nine o'clock, in boats previously prepared for them. At two P.M. yesterday (Oct. 4) they had only reached a point about sixty miles above Tientsin—very slow progress. The Duke did not land at Tientsin at all, but is expected to do so on his way back. He travels incognito, and I believe intends neither to receive from, nor pay a single visit to any mandarin or official. This is wise, as far as it goes, for having refused to receive him officially, they have no claim to any recognition from him; but it is a pity he has visited the capital at all.

It was arranged, when the Duke left Japan, that he should visit the Ming Tombs, and the Great Wall at the Nan-Kow Pass; both are well worthy of a visit, but whether the arrangement will be carried out I cannot at present say. The two places are a good way apart, and it would take at least three days to make the excursion from Peking. It is rumoured that the Queen was averse to the Peking visit, but that at the same time the choice was left to the Duke. Another bit of news that may interest your readers (and serve as a good example to other youths away from home), is that his Royal Highness has written home from this port to his Royal mother, his brother, and sister (Princess Louise.)*

Our crops this season in the north, both of spring and autumn, are again short, and as usual food for the poor will be dear.

I believe only one of the murderers of the late Rev. James Williamson has been apprehended, although the names and descriptions of four others were given by the man in custody. The evidence so far seems to show that plunder was the sole motive for the crime.

### SHANGHAI.

(FROM OUR OWN CORRESPONDENT.)

SHANGHAI, Oct. 12, 1869.

I wrote you on the 6th inst. by the *Labourdonnais*. Since then there has been a general stagnation of news; the town-talk is of course, the approaching visit of H.R.H. the Duke of Edinburgh. We have telegrams by Kiachta as follows: London, Sept. 14, to hand on the 8th inst.; and London, Sept. 21, received yesterday. The English mail of Aug. 27 is due to-day.

The Municipal Council met on the 7th. The Watch, Works, and Finance Committees laid reports before the Council. The *North China Daily News* comments on these reports as follows:—"The reports by the different committees bear witness to a great deal of thoughtful care, and to the initiation of many reforms which tend gradually to improve the moral and sanitary condition of the settlement. New drains have been constructed in various streets, and it is satisfactory to learn that those which have been reconstructed on the principle suggested by the late Mr. Clark keep fairly clean notwithstanding the very slight fall which the formation of the land permits.

"New fire wells are in course of construction, and a hole is to be dug in the bed of the Yang-king-pang, to secure a supply of water there at low tide. The erection of landing stages opposite the various streets abutting on the bund has commenced; and the French Council has been asked to join us, according to a previous understanding, in bringing the frontage of the two bunds at the mouth of the Yang-king-pang into line, to secure an even flow of water along the river face.

"We notice that Mr. Kingsmill is getting on favourably with the new plan of the settlement which has been entrusted to him,

*According to a telegram published in another column, the Duke had arrived at Shanghai, where he met with an enthusiastic reception.

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and that its completion is awaited, before the Land Re-assessment Committee commence their labours. An immense improvement has been effected in the rounding off of various street corners, and we hope other proprietors will follow the liberal example of those who have permitted the change. As we remarked some time ago, measures are being concerted for the exclusion of inflammable material, such as kerosine oil and gunpowder, from the settlement; and the godowns on Pootung point are, we believe, suggested as a convenient store for such articles. Arrangements have been made to renew the excellent chain-gang system; it remains only with the Mixed Court to sentence prisoners to that punishment. A project for bringing the slaughter-houses under control has been mooted, and a still more effectual check will be thus provided against the provision of bad meat for our food."

The Hong Kong Government and the Council have arranged an amalgamation, so far as the working is concerned, of their respective post-offices; the main features in the amalgamation are:—

*a.* That the two postmasters, and their respective assistants, be required to render to each other mutual assistance on the arrival and departure of all mails, so as to lessen the time occupied in manipulating such mails. The postmaster in whose office the work is being actually performed, at any time, to be for that time the head officer, and to exercise control.

*b.* That each office shall, at its own cost, provide a staff of at least five coolies, on the understanding that the services of the entire body of coolies are to be placed at the disposal of either office on the arrival and departure of mails.

*c.* That all letters received at the local post-office from Hong Kong, or for despatch to Hong Kong, shall be handed over to the British postmaster, to be dealt with exclusively by the British post-office.

*d.* That all letters (Government correspondence excepted) received at the local post-office, addressed to or sent from all other places whatever, not ports of the United Kingdom, shall be dealt with by that office.

*e.* That all unpaid, or insufficiently prepaid letters, which may be received at the local post-office for despatch by contract packets, be handed over to the British postmaster to be dealt with according to his instructions.

The Council are about to connect their police-stations by telegraph. We are glad to see this, as the fears of Feng Shui may be lessened—so far as telegraphs are concerned—in the eyes of the natives. The Council are extending the Contagious Disease Act in a modified form, by bringing native brothels under their supervision.

Dr. R. Alex. Jamieson has furnished the Council with a valuable report on the sanitary condition of Shanghai. Such a report has been long needed. I am glad to see that the Council intend building their sanitary arrangements for next year on it. The Committee appointed at the meeting held a month ago have at last made known their programme for the reception of Prince Alfred. As we mentioned last week we have to thank our Consul, Mr. Medhurst, for obtaining for us the privilege of a visit from H.R.H. On his return from Nagasaki Mr. Medhurst at once communicated with the other members of the committee, and a meeting was called for last Wednesday, when the proposed addresses were read and agreed to, and the following programme accepted. The first day will be devoted to the public ceremony, consisting of a reception and the presentation of an address from British residents and another from residents of other nationalities. In the evening is to be given a representation by the Amateur Dramatic Corps. On the second day a cricket match between the officers of the fleet and the S.C.C., with a *déjeuner* on the ground, is proposed, and in the evening the Concordia Club will invite his Royal Highness to a theatrical and musical entertainment. For the third day, which it is understood will be the last of his stay, a ball has been agreed on, and it is also propose to illuminate the Bund. The Customs authorities also contemplate the erection of a "gorgeous" triumphal arch on their jetty, in the expectation that his Royal Highness will land at that point, which decidedly is the most convenient on the Bund. On the suggestion of one of the committee it was arranged that the ball should also be in honour of Admiral Keppel, as the time will be too short to give a separate farewell entertainment to the gallant and popular Admiral.

The excitement about the demons in the new church has died away. A proclamation has been issued by the new Taoutai, and it is said that he has had two men flogged for the share they took in creating the rumours.

It will be remembered that in one of Mr. J. B. Robertson's letters to the London *Daily News* he stated that Mr. Burlingame's credentials are drawn up in the old form, accrediting him to the Western Governments as tributary States, although this objectionable feature is not reproduced in the translated version, on which those Governments would, of course, rely. The *N. C. Daily News* of yesterday published the following translations; the first [A] is "the official version, on the strength of which Mr. Burlingame has been accepted in Europe as 'High Minister Extraordinary and Plenipotentiary' from the Emperor of China to his Imperial, Royal, and Republican brethren of the West. The second [B] is a less euphistic translation, which we now offer for the consideration of those who have been dazzled by the former, and which is chiefly remarkable for the entire absence of allusion to the 'High Minister Extraordinary and Plenipotentiary' who is introduced by the first."

A

"His Majesty the Emperor of China salutes (Her) Majesty (the Queen) of (England). In virtue of the commission We have with reverence received from Heaven, and as China and foreign nations are members of one family, we are cordially desirous of placing on a firm and lasting basis the relations of friendship and good understanding now existing between us and the nations at amity with China.

"And as a proof of our genuine desire for that object, we have specially selected an officer of worth, talents, and wisdom. Anson Burlingame, late Minister at our capital for the United States of America, who is thoroughly conversant with Chinese and foreign relations, and in whom, in transacting all business in which the two Empires of China and (England) have a common interest, we have full confidence as our representative and the exponent of our ideas.

We have also commissioned Chih Kang and Sun Chiaku, high officers with the honorary rank of the second grade, to accompany Mr. Burlingame to England, where Mr. Burlingame with the two so appointed will act as our High Minister Extraordinary and Plenipotentiary.

We have full confidence in the loyalty, zeal, and discretion of the said three Ministers, and are assured they will discharge satisfactorily the duties entrusted to them, and we earnestly request that the fullest credence and trust may be accorded to them, that thereby our relations of friendship may be made permanent, and that both nations may enjoy the blessings of peace and tranquillity, a result which we are certain will be deeply gratifying.

B

H.M. the Emperor of China to H.M. the Sovereign Ruler of (Great Britain) greeting.

Our title to universal sway has been reverently received from Heaven. (Regarding) the central and outer nations as one family, we have been considerately mindful of the lesser States in amity with us; and for the purpose of consolidating and rendering permanent the existing good understanding with them we have made special selection of good, capable, and intelligent officers to visit together (Great Britain), namely, the recently resident U.S. Minister at Peking, Mr. Burlingame—who, from his acquaintance with the circumstances of both Chinese and foreigners, will, in the management of the international business between the two countries, prove there is reason to expect a competent exponent of our views as to what requires adjustment (lit. what is warped)—and Chekang and Sun Chiakuh, of the 2nd grade in rank.

The appointment of officers all taken from the class of high functionaries who are selected by reason of special fitness for posts of importance attests the sincerity of our friendly sentiments. All three officers being, as we know, of tried fidelity, zeal, and painstaking in care, they are sure to manage satisfactorily. We do hope, therefore, that you will extend to them all frankness, so that by the interchange of unreserved confidence means may be found for placing friendly relations upon a lasting basis,—to the enjoyment by all in common of peace and tranquillity, a result which will cause you, we entertain no doubt, very great rejoicing.

Dated Tung-chi 6th year, 12th month, 6th day.

Mr. Wade did not arrive by the U. S. mail as expected, having been detained, but may be looked for by next steamer.

Sir Edmund Hornby is not expected to return to Shanghai till the beginning of November.

The launch of the third steamer built at the Kiangnan Arsenal took place on Tuesday afternoon, in the presence of Ting, Footai, and a number of native officials. She is thus described by the *Recorder*:—"Her length over all is 167 feet; beam, 27 feet 3 inches; depth of hold, 13 feet 2 inches; and gross tonnage, 650. Her frames are made of Singapore, Malava, and white oak, filled in solid, fore and aft, with yellow pine, and caulked inside and out. She is planked oak, and her deck is of teak. Her engines are horizontal direct acting, of 125-horse power, nominal. She has two boilers, each capable of being worked up to 30 lbs. of steam, and is fitted with Griffith's patent hoisting propeller. She is brig-rigged and flushed decked, and carries aft four 24 lbs. Dahlgren brass guns; midships, one 68 lbs., smooth bore; forward, four 24 lbs. Dahlgren guns; and as a bowchaser one 42 lbs. breech-loading rifled gun. When in the water she presented a very pretty appearance indeed, and when rigged, will rival the other two boats; her bow is round, which for that class of boat is certainly the prettiest, and we may safely say that in every respect she is a credit to her builders. We must not forget to mention that she was launched with her engines in her, and will make a trial trip in a few days."

One of the daily papers says that three new Customs cruizers, twin screws of 500 tons each, are shortly expected out for service on the China coast, one being for service on the northern, one the southern, and the third on the central station. Two of them will very shortly be here, having left home in June; the other was to leave in August. As soon as the one intended for the central or Shanghai division arrives the *Kwashing* will, we understand, be dismantled, by taking out her guns and reducing her crew, and she will be confined to harbour duty.

A new Chinese gunboat, the *Man-wing-ching*, built at the Foochow arsenal, arrived here during the week from that port. We believe she is entirely officered and manned by natives.

Business generally in the North of China is dull. The late "spurt" seems to have been quite speculative, and has been followed by the usual reaction. At Hankow nothing more will be done this season; the cotton and rice crops are almost destroyed, and the prospects for the winter very bad. The Japan crops of rice and cotton are no better, and as a result imports will surely suffer. Money is very dear among the natives, and much bullion is going out of the country to purchase rice. The cry of "short tea crop" has now subsided, and it is generally thought the crop

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will be pretty nearly equal to last year's; while silk keeps up, and shippers are still bold.

The Gas Company is getting out of its difficulties, having got rid of all unallotted shares at par, and will soon be able to pay off the whole debenture debt, with, perhaps, a dividend for the current year; the consumption has greatly increased.

### CHEFOO.

A Chefoo correspondent writes:—The *Adventure*, Captain Raby, R.N., arrived here on the 29th Sept, with Lady Keppel and part of the suite of his Royal Highness the Duke of Edinburgh; and H.M.S. *Salamis*, bearing the flag of the Hon. Admiral Sir Henry Keppel, arrived here on the following day with his Royal Highness the Duke of Edinburgh and his suite. Immediately after the *Salamis* had anchored the Duke landed with Admiral Keppel, without attracting any unusual attention, and after quietly walking round Yentai Hill he entered one of the English merchants' houses, where he partook of some refreshment. He afterwards strolled through the Chinese town, making a few purchases, and returned on board the *Salamis* to dinner. It was intimated that the Duke desired to preserve an *incognito* during this first visit to Chefoo, as, the *Galatea* not being here, he was the guest of Admiral Keppel, and thus no address was presented on his landing.

### HANKOW.

(FROM OUR OWN CORRESPONDENT.)

Since last I wrote, the water, which was then by latest accounts falling, has continued to rise, until it now is but two feet below the maximum for the year. And when I thus describe the condition of the river I have said all that can be said about Hankow, for the simple reason that incidents, whether social, domestic, commercial, or even political, are rendered impossible so long as locomotion is impeded, as at present. The market continues glutted with all descriptions of imports, and prospects for the winter are looking gloomier and gloomier.

It is reported amongst native circles that Li Hung Chang is soon to be removed from his present vice-royalty to the province of Szechuen. It is difficult to say whether he is more trusted or distrusted by the Government. His judgment and energy are implicitly relied upon, but his rapidly increasing power makes him an object of suspicion. In fact, the talents that make him valuable have at the same time made him formidable. But foreigners have nothing to hope from Li: he is Conservative to the back-bone, and would now gladly turn the guns which foreigners have made for him at Nanking, against every Western intruder into China. The Peking Cabinet, however, are not quite assured of this; and so they think it politic to shift him about, so as to prevent his taking deep root anywhere.

### HONG KONG.

The latest date from this port is the 19th Oct. The outward French mail of Sept. 2 was received on the 14th Oct. Few events of importance had transpired during the week. The following items are from the *China Mail*:—

Mr. John McLeavy Brown, secretary to the Burlingame Mission, arrived here from Europe, *en route* to Peking, on the 14th inst. The object of his return is a subject of much speculation.

That the affairs of the Mission required some trustworthy agent at Peking, whither Mr. Brown has proceeded, was a very natural and, we believe, well-founded supposition; but it was not to be expected that so able a diplomatist as that gentleman would reveal the objects which induced his return to China. We are, however, able to state that the rumour of his resignation was totally unfounded, and that there is a possibility that the frame of mind in which the Chinese authorities are represented to be is not so antagonistic to all of Mr. Burlingame's proceedings as has been imagined. One thing is at least certain—the speedy and we believe we may say totally unexpected visit of Mr. Brown to Shanghai will enable him at once to disprove the *possibly* absurd and injurious allegations brought against him and the eminent sinologues who share the responsibility of the translation of Mr. Burlingame's letter of appointment. We do not hesitate to express our own conviction that his and their rendering is the correct one. We have not yet seen a copy of the Chinese original, but it is more than probable that the translation "lesser States" in the *North China Daily News*' version is a simple case of straw-splitting based on the supposed difference in status between two characters. At all events, Mr. Brown has but to furnish the Chinese text, and every sinologue in China may satisfy himself of the truth, or otherwise, of the assertions made. The general public might refuse to believe the dictum of one or two; but every port in China, not excluding Hong Kong, has residents capable of accurately judging of the merits of the controversy, and their united testimony would be irresistible. It is greatly to be hoped that this opportunity will be afforded. We differ distinctly from Mr. Burlingame's policy, but we shall be glad to find that the well-known scholars above alluded to, with Mr. Brown, stand clear of an imputation which goes beyond the limits of mere literary controversy, and touches them as men of honour and probity. Again, we repeat the solution lies in the hands of Mr. Burlingame's friends.

A paragraph appears in the *London and China Express*, received by the French mail, that makes necessary a reference to the almost forgotten case of *Regina* v. *Saint*. The writer of the paragraph refers to the fact, of which our readers are aware, that steps were taken by the representatives of the Crown here to apply to the Privy Council for leave to appeal against the judgment of the Chef Justice, on the demurer by the prosecution; and it concludes with saying, "We are surprised that Sir R. MacDonnell should have sanctioned any further proceedings. As it is, perhaps the right to appeal will be granted, but we cannot for a moment doubt that the Judicial Committee will confirm Judge Smale's decision in every particular." As the paragraph will be read read in Hong Kong, we deem it right to state that the Crown a short time ago gave formal notice to defendant of its intention to enter a *nolle prosequi* in each of the two pending criminal informations against him, viz.:—one at the instance of the King of Portugal, and the other on behalf of Senor Horta; and also that the appeal against Chief Justice Smale's judgment on demurrer *in re* Amaral would not be further proceeded with. The formal declaration to this effect is to be made to the Supreme Court at the Criminal Sessions which commence on the 20th, when the Acting Attorney-General, the Hon. H. E. Pollard, will state the reasons why this course has been adopted by the Crown. We make this statement simply in correction of a paragraph written in unavoidable ignorance of the present state of the case; otherwise we should have remained silent upon it until it again comes formally before the Court.

The *Camoens*, Portuguese gun-boat, has captured the junk which pirated the N. G. barque *Apenrade*. Owing, however, to the heavy weather she had to be abandoned and sunk.

Great preparations continue to be made for the reception of H. R. H. the Duke of Edinburgh.

The Gibson memorial fund subscriptions have up to the present time reached over $2,000.

## PHILIPPINES.

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### MANILA.

The advices from Manila are to Oct. 12. There are no very full accounts of the earthquake, but such as have come to hand show that the statements already published by us were in no degree exaggerated, as the following extract proves:—

Manila has been visited with another very severe earthquake,—as severe in its force as that of June 3, 1863, but owing to there being no cross oscillation, all the waves going in one direction, the destruction of property has not been so great. Still a number of the public buildings have suffered terribly, and, both inside and outside the city, many private houses have been damaged. Casualties to persons, considering the extent of the misfortune, have not been many, a few killed and wounded are reported up to latest date. The earthquake occurred at the busiest part of the day, about half-past eleven, in the forenoon of Oct. 1, during a very heavy shower; and with the recollection of 1863 uneffaced from their memory, the terror and fear of the inhabitants is more easily imagined than described.

## JAVA.

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### BATAVIA.

Accounts from Samarang, Cheribon, &c., give sad accounts of fever epidemic. Houses and boats are deserted, and labour cannot be procured for loading ships and general purposes. Our readers may remember the sweeping condemnation Our Special Correspondent lately passed on the sanitary condition of Samarang, and warning the Government and inhabitants to see to it.

The press has suffered a severe loss in the death of Mr. H. J. Lion, late editor of the *Batavia Handelsblad*, the "Nestor" of editors in the East. A Conservative paper, the *Sourabaya Nieurs-bode*, has entirely collapsed.

The Samarang Chamber of Commerce has, in the presence of delegates from those of Batavia and Sourabaya, had discussions on the sugar culture system, which is at present occupying the attention of the Dutch Houses of Parliament.

Government has commenced proceedings against the Sourabaya papers for libel, said papers having stated that Governor-General Meyer had received private orders not to appoint natives to places with a salary of $120 per month to the detriment of European candidates.

## STRAITS SETTLEMENTS.

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### SINGAPORE.

The outward mail of Sept. 10 arrived on Oct. 14 with telegrams to Sept. 28. The dates are now down to Oct. 2 The *Straits Times* gives the following summary of news:—

The new Government House now shelters the representative of Royalty. His Excellency moved in last week, and beyond a little

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trimming up, the work may be said to be complete, and be ready for the reception of the Duke of Edinburgh when he comes. According to our advices from China, the Duke will probably not be here for three weeks or a month yet, and, as he has a good deal of lost time to make up, his stay will doubtless be short.

A good deal of attention has been given to the Secret Societies' Bill, which has been introduced into Council and read a second time. A pretty general belief prevails that the Governor is wrong in seeking to carry through, with so much haste, a measure which he himself admits to be an instalment merely. After waiting two years to legislate at all and with all the information within our reach which it is possible to obtain,—the opportunity should be availed of to pass such a measure as will be of real value to the community, and by its statesman like features serve in some measure to vindicate the settlement from the reproach of crude and ill-digested legislation, which the productions of its Councils have hitherto earned for it. Another subject which has occupied some attention, outside the Council, is the progress of the steamer which was ordered now about two years ago for the public service of the Straits, and for which £23,000 was remitted from the Colonial Treasury in February last. For some mails back various reports have been received casting doubts upon the steamer's being under progress at all; and last mail's advices render it almost certain that the steamer never really has been ordered, and that the colony has been put to the expense of borrowing and remitting the money for no purpose whatever. Neither is this the worst feature in the case; there is grave reason to fear that, by reason of compositions paid to various parties for unfulfilled engagements, we may in the end get only a very small portion of our money back again—one debit note for £400 came by last mail for money paid in this way to the gentleman who was to superintend its construction.

## PENANG.

The arrangements for the reception of the Duke of Edinburgh are nearly complete. A worthy Chinese, Kan Sin Tat, has placed a new house at the disposal of H.R.H. The Governor is supplementing the fittings, &c.

The death of Mr. Logan, the editor of the *Penang Gazette*, is universally regretted. The funeral was attended by nearly every European in the settlement; and the principal Chinese, Malays, and other Asiatics of almost every race and creed were present, not excepting even the priests of their various religions. J. R. Logan arrived in Penang in 1839, and since that time he has been a constant resident of the island and province. He was a fellow of the Geological Society, member of the Asiatic Society, corresponding member of the Ethnological Society of London, and of other literary and scientific societies. He was also the editor and principal contributor of the *Journal of the Indian Archipelago*, eleven volumes of which have been published.

We understand that nothing is to be be done with regard to the new territory to the east of Province Wellesley, ceded to us lately by the Rajah of Quedah, until his Excellency the Governor next visits Penang, which will probably be after the visit of the Duke of Edinburgh.

## CEYLON.

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### COLOMBO.

The currency question still engages attention, but in London the Government measure for introducing the rupee in place of £ s. d. is considered to be practically passed, and the banks connected with the island are sending out rupee notes in place of the pound notes.

The Galle harbour scheme continues to be a subject of controversy; the *Colombo Observer* publishes a report by Messrs. Halliley and Donnan, showing how the necessary revenue to meet interest and sinking fund can be raised. They proposed to levy 2s. per ton on coals landed and tonnage dues, up to a maximum, in case of the great mail companies' steamers, of 6d. a ton—to be reduced to 4d. as the increased resort of steamers renders reduction possible. It is quite clear that 6d. per ton would not be too high a price to pay for the benefits of perfect safety and smooth water which would always allow easy coaling and the transhipment of goods; for the fourteen P. and O. steamers which now visit Galle 110 times per annum on their voyages between Calcutta and Suez, Bombay and China, and from and to Australia are valued at £1,267,000; the rough estimate of the value of the silk, opium, indigo and other goods they carry being twenty millions sterling. This leaves out of view the steamers of the Messageries and other companies with their cargoes, and the great increase in steam navigation which may be expected to ensue on the opening of the Suez Canal. As regards coal ships Messrs. Halliley and Donnan mention the significant fact that the average detention of such ships in Galle Harbour during the calm weather of the North East monsoon is only twenty-six days against fifty-two, or exactly double during the prevalance of the South-West monsoon, when the ocean swell comes rolling into the harbour. It is clear, therefore, that coal ships could afford to pay enhanced tonnage rates for the benefit of calm water all the year round. Doubts being still entertained whether from the contour of the coast and the direction of the swell, the breakwater so elaborately reported on by Major Clarke and Mr. Hutton Gregory can ensure perfectly smooth water inside, the Governor has taken the wise course of appointing a Commission, composed of the leading engineering and nautical authorities in the Island, the Surveyor General being Chairman, to consider the best form of breakwater for securing quiet water so as to permit of coaling, transhipping &c., easily and safely in all weathers.

# Commercial Report.

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(*For dates see First Page.*)

## CEYLON, STRAITS, JAVA, CHINA, AND JAPAN IMPORTS.

YOKOHAMA.—The market, which we last reported active with improved prices, had become quiet for all staples and prices had slightly receded. The market, however, closed firm, importers showing no anxiety to realise. About 1,500 to 1,800 bales of Yarn had changed hands, together with from 25,000 to 30,000 pieces of Shirtings. The further decline in the value of native currency had doubtless tended to some extent to cause a depression in the market. Metals: A limited inquiry was made for Nail Rod Iron of smallest sizes at $3.10 to $3 50. Lead continued dull at low prices. Quotations:—Cotton Yarn, 16 to 24, $51.50 to $52.50 per picul; 28 to 32, $53 25 to $54.50; 38 to 42, $57 to $58; Grey Shirtings, 7 lbs., $2.60 to $2.65 per piece; 8 lbs., 4-6, $3 to $3.10; Black Velvets, $9 to $9.65, good chops saleable; T. R. Cambrics, $0.90 to $0.95 per lb.; Blankets, $0.38 to $0.45 per lb.

SHANGHAI.—There had again been a large business in the chief staples between the departure of this and last mail; as far as Grey Shirtings and T-Cloths are concerned mainly speculative. For most other goods the demand had been of a steady character, and prices had risen or fallen in answer to the wants of the trade. Grey Shirtings: At one time Tls. 2.31 per piece was obtained for Dewhurst's 8-4 lbs. Eagles on moderate credit. Subsequently a reaction took place, and similar goods were offered and sold (by speculators) at Tls. 2.27 per piece on short delivery. At the close there were more Chinese sellers than buyers. Prices were Tls. 2.0.4 to 2.0.7 for 7 lbs., Tls. 2.2.2 to 2.2.7 for 8-4 lbs., and Tls. 2.4.5 to 2.8.5 for 9 to 9-12 lbs. T-Cloths: Speculators had turned their attention to these goods, owing to their comparative cheapness, and a large business has resulted in them at in some cases an advance on last quotations. Prices—Tls. 1.35 to 1.68 for 6 lb., Tls. 1.60 to 1.92 per piece for 7 lb., and Tls. 2.05 to 2.45 per piece for 8 lb. 36 in. White Shirtings: About 8,000 pieces (chiefly lower counts) had found buyers, and for special chops a slight advance had been obtained. The demand was not extensive, but *bona fide*. We quote 56 reed Tls. 2.15 to 2.20; 60 reed, Tls. 2.30 to 2.35; 64 reed, Tls. 2.35 to 2.40; and 66 reed, Tls. 2.48 to 2.55. Drills: The demand had fallen off. Quotations:—American, Tls. 3.95 to 4.04; English, Tls. 3.55 to 3.80; Dutch, Tls. 3.55 to 3.73 per piece. Sheetings: American Cloth improved, fair sales at Tls. 3.60 to 3.75; small sales of English at last values Jeans: Sales of all kinds reported at about former rates; American Cloth. Tls. 3.10 to 3.13; English, Tls. 2.95 to 3; Dutch, Tls. 2.85 to 2.95 per piece. Fancy Goods: There has been a fair business in all classes of these goods, prices showing no material change. Camlets: The chief change to note was the rise in value of C.P.H. Scarlet, which were worth Tls. 13.30 per piece: Green also advanced 15c.; Black declined 25c. per piece. In other colours no alteration. Long Ells: Only small sales quoted, prices for ordinary Scarlet at one time declined to Tls. 5.95 per piece, then recovering to Tls. 6.05 per piece; C.P.H. Orange showed a fall of 25c., and Gentian 10c. per piece. In other Woollens there was little of interest to note. Metals: Both Bar and Nail Rod Iron had been inquired for. The former had changed hands to the extent of about 800 piculs at Tls. 2.15 per picul, and of the latter some 7,000 bundles had found buyers at Tls. 1.85 per picul for German Manufactured Iron up to Tls. 2.05 per picul for fair English assortments. Stocks of both descriptions heavy. Lead: Quiet. Coals: Receipts fully equal to demand, prices had not varied; American, Tls. 9.75; Newcastle, Tls. 5.90 to Tls. 6 from shipside.

HANKOW.—The comparative low rates ruling for Grey Shirtings led to purchases upon speculative account of all offering, by which means an advance of one mace per piece had been established. Grey T-Cloths neglected and difficult of sale. Grey Drills sold at a reduction of five candareens per piece. White Shirtings better supported, advanced five candareens per piece. All Fancy Cottons only saleable in small parcels. Lustres in better request, and about one mace per piece dearer. Woollens difficult to quit. Camlets declined two mace per piece. Fair sales of Lastings. Long Ells very heavy of sale, and price showed a further fall. Lead, after advancing four mace, dropped, in consequence of an injudicious sale to previous rates, but had since rallied two mace per picul. Quotations: Grey Shirtings, 7 lbs. to 7-2 lbs. per piece, Tls. 2.02 to 2.10; 8-4 lbs. to 8-6 lbs., Tls. 2.24 to 2.28; Grey T-Cloths, Tls. 1.30 to 2.30; White Shirtings, Tls. 2.15 to 2.60; Spanish Stripes, per yard, Tls. 0.55 to 0.59; Medium Cloth, Tls. 0.95 to 1.15; Broad Cloth, Tls. 1.10 to 1.50; Camlets, SSS, per piece, Tls. 10.50 to 11.56; SS., Tls. 11.60 to 12.60; Lastings, Tls. 10.70 to 11.40; Long Ells, Tls. 6.15 to 6.50; Lead, per picul., Tls. 5.40 to 5.60; Nail-rod Iron, Tls. 2.65 to 2.85.

FOOCHOW.—Sales are reported of 1,000 pieces 8¼ lbs. Grey Shirtings at $3.10, and of 1,000 pieces 7 lbs. at $2.45. Quotations are:—Grey Shirtings, 8¼ lbs., $3.10; 7 lbs., $2 45. T-Cloths, 7 lbs., $2.45; 6 lbs., $2.20. Coals: No sales. Lead: Difficult of sale at quotations—Large Pigs, $7½; small, $7 per picul.

HONG KONG.—The following is from Messrs. Olyphant and Co.'s Circular, dated Oct. 18:—Cotton Yarn: Arrivals small, but settlements aggregate largely, and stocks in consequence are still further reduced. Purchases have been freely made at advancing rates, and with increased firmness on the part of holders, a high range of prices has been established. Nos. 16/24 now command rates $3 to $7.50 over last quotations; Nos. 28/32 are $3 dearer, while Nos. 38/42 have realised $2.50 to $5 higher figures. The market closes strong with an active demand. Piece Goods; The firmness of the market last advised has not been sustained, and, though a fair business has been transacted, rates for the staple manufactures are in some instances weaker. The demand for

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8-4 lb. Grey Shirtings for shipment has subsided, and dealers have bought principally to prepare themselves against future wants; 7 lb., though in small stock, have been comparatively neglected, and prices of both these weights have given way 2½c. per picul; 10 lb. goods are dull of sale, at a greater reduction. Common White Shirtings are in fair demand at former rates, whilst fine White kinds are neglected. T-Cloths have commanded increased attention, 6 lb. of common makes and 7 lb. Mexican having been considerably dealt in at former values. 7 lb. of lower qualities, however, are not wanted at a slight decline. 8 lb. are in full supply, and have fallen 5c. per piece. There are no Chintzes on offer, and first arrivals are likely to meet with quick sale. Values of English and Dutch Drills have been sustained, and a moderate demand still keeps up; stocks of the latter having been entirely cleared off. Holders of American goods are still firm, though inquiry has slackened and dealers are showing less disposition to buy than heretofore. Woollens: Holders have shown a willingnese to quit their goods at ruling rates, and a fair business has resulted in most articles, though the only improvement noticeable in any description of these fabrics is in superior Lastings, which are now held at rates 25c. to 50c. dearer than previous quotations. Long Ells have been fairly taken. but prices remain unchanged. Spanish Stripes and Blankets are lower, Camlets have been moderately dealt in at former rates. Metals: The supply of Nail Rod Iron is large and prices have given way 5c. per picul. Bar and Hoop Iron are firmly held for an advance. Lead has been moderately taken at slightly enhanced values. Tin is somewhat firmer, owing to a demand for the northern markets. Quicksilver shows no change. Coal: The market is lifeless, and quotations are lower. Arrivals have been 2,147 tons of Cardiff, of which 1,450 tons come to consumers. Sales, 2,000 tons Cardiff, at $8 per ton. No inquiry for Anthracite. Ginseng: Dealers have shown very little desire to operate, and a very quiet interval has ensued for the article. The only transaction has been the settlement of 6 barrels clarified at about $200 per picul. Quotations—Grey Shirtings, 7 lbs., $2.55 to $2.57½; 8.4 lbs., $2.85 to $2.88; White Shirtings, $2.50 to $3.60; finer qualities, $4 05; T-Cloths, 6 lbs., $1.95 to $2.00; 7 lbs., $2.20 to $2.25; 8 to 8-4 lbs., $2.70 to $2.80; Spanish Stripes, Scarlet, 70c. to 75c.; Assorted, 68c. to 73c.; Long Ells, per piece, Scarlet, $7.70 to $7.90; Assorted, $7.70 to $8; Blankets, 50c. to 54c.; Camlets, SSS., $13.50 to $14; SS. Assorted, $15.50 to $16.25; S. $17.25 to $17.75. Iron—Nail Rod, $2.50 to $2.65. Lead, $6.40; L. B., $6.40 to $6.50; W. B., $6.75 to $7.

SINGAPORE.—Messrs. Boustead and Co. report as follows:—There has been rather more general demand for cotton goods since the date of our last advices, and as importers are not anxious to force sales at present low rates, prices are firm at about last quotations. 39 inch Grey Shirtings: The demand for 8¼ lbs. has not been large; sales at $2.85 to $2.90; 7 lbs. and 6 lbs. placed at $2.52½ and $2.15 to $2.20 respectively. 45 inch: 7 lbs., $2.50 to $2.55; 8 lbs., $2.87½. 39 inch White Shirtings: Fine descriptions of well-known makes in rather more inquiry; several sales reported, but at low rates; 64 reed placed at $3.05 to $3.15. 36 inch White Spots sold to small extent at $2.90. 45 inch White Cambrics: No. 24s, 16 by 16, in demand; sales at $20 to $21 per corge; finer qualities more inquired for, and 15-16 slightly firmer, being worth $32 to $32½; 30 inch White Madapollams in demand; sales at $23½ to $24 per corge; 33 inch Imitation Irish Linens: Sales reported at $2.10 to $2.12½. 32 inch Grey T-Cloths: Light weights in request; sales of 4 lbs. at $1.40, 4½ lbs. at $1.52½; 5 lbs. very dull at $1.60 to $1.62½; 6 lbs. in fair inquiry at $1.85; 7 lbs. in large stock and dull at $2.15 for ordinary. 32 in Grey Maddapollams: 2¾ lbs. sold at $21; 3 lbs., at $22½. 30 inch Grey Drills: In better demand; 12 lbs. to 12⅜ lbs. English sold at $85 to $85½, 14 lbs. at $93 to $94; heavy weights of Dutch sold at $94. 32 Turkey Red Cambrics: Very quiet, sales very limited at last rates; Mulls in no demand, and nominal. Grey Yarn: 18-24 sold at $130 to $131; 30's out of stock and are worth $131, 40's declined to $150. Coloured Yarns: Green placed at $90, Yellow at $82½, Imperial Red at $85. Woollens of all descriptions very dull, rates nominally unaltered. Metals: Copper Sheathing is dull at $26, Yellow Metal at $21½, both articles in full supply; Nail Rod Iron dull at $2.50; Pig Lead sold at $6.10 and wanted at $6, but most holders are firm at $6.25; Tin Plates and Brasswire very dull. Coals: Weaker; North Wales $4¾, Cardiff $7½.

PENANG.—Grey Shirtings: Sales of 6 lbs. at $46; 7 lbs., $52 and $51; 8¼ lbs., $62½ and $59 per corge. Grey Long Cloths inactive; quotations nominal. Grey Madapollams: Market bare; no arrivals; quotations nominal. Grey T-Cloths: Prices weaker, by reason of Singapore imports. Sales of 6lbs. at $39 to $40—7 lbs., at $45½ to $44 per corge. In other weights no business. White Shirtings continued difficult of disposal; sales of Fine, at $88 to $95; medium, at $65 to $72½; and of some goods 23 yards length at $50 per corge. White Cambrics: Very weak; sales of No. 50's at $28 and $27½ per corge. No. 15-16: declined, opening at $33 and closing at 32 40 per corge. Grey Sheetings: Moderate sales, at $94 per corge. In Amerscan Drill, Dyed and Figured Shirtings, Mull's, and Brocades: No transactions. Grey Mule Yarn market bare, quotations nominal. In other Twist sales effected of Turkey Red, No. 40, at $145; Imperial Red, No. 40, at $80, $81, and $82½; Green assorted, at $82½ per bale of 200 lbs. A good demand for Gold Thread, and considerable sales at $49½ cash and $51 credit. Iron and Steel had not moved, but a sale of Pig Lead reported at $6¼ per picul. Yellow Metal goes off very slowly at $23 per picul. A sale of Spelter reported at $6½ per picul.

COLOMBO.—Messrs. Geo. Wall and Co.'s report is as follows:—In the absence of recent advices of any kind the decline noticed in our last has continued to progress in most descriptions of goods. This tendency has been aggravated by the eagerness of importers to anticipate possible worse rates by immediate sales. Our quotations give the value at which we close. Grey Shirtings: 39 inch 7 lbs., 11s. 3d.; 8¼ lbs., 13s. 9d.; 45 inch 8 lbs., 13s. 9d. to 14s.; 9 lbs., 15s. 6d. to 15s. 9d.; 10 lbs., 17s. 6d. to 18s.; 11 lbs., 20s. to 20s. 6d.; 50 inch 10 lbs., 17s. 6d. to 17s. 9d.; 11 lbs., 18s. 6d. to 19s. Grey Longcloths: 40 and 45 inches, 1s. 6d. Prints: A good many parcels have been placed of Regatta and White gro. Prints at a reduction on recent values.

## CEYLON, STRAITS, JAVA, CHINA, AND JAPAN EXPORTS.

### TEA.

YOKOHAMA.—A fair amount of business had been done, almost entirely for the American and Californian markets, and full prices had been maintained. At the close, however, a slightly easier tendency was noted, although no reduction in prices had been obtained. Settlements, chiefly of medium grades (common and fine leaf being scarce), amounted to about 5,000 piculs. The weather had greatly retarded arrivals, and stocks were therefore small. The Cedric had sailed for New York and Boston with 384,822 lbs., and the P.M.S.S. Co.'s steamer America took 32,624 lbs. for New York, and 71,599 lbs. for San Francisco. Quotations: Common, nominal; good common, $22 to $23 per picul; medium, $25 to 26; good medium, $27 to $30; fine, $31 to $33; finest, $36 to $37; choice, nominal.

SHANGHAI.—Black: The market remained very quiet for some days after the departure of the last English mail, and business was transacted at a decline in rates. Later on competition rather hardened prices, and increased the demands of holders. Latterly prices had again weakened, consequent on the liberal supplies, and the uncertainty as to what dimensions the export may assume if the existing range of quotations were maintained. Settlements for the fortnight, 27,000 chests; reshipments on owners' account, 2,000 chests; stock, 151 chops, or 51,000 chests. Quotations, duty paid, exchange for credits, six months' sight, at 6s. 0¾d. per tael, and freight at £2 10s. per ton:—Hohow, common to good, Tls. 17¾ to 21½, equal to 1s. 0½d. to 1s. 2½d.; Oonam, common to fair, Tls. 19 to 21½, equal to 1s. 1d. to 1s. 2½d.; Ningchow, fair to good, Tls. 20½ to 22½, equal to 1s. 2d. to 1s. 3½d.; Oopack, Tls. 20½ to 23, equal to 1s. 2d. to 1s. 3½d. Green: An important business had been transacted during the fortnight. Common to medium descriptions showed a decline of about one tael per picul; finest kinds no change in rates. The bulk of the settlements was destined for New York, but a liberal quantity had been bought for the English market. The following were the quotations: Moyune and Teenkai, Tls. 33 to 45½; Fychow, Tls. 27 to 37; Pingsuey, Tls. 36 to 41¾; Shanghai-packed, Tls. 25. Settlements for the fortnight, 54,000 half-chests; re-shipments on owners' account, 6,700 half-chests; stock—60 chops, or 62,000 half-chests.

HANKOW.—The following is from Messrs. Drysdale, Ringer, and Co.'s report:—Owing to the change usual at this season of the year in the time of departure of the mail, we have to report on the business which has transpired during nearly three weeks. For a few days after date of our last a fair business was done, principally in common Oanfas at 18 to 18½, but as supplies then came in more freely than anticipated, demand fell off, and during the latter part of the time under notice but little has been done. Supplies have again been heavy for the advanced period of the season, making our Export one million and a-half pounds in excess of what it was at corresponding date of last year. The quality of all the late arrivals is very inferior, and there has not before been such a large quantity of common Tea brought to this port, a considerable proportion of which will not rank at home as Common Black Leaf. Shipments to Shanghai for sale on native account amount to 18,000 chests, the bulk of which have gone forward without being generally offered, as Teamen found the state of our market did not admit of their obtaining offers to cover cost. The early settlements were made at prices fully equal to last quotations, but closing transactions show a decline of Tls. 1 to 1½ per picul, with a downward tendency. We quote Shuntam packed, Tls. 15 to 15½; Oopack kinds, common to fair, Tls. 16½ to 17½, fair, Tls. 18 to 18½, good, none on offer; Oanfas common, Tls. 17 to 18. Settlements from 16th September to 6th October: 4,600 chests, 800 half-chests at Tls. 15 to 17, equal to 1s. 1½d. to 1s. 2¾d.; 6,400 chests, 600 half-chests at Tls. 18 to 19, equal to 1s. 3¼d. to 1s. 4d.; Total, 11,000 chests, 1,400 half-chests.

KIUKIANG.—Black Teas: Arrivals had continued liberal, but only two small parcels had found a buyer on this market. Quotations—Ningchows, Tls. 16½ to 17½; Hohows, nominal. Export from 1st Jan. to 8th Oct., 1869, 12,633.930lbs.; ditto from 1st Jan. to 8th Oct., 1868, 14,953,414lbs. Stock, nil. Green Teas: Large arrivals were expected, but only a portion of the quantity looked for had arrived. Only two settlements had been made, these being at rather lower prices. Export from 1st January to 8th Oct., 1869, 3,709,217lbs.; ditto from 1st Jan. to 8th Oct., 1868, 2,757,524lbs. Stock, nil.

FOOCHOW.—Congous: With large receipts from the country and increasing stocks, buyers, as a rule, had demanded lower rates; but the teamen being unwilling to accede, only moderate settlements had resulted, a fair proportion of which were on Continental account. Total supplies were not likely to be much under those of last season, though much would depend on the rates ruling at this port during the succeeding few wee . Souchongs had been in fair inquiry at previous currencies. Oolongs: The demand on American account had continued, and about 18,000 half-chests had been settled at fully previous quotations. Scented Teas continued in fair demand at late rates. Settlements for the fortnight:—Congou, 30,192 chests, at Tls. 9.8 to Tls. 27.8 per picul, ship off; Souchong, 2,437, chests, at Tls. 18.8 to Tls. 27.8; Oolong, 18,278 ½-chests, at Tls. 19.5.5 to Tls. 28.8; Scented Teas, 6,374 boxes, at Tls. 8.8 to Tls. 26.8; Flowery Pekoe, 834 chests, at Tls. 20.8 to Tls. 44.8.

AMOY.—About 1,700 packages Congous had found buyers at $16½ to $18 per picul, and the remaining stock of about 3,800 packages was of very inferior quality. The market for Oolongs for America was reopened on the 8th Oct., and 30,082 packages had since been settled at $18 to $22 for common to fair cargo, $22½ to $25½ for good, and $27 to $32 for superior to fine. Buying still continued at these figures, from which no reduction was expected. The stock amounted to about 23,000 packages. Arrivals were 45,700 packages short as compared with the same date last season, and this deficiency would probably not be reduced as the season advanced

CANTON.—There had not been any further arrivals of Country Congous, and the enquiry for all descriptions of Canton made Teas had been very moderate. Holders, however, had shown no desire to press sales, and purchases made had been at about last quotations. Stocks were light, but in view of the export, and unfavourable home advices no im-

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creased demand was looked for, without some concessions on the part of the Teamen.

## SILK.

YOKOHAMA.—Business had been fairly current during the interval. The course of prices had fluctuated somewhat, but they close at fully last quotations, and even with some advance in best silks. These latter were as scarce as ever, and the settlements chiefly consisted of parcels of current to common hanks at $750 to $650. Settlements about 800 bales. Silkworm Eggs: Total settlements estimated at 700,000 cards, leaving a stock of about 300,000, chiefly bivoltinis. Quotations: Best green $3.75 to $4.53; good green $2.50 to $3.25; common green $1.75 to $2.25; bivoltinis 30 cents to 75 cents; whites too scarce to be quoted.

SHANGHAI.—The following is from Messrs. C. J. Skegg's and Co's Circular, dated 12th October:—The French mail which left here on the 6th instant took 1,786 bales, out of the 2,500 estimated settlements to that date. Prices had been very strong, and in fact generally showed an advance of about Tls. 5, although in some cases even more might be quoted. Choopings No. 3's were taken at Tls. 572½, San Meh's Cat chop "Powling" at Tls. 552½ and Red Peacocks at Tls. 470. During the last few days business has been on a more moderate scale, dealers still trying to force up prices, whilst buyers have conceded the higher exchange, thus comfirming a rise equivalent to Tls. 5 to 10 per picul. Chooping's chop has fetched Tls. 575 (equal to 30s. 3d.), and Tls. 580 has been paid for the same without the Nos. 3½ and 4's. It may be said that all Tsatlees have come under the above advance, although it is more noticeable in common sorts, which have been in greater demand. Taysaams share the upward movement, very ordinary No. 2 Kahings finding buyers at Tls. 435 (equal to 23s. 2d.), while Tls. 10 to 20 more is wanted for best chops. Settlements for the three weeks are estimated at about 3,500 bales, of which nearly 1,000 go by sailing vessels.

## JAVA, STRAITS, AND CEYLON PRODUCE.

BATAVIA.—Arrack—f.120 to f.125 per leaguer; sales, and in good demand. Cloves—f.18 to f.20 per picul; dull. Coffee—Java, f.31 to f.32.50 per picul, according to quality; the Government sale at Padang averaged as follows:—49,000 piculs, No. 1, f.37.12 per picul; 2,200 piculs, No. 2, f.14.05 per picul. Cubebs—f.16 to f.17 per picul; nothing doing. Gutta-percha—f.60 to f.120 per picul, according to quality; market bare. Gum Damar—f.48 to f.48.50 per picul; sales; supplies. Hides—Cow, 35c. to 40c.; Buffalo, 23c. to 28c. per pound, according to quality. India-rubber—f.90 to f.100 per picul; sales, and scarce. Indigo—Sales at Samarang, f5.25 to f.5,35 per lb. for first quality. Mace—f.100 to f.115 per picul; wanted. Nutmegs—f.105 to f.115 per picul; sales. Pepper—Black, f.18 to f.18.50; White, f.30 per picul; no stocks. Rice—First quality, f.155 to f.165 per coyang; second, f.125 to f.130; cargo, f.100 to f.115. Rattans—Borneo, f.10.50 to f 13; Dadang, f.8 to f.8.50 per picul; sales. Sapanwood—Java, f.3 to f.3.50 per picul; sales. Sugar—No. 14 and lower, f.16.50 to f.16.75 per picul: Nos. 15-20, f.15.50 to f.15.75. The Government sale averaged as follows:—25/m piculs Samarang, f.15.66; 35/m piculs Sourabaya, f.15.91; 35/m piculs Passaroeang, f.25.53. Total average of 95/m piculs., f. 15.71 per picul for No. 14; the average price paid for the different numbers was as follows:—30,000 piculs, No. 14 and lower, f.16.31 per picul; 65,000 piculs, No. 15-20, f.15.24. Tin—Billiton: An auction of 5,008 29-100ths piculs averaged f.74.48 per picul.

SINGAPORE.—Gambier, good demand, but at rather lower prices; about 22,000 piculs engaged for at $3.20 to $3.10 per picul. Black Pepper in good demand, but supplies on a small scale, worth $7⅛. White Pepper out of supply, worth $11. Sago flour: No arrivals of Borneo or Sarawak; sales of Siak and Linga at $2.50 to $2.47½; no contracts for Singapore manufacture. Pearl Sago, in good demand, large contracts at $3.25 to $3.30 for small grain, and $3.35 to $3.40 for medium and large. Tapioca in less inquiry; sales of flake at $4.50 to $4.55; pearldull at $4½. Buffalo Hides—in brisk demand at $10¾ to $11½ for Singapore, no Java obtainable. Buffalo Horns—lower, purchases at $10¼. Gum Damar—Arrivals of 350 boxes brought $16⅞ to $17¼ according to quality. Rattans—Arrivals of 2,000 piculs inferior Banjermassen brought $4.80, sales of other kinds at $4½ to $5. India-rubber—without arrival, worth $36. Gutta Percha—Arrivals have brought $70 to 65 for best. Camphor—No arrivals, worth $50½. Cassia Lignea—Small sales at 21½. Cubebs—dull, worth $7¼. Coffee—Arrivals and sales of Bontyne at $12.55, supplies on the market unsold. Nutmegs—No arrivals, worth $50. Mace—worth $55; none on the market.

PENANG.—Black Pepper: Nearly out of season, and only small arrivals had come forward; a small lot of Acheen offering at $7.15c. per picul. White Pepper: In small quantities, taken at $10¼ to $10⅛ per picul. Tin: Slightly lower, the demand for China having ceased, and that for India considerably moderated. The prices ranged between $30.25c. and $29.75c. per picul, at which latter price the market closed weak. Mace had risen a little; purchases of No. 1 at $68 to $76; No. 2, at $62; and No. 3 at $40 per picul. Nutmegs scarce. Hides in spare supply, and higher; Buffalo, $10.20 to $10.50; Cow, $14 to $14.50 per picul. Horns: Scarce, and wanted; arrivals all taken at $10.60 per picul. India-rubber continued to come forward in small quantities, which found buyers at $36.25 to $36 per picul. Gutta Percha: Not offered. Sugar: In excellent demand at an advance in prices; Penang, No. 1, $6.60 to $6.90; No. 2, $5.50 to $6.; No. 3, $4.50 to $5 per picul.

COLOMBO.—Coffee plantation: Owing to the return of fine weather the market had been well supplied, and a fair amount of business had been done at 10s. 6d. to 11s. 6d. per bushel, the latter being an extreme figure for fine mountain Plantation. Native: Buyers offered equivalent to previous quotations of 48s. to 49s. per cwt., f.o.b., but sellers, in view of the extremely short supplies, were asking 2s. per cwt. advance on those rates which had not been paid. Cinnamon: Scarce and good qualities could not be purchased under 23d. to 24d. per lb. Cocoanut Oil: A few small transactions at previous rates. £34. 10s. to £35 per ton, f.o.b. Coir Yarn: no transactions. Plumbago: mining operations still restricted, and little or no business doing.

## EXPORT OF TEA AND SILK, SEASON 1869-70.

### TO GREAT BRITAIN.

| Date. | From Yokohama & Nagasaki. | From Shanghai and Hankow | From Foochow. | From Amoy. | From Canton, Macao, &c. | Total lbs. | SILK Total Bales & Cses |
|---|---|---|---|---|---|---|---|
| From June 1 to Sept. 30, 1869 | ... | 46980383 | 32337489 | 1151545 | 7641225 | 88110542 | 25806 |
| Corresponding period last season | 605753 | 52233716 | 43904801 | ... | 9215225 | 105959494 | 806 |

*Particulars of Shipments;*

| | | | | | |
|---|---|---|---|---|---|
| Sept. 30 per Chetah | From Canton | ... | 921,100 | | |
| — — ... E. P. Bouverie | ... Foochow | ... | 1,321,800 | | |
| Oct. 1 ... Lord Macaulay | ... Do. | ... | 1,151,000 | | |
| — 2 ... Rollo | ... Shanghai | ... | 676,966 | | |
| — 6 ... Cathaya | ... Canton | ... | 650,108 | | |
| — 7 ... Invincible | ... Do. | ... | 885,899 | | |
| — 12 ... Imperatrice (ml. str.) | ... Shanghai, &c. | ... | — | | 1,385 |
| — 19 ... Emeu (ml. str.) | ... — | ... | — | | 2,159 |

### TO UNITED STATES.

| | | Pcls. |
|---|---|---|
| From June 1 to Sept. 30, 1869 | 5145580 | 498 |
| Corresponding period last season | 7784595 | 504 |

*Particulars of Shipments;*

| | | | |
|---|---|---|---|
| Sept. 24 per Everhard | From Shanghai | ... | 596,178 |
| — 30 ... Jeanie | ... Do. | ... | 29,516 |
| Oct. 3 ... Ada | ... Foochow | ... | 752,000 |
| — 3 ... Cedric | ... Yokohama | ... | 384,822 |
| — 11 ... Nettie Merryman | ... Shanghai | ... | 800,235 |
| — 13 ... Samuel Russell | ... Foochow | ... | 747,800 |

### TO THE CONTINENT.

| | | Bales. |
|---|---|---|
| From June 1 to Sept. 30, 1869 | 739840 | — |
| Corresponding period last season | 2820610 | — |

### TO AUSTRALIA.

| | |
|---|---|
| From June 1 to Sept. 30, 1869 ... ... ... ... | ... 8,476,813 lbs. |
| Corresponding period last year ... ... ... ... | ... 11,180,876 |

*Particulars of Shipments;*

| | | | |
|---|---|---|---|
| Sept. 25 per Ellina | From Foochow | ... | 817,400 |
| — 26 ... Kestrel | ... Do. | ... | 136,600 |
| Oct. 4 ... Constance | ... Do. | ... | 438,400 |
| — 7 ... Isle of France | ... Hong Kong | ... | 21,640 |
| — 13 ... Joshua Bates | ... Do. | ... | 242,360 |

### TO GREAT BRITAIN.

| | Tea—lbs. | Silk bales China & Japan. |
|---|---|---|
| From 1843 to 1844 | 51,022,600 | ... |
| ,, 1845 to 1846 | 57,334,200 | 18,604 |
| ,, 1850 to 1851 | 63,972,000 | 22,143 |
| ,, 1853 to 1854 | 77,327,800 | 61,280 |
| ,, 1855 to 1856 | 92,240,300 | 50,481 |
| ,, 1857 to 1858 | 76,990,255 | 68,315 |
| ,, 1858 to 1859 | 65,789,792 | 83,184 |
| ,, 1859 to 1860 | 85,560,452 | 64,169 |
| ,, 1860 to 1861 | 90,066,160 | 70,644 |
| ,, 1861 to 1862 | 109,854,040 | 79,199 |
| ,, 1862 to 1863 | 121,273,580 | 72,887 |
| ,, 1863 to 1864 | 117,463,586 | 46,603 |
| ,, 1864 to 1865 | 121,236,870 | 32,313 |
| ,, 1865 to 1866 | 118,333,042 | 62,890 |
| ,, 1866 to 1867 | 118,423,290 | 50,052 |
| ,, 1867 to 1868 | 116,890,430 | 57,449 |
| ,, 1868 to 1869 | 142,789,804 | 70,917 |

## EXCHANGES, &c.

[*For dates, see first page.*]

### ON LONDON.

| At | Bank Bills. | Credits. | Documentary. |
|---|---|---|---|
| Yokohama, 6 m. s. | 4s. 6¼d. | 4s. 6¼d. | 4s. 6¼d. |
| Hiogo & Osaka ,, | — | — | — |
| Shanghai ,, ,, | 6s. 0¼d. | 6s. 0¼d. | 6s. 1d. |
| Canton ,, ,, | 4s. 6¼d. | 4s. 6¼d. | 4s. 7d. |
| Hong Kong ,, ,, | | | |
| Macao ,, ,, | | | |
| Singapore ,, ,, | 4s. 6¼d. | 4s. 6¼d. | 4s. 6¾d. |
| Manila ,, ,, | — | 4s. 4d. | 4s. 4½d. |
| Colombo ,, ,, | 1½ to 2 dis. | — | par. |

### MISCELLANEOUS.

| — | At Shanghai. | At Hong Kong. |
|---|---|---|
| Bills on India | 301 | 226½ |
| ,, Hong Kong | 24½ to 25 dis. | — |
| Bar silver | 111.5.0 | 7½ prem. |
| Mexican dollars | 78.9.0 | par to ¼ prem. |

Bous, at Yokohama, 335 to 347 per 100 dols. Niboos, 395

### SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, New, 14½ to 15; Old, 25 per cent. premium
Hong Kong Gas Company, 44 dols. per share.
Hong Kong and Whampoa Dock, 15 per cent. discount.
Union Dock Company, 50 per cent. discount.
China Traders' Insurance, 950 to 1,000 dols. premium.
Hotel shares, 50 to 60 per cent. discount.
Hong Kong and Macao Steamboat Company, 19 per cent. premium.

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# Shipping Intelligence.

—o—

## ARRIVALS.

At Yokohama.—From Cardiff, Sept. 26, James Cheston; from Havre, 27, Clarisse.

At Shanghai.—From London, Oct. 9, Dundonald; from Liverpool, 7, Aracan, 9, Tycho Brahe; from Newcastle, Lois.

At Hong Kong and Canton.—From London, Oct. 6, River Eden; 16, Star of the North; from Liverpool, 9. Petchelee; from Cardiff, 7, ymbeline, San Fernando; from Glasgow, 7, Marchioness of Londonderry; from Hamburg, 6. Hong Kong.

At Manila.—From Liverpool, Oct. 2, Victoria, from Cadiz, 5; andida.

At Singapore.—From London, Oct. 22, Otter; from Liverpool, 30, Carwhim; from Glasgow, 13, Norham Castle; from Cardiff, 18, Von Berg; from Amsterdam, 18, Grecian Queen; from Cadiz, 22, Natividad.

At Penang.—None.

At Colombo.—None.

At Galle.—From Cardiff, Oct. 28, Viligant.

At Batavia.—From Amsterdam, Sept. 30, Hertog Bernard; Oct. 1, Cornelia; 6, Libertas; 11, Sinbad; 10, Java; 14, Kandanghauer; 6, Zeebleom; from Rotterdam, 6, Jacob and Helena, Maria Sarah; 14, Johana Christ an, Laurens Koster: 15, Alblasserdam; from Liverpool, 9, Perpetua; from Flushing, 14, Stad Middleburg; from Shields, 14, Signe, from Boston, 11, Cashmere; 14, Rocket.

## DEPARTURES.

From Yokohama.—For New York and Boston, Oct. 3, Cedric.

From Shanghai.—For London, Oct. 2, Rollo (Cleared).

From Foochow.—For United States, Oct. 3, Ada.

From Hong Kong and Canton.—For London, Sept. 28, Chetah; Oct. 6. Cathaya; 7, Invincible.

From Manila.—For Liverpool, via Cebu, Oct. 7. Westfold; 9, Lydia, via Capetown; 8, Oriana, for Boston; 3, Wild Rover; 12, Mariano.

From Singapore.—For Liverpool, Oct. 8, Toronto; for Liverpool and Glasgow, 9. Roslin Castle; for Boston, Argonaut.

From Penang.—None.

From Colombo.—For London, Oct. 28, Benledi; 30, Passover.

From Batavia.—For Holland, Oct. 3, Nieu Waterweg; 4, Zephir, 5. Strathblane; 10, Electric; 11, Vier Gezusters; 12, Concurrent Glenduror; 14, Baron v. P. v. Rosendal; 15, Sumatra; 16, Ellen, Norsk Flag, Atlas; 19, Veronica.

## VESSELS LOADING.

At Yokohama.—For London, Crown; for New York, Carobel, Germaine, Herbert Graham, Janet Ferguson, Mystic Belle, Pnæton.

At Shanghai.—For London, Barbadian, Corea, Dhollrah, Lizzie Iredale, Lorton, Northampton, Ornate, Tavistock, Wemmera, Wylo; for New York, Atma, Horatio, J. S. Store, Mikado, Willy Rickmers.

At Foochow.—For London, Carmarthenshire, Ospray, Ceylon, England's Glory, Polar Star, Earl Dalhousie, George Shotten. Glenavon, Albert Victor; for United States, Samuel Russell, Jeanie, Queen of the Seas, Mary Whitridge.

At Amoy.—For London. Kvik; for NewYork, Dacre.

At Hong Kong and Canton.—For London, Gauntlet, Pakwan; for New York, Arracan. Dr. Petermann. Oliver Cromwell,

At Manila.—For London, James Aiken, Hindostan; for Falmouth, Angela; for Channel, Joaquina, Victoria; for Cork. Hope; for Cadiz, Espana. Cervantes, Elena; for New York, George Peabody; for Boston, Archer.

At Singapore.—For Liverpool, Afghan (full), Norham Castle; for New York, Gemsbok; for Boston, J. W. A. Lorenzen.

At Penang.—For London, John Paul, Benvenue, Knighton; for Boston, Argonaut.

At Colombo.—For London, Ocean Rover, Southern Cross, City of Paris, Ocean Beauty, Wynaud. Linceiles; for Boston Asphodel.

At Batavia.—For Rotterdam, Graafstroon. Maria and Sarah, Maria and Elizabeth, Libertas, Jedo, Johanna Maria, Jason, Eolus, Sussana, Noord Brabrand, Her Adriana, Voorhenter, Alblasserdam, Kaap Hoorn; for Amsterdam, Louis Meyer; for Copenhagen, Signe; for Boston, Nevada, Herald, Wildeman; for New York, Zeebloem.

## FREIGHTS AND CHARTERS.

At Yokohama.—To United States, £2 5s. per ton, of 40 cubic feet.

At Shanghai.—To London £2 to £2 10s.; to New York, £3 per ton, of 40 feet.

At Foochow.—To London, £2 to £2 10s.; to United Srates, £2.

At Amoy.—To London, £4; Nominal.

At Hong Kong and Canton.—To London £2.

At Manila.—To London, Sugar, £2 5s. per ton; to Continent, £2 15s.; Hemp, £3.

At Singapore.—There are no vessels taking general cargo for London or Liverpool; a good deal of cargo is offering, and the rate is expected to be £1 15s to £2 per ton.

At Batavia.—To Rotterdam, sugar and rice, f.40; tin, f.35.

At Penang.—Rates remained unaltered.

At Colombo.—To London, coffee in bags, 25s. per ton; do. in casks, 60s.; cocoa-nut oil, 57s. 6d. to 60s.; cotton, 60s.; ebony, 40s. to 50s.

## VESSELS PASSED STRAITS OF SUNDA.

| Date. | Ship. | From | To. |
|---|---|---|---|
| Sept. 24 | Canning | Singapore | London |
| „ 28 | Vanguard | Macao | Do. |
| „ — | Canvass Back | Bangkok | England |
| „ 29 | Juanpore | Shanghai | London |
| „ 30 | Veronica | Macao | Liverpool |
| Oct. 1 | Gleam | Amoy | London |
| „ — | Rifle | London | Singapore |
| „ — | J. Loring | Singapore | Boston |
| „ — | John Milton | Foochow | London |
| „ 2 | Florida Blance | Cadiz | Manila |
| „ — | L'Olivier | Bordeaux | Saigon |
| „ — | Maria Sarah | Amsterdam | Batavia |
| „ — | Jacoba Helena | Do. | Do. |
| „ 3 | Cavin | Manila | London] |
| „ 4 | Grasmere | Macao | Do. |
| „ — | Perpetua | Liverpool | Batavia |
| „ — | von Berg | Cardiff | Singapore |
| „ — | Zeebloem | Rotterdam | Batavia |
| „ 5 | Norham Castle | Glasgow | Singapore |
| „ — | Flora | Singapore | London |
| „ 6 | Nederland | Amsterdam | Batavia |
| „ — | Landbouw | Rotterdam | Samarang |
| „ — | Lammermuir | London | Shanghai |
| „ — | City of Agra | Liverpool | Do. |
| „ — | Omba | London | Do. |
| „ — | Magellanes | Ilo Ilo | Liverpool |
| „ 7 | Zephir | Batavia | Holland |
| „ 8 | Java | Amsterdam | Batavia |
| „ 9 | Randers | Hamburg | Hong Kong |
| „ — | Ottawa | Singapore | Liverpool |
| „ — | Royal Arthur | Passaroeang | Rotterdam |
| „ — | Benares | Bangkok | Falmouth |
| „ 10 | Eudora | Samarang | Rotterdam |
| „ 12 | Sindbad | Amsterdam | Sourabaya |
| „ — | Hampton Court | London | Bangkok |
| „ 13 | Hauxnum | Cardiff | Manila |
| „ — | Signe | Do. | Batavia |
| „ — | Rocket | Boston | Singapore |
| „ — | Malacca | Bordeaux | Saigon |
| „ — | Cora Linn | Liverpool | Singapore |
| „ — | Laurel | London | Order |
| „ 14 | Alblasserdam | Rotterdam | Batavia |
| „ 17 | Freya | Shields | Do. |

## SHIPPING POSTSCRIPT.

—o—

Arrivals not in the Tables.—At Dartmouth, from Bassein, C.C Horton; Nov. 23 at New York, from Canton, Peter Rickmers.

Departures.—Nov. 29, from London, for Yokohama, Black Watch; from Hamburg, for Hong Kong, Catherina.

Laid on.—At London, for Yokohama and Hiogo, Lochnagar.

Casualties.—The Spindrift remains in the same position. A few cases and bales have been saved through a hole cut in the deck. It is hoped that much of the cargo may be saved. At noon to-day about twenty-five packages had been saved by divers, the vessel being quite under water. The Bengal, M'Lean, from Penarth Dock to Hiogo, put into Milford, Nov. 23, with cross jack yard broken; her master had been ashore to procure a spar, and the vessel would proceed. The Zephyr, Porter, arrived at New York, Nov. 11, from Manila, had main yard and rudder sprung during a violent gale, Aug. 25, in lat. 31 S., lon. 34 E. The Her Majesty, Seymour, which arrived at New York, Nov. 12, from Manila, reported having had foremast sprung during a heavy gale off the Cape of Good Hope. The Chaturanga, Hardy, from Singapore to New York, which put into Bermuda Sept. 24, with damage, was continuing her repairs Nov. 6, and would reload the balance of her cargo and take it on to New York. A fire occurred Nov. 22 on board the Aztec (brig), from Sunderland for Nagasaki, lying in the Milwall Docks (where she had been taken for repairs after collision), but was soon extinguished, after cutting away part of the upper deck. The following telegram has been received, per Atlantic Cable, from New York:—Mary Nicholson, Yokohama Hong Kong, foundered. Advices from Amsterdam, dated Nov. 24, state that the Senior, van Det, from Batavia to that port, which put into Mauritius Oct. 19, leaky, and with damage, would have to discharge. The Chance. Imprevry, which sailed from Sunderland Nov. 17, for Galle, put into the Sound, Nov. 23, in tow, with part of crew refusing to proceed. The Citadel, Stewart, from Cronstadt to the Amoor River, with rye, flour, &c., caught fire off Christiania, and had been scuttled.

Miscellaneous.—The Admiralty have invited tenders for the conveyance of sundry small stores to Ceylon. At Table Bay, Oct. 14, Georges and Mary (str.), Leprovost, sailed for Yokohama. The Taeping, Capt. Dowdy, from London to Shanghai; the Belted Will, London to Hong Kong, put into Plymouth Sound on the 27th instant, owing to a south-west gale.

Spoken.—George Green, Cardiff to Singapore, Oct. 5, 7 S., 32 W.; Vesta (Russian ship), Batavia to Rio Doce, Oct. 7, 28 S., 7 E.; George Treat, (Amer. barque), Penang to London, Oct. 29, 5 S., 19 W.; Glenlee (ship), Foochow to London, Sept. 28, 34 S., 22 E.; W. A. Farnsworth, Padang to Boston, Oct. 14, 16 S., 9 W.; Everest, London o Hong Kong, Oct. 25, 5 N., 25 W.

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## LATEST TELEGRAMS.

(Received via San Francisco, Nov. 23rd.)

### CHINA AND JAPAN.

Shanghai, Oct. 19.—The Duke of Edinburgh has arrived at Peking.

Yokohama, Nov. 1.—The Treaty has been signed between Austria and Japan. The *Mary Nicholson* has foundered off the coast of Japan.

(Received 26th Nov.)

### THE DUKE OF EDINBURGH.

Shanghai, Oct. 31.—The Duke of Edinburgh has visited Peking *incognito*, and has since arrived here. His Royal Highness was enthusiastically received in this city, and attended a grand ball in his honour. It is stated that Sir Rutherford Alcock will leave Peking in November, and that he has made definite arrangements regarding the revision of the Treaty.

## BIRTHS, MARRIAGES, AND DEATHS.

### BIRTHS.

Laughton—On the 1st Oct., at Port Blair, Andamans, the wife of Capt. A. F. Laughton, M.S.C., of a son.

Laycock—On the 23rd Nov., the wife of Henry Laycock, Esq., late of Hong Kong, of a daughter.

Ormiston—On the 25th Nov., at 17, Belsize-park, Hampstead, the wife of Walter Ormiston, Esq., of a daughter.

Overweg—On the 6th Oct., at Shanghai, the wife of C. W. Overweg, Esq., of a son.

Pyke—On the 17th Oct., at Hong Kong, Mrs. T. Pyke, of a daughter.

White—On the 14th Oct., at the Royal Hotel, Macao, the wife of Mr. J. R. White, of a son.

### MARRIAGES.

Asmus—Hartwig.—On the 9th Oct., at Singapore, by the Rev. Wm. Jeffery, Hugo Asmus, Esq., of Hamburg, to Caroline D'Souza, eldest daughter of F. von Hartwig, Esq.

Freeth—Macpherson.—On the 28th Sept., at Mysore, India, William Freeth, Esq., to Helen Lushington, youngest daughter of Col. Ranald Macpherson, R.A., Lieutenant-Governor of Singapore.

### DEATHS.

Berry—On the 12th Oct., at Singapore, Mr. George Berry.

Clemen—On the 21st Oct., at Penang, Gustaf Clemen, of Delhi, aged 39.

Cropley—On the 17th Oct., at Singapore, Edwin E. Cropley.

Kreeft—On the 15th Oct., at Penang, Capt. Kreeft, of the *Ijati Leong*.

Lion—On the 12th Oct, at Batavia, of dysentery, M. Lion, editor of the *Batavia Handelsblad*.

Logan—On the 20th Oct. at Penang, J. R. Logan, Esq., aged 51, editor and proprietor of the *Penang Gazette*.

Shulz—On the 24th Nov., at Menton, France, Madame Shulz (née Milsom), eldest daughter of Mr. Milsom, merchant, of Lyons, aged 24.

Steedman—On the 23rd Nov., the Rev. Samuel Watson Steedman, rector of Fyfield, Andover, Hants, formerly of Hong Kong.

Thomson—On the 15th Oct., at Helston Lodge, Killiney-road, Singapore, Thomas N. Thomson, aged 24 years.

Uhen—On the 15th Oct., at Pulo Ticus, Rose Frances, the wife of Captain George Uhen, of the *James Shepherd*, of Penang.

## OUR TELEGRAPHIC EXTRA.

The Telegraphic Extra to *The London and China Express* can be obtained at the following agents. Subscription: $6 to subscribers to *Express*, and $12 to non-subscribers. The Extra contains the latest telegrams on political and general news, quotations of shares and exchanges, market reports, shipping arrivals, &c.; also latest quotations and shipping from Bombay and Calcutta, sent by special telegram to Galle, for the departure of the steamer to the Straits, China, and Japan:—

| | |
|---|---|
| Singapore ... ... ... | John Little and Co. |
| Penang ... ... ... ... | Sandilands, Buttery, & Co. |
| Saigon ... ... ... ... | Ribeiro and Co. |
| Batavia ... ... ... | Hunter, Houghton and Co. |
| Samarang ... ... ... | De Groot, Kolff and Co. |
| Sourabaya ... ... ... | Grinberg Bros. |
| Anjer—Straits of Sunda ... | G. Schuit. |
| Manila ... ... ... ... | Michell, Barnard and Co. |
| Hong Kong ... ... ... | Morris and Co. |
| Amoy ... ... ... ... | Brown and Co. |
| Foochow ... ... ... | Hedge and Co. |
| Shanghai ... ... ... | H. Fogg and Co. |
| Hankow ... ... ... | McGregor and Co. |
| Tientsin ... ... ... | James Henderson. |
| Nagasaki—Japan ... ... | Pignatel and Co. |
| Yokohama ... ... ... | E. C. Kirby and Co. |
| Osaka and Hiogo ... ... | E. C. Kirby and Co. |

LONDON OFFICE, 2, COWPER'S-COURT, CORNHILL.

Breakfast.—Epps's Cocoa.—Grateful and Comforting.—The very agreeable character of this preparation has rendered it a general favourite. The *Civil Service Gazette* remarks:—"The singular success which Mr. Epps attained by his homœopathic preparation of Cocoa has never been surpassed by any experimentalist. By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected Cocoa, Mr. Epps has provided our breakfast tables with a delicately-flavoured beverage which may save us many heavy doctors' bills." Made simply with boiling water or milk. Sold by the trade only in ¼lb., ½lb., and 1lb. tin-lined packets, labelled—James Epps & Co., Homœopathic Chemists, London.—Advt.

## THE "CARNATIC."

The official inquiry into the loss of the P. and O. steamer *Carnatic* occupied three days, and on the fourth the Court pronounced judgment. Naturally there were two distinct questions involved; first, the cause of the vessel being so much out of her proper course as to strike the reef—and, secondly, the conduct of the captain in not immediately landing the passengers and crew when she had struck. On the first question the Court seems to have no hesitation in condemning Captain Jones. The ship being in first-rate order, with an efficient crew, fine weather, a smooth sea, and a clear sky, how came she so far out of her course? Captain Jones can only answer this by the supposition that "some unknown current must have drifted him to the westward." but there is evidence that he passed within two miles of the Ashraffi revolving light, and by taking a single bearing of this he could have found his true position; yet this simple precaution was neglected. This, in the opinion of the Court, was a grave default. The second question—as to the amount of care taken to secure the safety of the crew and passengers—was a more difficult one to determine, for the evidence on some points was very conflicting. It was, however, unmistakably clear that at two A.M. on the 14th September—the day of the final catastrophe—the ship was in a most precarious state. She had slipped backwards, the saloon and cabins were filling with water, and the fore-hold was full. At this critical time the captain had to decide whether to prepare at once for a landing at daylight, or simply to await the course of events. He adopted the latter alternative, whereas the Court expressed itself as strongly inclined in favour of the former; at the same time, apparently, giving some weight to the considerations we have already put forth in a former article, as to the danger of fatal effects from the sun on an unsheltered reef. At any rate this part of Captain Jones's conduct is evidently regarded as nothing worse than an error in judgment, though certainly a lamentable one; and the suspension of his certificate for nine months is decreed solely on the ground of neglect in not ascertaining the true position of the ship.

Since the article was written which appears in our leader columns, letters from the correspondents of most of the daily papers have been published; these, though possessing much interest, do not in any degree tend to modify the opinions based on the telegraphic news previously received. The passage of two of the Messageries steamers (the *Alphée* and *Erymanthe*) through the Canal is announced, but they had no cargo, and are coming home for repairs. The P. and O. *Delta* did not get beyond Ismaïlia, and is now on her way back.

The amount of treasure by the Pacific mail steamer *America*, for China and Japan, which sailed from San Francisco on the 4th ult., was as follows:—Hong Kong, $1,162,593 8c.; Shanghai, $1,745 77c.; Yokohama, $2,000; total, $1,166,388 85c. The following are the names of the shippers:—B. Davidson and Co., $410,798; Bank of British Columbia, $246,986 74c.; London and San Francisco Bank, $222,389; Bank of California, $68,000; Parrott and Co., $6,000; other shippers, $212,185 11c.

Mr. H. T. Lion.—The Netherlands Indian press has suffered an irreparable loss by the decease of Mr. H. T. Lion, editor of the *Bataviaasch Handelsblad*, on the 12th inst. A short but severe illness has carried away, in his 64th year, a man whose healthy constitution and sound mind promised yet a long career. His indefatigable zeal has done much to obtain for the Dutch colonies the liberties they now enjoy. When he began the editorship of his journal the Java press was gagged, and the most absolute despotism swayed, without any opposition, over the Dutch colonies. It was he who, with a noble courage, began the combat for progress and liberty—a courage which was not abated even by the persecution he met with from an arbitrary Government. He fought for the sacred cause of freedom and progress till the last moment, and no one better deserved the sword placed on his coffin (the deceased having formerly been an officer of the Indian army) than this ardent champion of liberty.

The Murder of Mr. Boyd.—Frederick Hinson has been arraigned at the Central Criminal Court for the murder of Maria Death and William Douglas Boyd, of Japan, at Wood-green, on the 4th of October. The only indictment proceeded with was that which charged the prisoner with the murder of the woman, and notwithstanding the efforts of Hinson's counsel to reduce the offence to manslaughter, the jury convicted the prisoner of the graver crime, and sentence of death was passed.

Mr. Thomas Dickins, Chairman of the Silk Supply Association, read a paper on "Silk Supply," on the 24th inst., at the Society of Arts.

The Pacific Mail Company's steamer *America* sailed from San Francisco on the 4th inst. for Yokohama. The celebrated dwarf, General Tom Thumb, and his wife, with Commodore Nutt, were among the passengers.

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JAMES WEST, PUBLISHER,
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# The London & China Telegraph.

*LONDON: TUESDAY, NOV.* 30, 1869.

## LEGATIONS AND CONSULATES.

Now that Sir RUTHERFORD ALCOCK's return to this country is imminent, speculation is rife as to the future of the Legation at Peking. Unless a very marked change should manifest itself in the China policy of our Government, or unless a change should take place in the Government itself (perhaps not so very remote a contingency as is generally supposed), it is hardly likely that our present Minister will return to his post, for of late his views and recommendations have been most contemptuously disregarded. The mere fact that his homeward journey has not been preceded either by letters of recall on the one side, or a formal resignation on the other, makes no difference, for according to the established custom in such cases, a Minister who has served his full term at any foreign Court is not supposed to resign for a year after quitting his post, having "leave of absence" for that time. Such, we imagine, is the case with Sir RUTHERFORD. He returns to England on leave, after having met Mr. WADE at Shanghai, who remains as Chargé d'Affaires; and for the ensuing twelve months Mr. WADE will hold the reins at Peking, while the question is settled whether his position there shall become permanent or not. To all appearance, the choice will lie between himself and Sir HARRY PARKES. Mr. WADE certainly cannot be said to have the prior claim, for that belongs to Sir HARRY, both by his antecedents and his seniority. Yet by superseding Mr. WADE the Government would perhaps run some risk of losing his services in a country which he knows more thoroughly than almost any other European. Sir HARRY PARKES, again, is eminently useful where he is, and neither his temper nor inclinations exactly fit him to carry out the policy of "conciliation"—the attitude of abject humility—adopted by Mr. GLADSTONE'S Government towards China. If, for these reasons, Sir HARRY is retained in Japan, and Mr. WADE'S appointment is not made permanent, it seems not improbable that the post may fall into the hands of an entire stranger to China, who (if appointed by the present Ministry) would go out pledged to eat dirt to an unlimited extent.

On the other hand, should Sir HARRY PARKES be transferred to Peking, there appears to be no one immediately available to take his place, if we except Mr. WINCHESTER, who has had long experience as a Consul in Japan, and has already acted as Chargé d'Affaires there. Mr. WINCHESTER is still in this country, his leave of absence having been extended. Mr. ALABASTER, the next senior Interpreter to Mr. ADKINS, takes his place as Vice-Consul at Shanghai. In Japan also there are some changes to note. Mr. RUSSELL ROBERTSON, now at home on short leave of absence, returns to his post of Acting Vice-Consul at Yedo next January. Mr. LOWDER is Acting Consul at Yokohama; Mr. ANNESLEY occupies the same position at Nagasaki, in place of Mr. FLOWERS, now on the way home; Mr. TROUP, lately Interpreter at Yokohama, goes as Acting Consul to Ne-egata; Mr. GOWER remains at Osaka, Mr. ENSLIE at Hiogo, and Mr. EUSDEN at Hakodadi.

## THE SUEZ CANAL.

IT is even yet difficult to form a just idea of the actual condition of the Canal, for a good deal of mystery still hangs about it, and there is an evident tendency to keep back unfavourable facts. But such advices as have come to hand fully justify our often repeated assertions that the Canal could not be completed to its full depth by the time fixed for the opening ceremony. The numerous accidents to the steamers composing the inaugural squadron have clearly proved that the Canal is not, and will not for a long time be navigable for large ships; probably fourteen feet is the utmost that could for the present be safely ventured on for general purposes. Another very unfavourable feature is that the banks were much damaged by the "wash" from the steamers; for if this has happened during the passage of a flotilla of comparatively small vessels in one direction, what destructive effects may not be expected from a constant traffic of steamers in both directions? Before we can acknowledge the Canal as a permanent success, three important things remain to be done—Firstly, it has to be dredged to its full depth, that is to say a large portion of it must be made eleven feet deeper; secondly, the banks must be protected from the destructive action of the disturbance of the water by steamers, and this will apparently necessitate a "facing" of some solid material; and, thirdly, the piers or jetties at Port Saïd having been found quite inadequate to prevent the silting up of the entrance, they will have to be extended a much greater length into the sea—a most tedious and expensive operation. No doubt all this work will in time be accomplished, for it presents no greater engineering difficulties than have already been overcome; but the raising of the necessary funds will, we imagine, tax the energies and resources of M. DE LESSEPS to the utmost. Indeed, it is already stated in Paris that f.150,000,000 must still be expended on the Canal before it can be definitively opened as a great commercial thoroughfare, and that M. DE LESSEPS wants authorisation to raise a loan to that extent; but this cannot now be done, except with the sanction of the Legislature. Still, the man who can already boast that he has transformed a Continent into an Island is not likely to be dismayed at any obstacles that may come in his way.

So far, there has been more curiosity than enthusiasm exhibited in this country as to the ultimate success and utility of the Canal, and its effect in revolutionising the trade with India and the Far East. Perhaps the apparent apathy among shippers and shipowners is in great measure due to the attitude of the underwriters, who, as we noticed in our last issue, are disinclined at present to charge lower rates for the new route than for the old one round the Cape. Latterly, however, a greater degree of interest seems to have been awakened in Liverpool, where one firm of shipowners is offering to take cargo for Bombay, *via* the Canal, at £3 10s. per ton, while another firm is building a fleet of steamers of large capacity but light draught especially for this route. The working of the Canal, as far as it affects steamers of moderate size, and the more valuable descriptions of goods, such as will bear steamer freight, will therefore soon be apparent; but it will be some time yet before its effects on sailing vessels and heavy cargoes can be ascertained. The intricate and dangerous navigation of the Red Sea is totally unsuited to sailing ships, and to perform the voyage with reasonable despatch and safety they would need towing, not only through the Canal, but between Suez and Aden. At any rate we may be sure of one thing,—that whether the advantages ultimately prove great or small, British enterprise will not be behindhand in securing a full share of them.

M. DE LESSEPS has received the Grand Cordon of the Legion of Honour, but we hear nothing more of the title of Duke of SUEZ, which was to have been conferred on him. If the telegraphic reports of the attack he made on the French Government at the Ismailia banquet are correct, we can hardly wonder at its being withheld. This, by the way, is another curious symptom to add to the mysteries already surrounding the affairs of the Canal; it seems hardly credible that M. DE LESSEPS should thus publicly and vehemently assail the Government that has given him such unlimited and unquestioning support throughout his gigantic undertaking.

WE understand that Sir RICHARD and Lady MACDONNELL will leave Hong Kong in April next, returning to England by the Pacific route.

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It has generally been accepted as a fact that to the late Lieut. Waghorn alone belongs the distinction of having been the originator and pioneer of the Overland route to India; and in connection with the opening of the Suez Canal it has been proposed to erect a memorial to him in Egypt. With reference to this proposition, Mr. R. W. Crawford, M.P., has written to *The Times* pointing out that the merit is chiefly due to the community of Bombay, as represented by the Bombay Steam Committee of former times; and that the practical inception of the enterprise is due to Captain J. H. Wilson, formerly of the Indian navy, well known as the commander of the *Hugh Lindsay* steamer. Mr. Crawford's letter again is followed up by one from Mrs. Head, claiming for her late husband, Colonel Charles Franklin Head, the honour of being the real originator of the Overland Mail Service.

The appointment of Mr. Low as United States Minister to China is the subject of a good deal of talk in America. He is now at Washington, it not being considered necessary for him to make any attempt to reach Peking before the spring. Advices from the capital state that the "China question" has already been discussed in every phase by the President, the Secretary of State, and the new Minister, and that "perfect unanimity exists." That is to say, the U.S. Government, being fully impressed with Mr. Burlingame's views, instruct their Minister accordingly, and he—probably knowing nothing about the matter, except that he goes out as the exponent of a certain policy—unhesitatingly accepts it in its entirety. And this policy finds favour with the American press, chiefly because it is antagonistic to the views and interests of British residents in China.

Mr. Burlingame seems to have been quite as successful with the Dutch Minister of Foreign Affairs as with our own. According to our Rotterdam Correspondent, that functionary stated in the Second Chamber that he had had several most friendly interviews with Mr. Burlingame, who had convinced him "that our trade with China could be enlarged enormously," and that a Dutch Legation ought to be established in China forthwith. The Chamber, however, did not see the matter exactly in the same light, and refused to incur the expense of the proposed mission, fearing also that a fleet might be required to back it. The Chinese Mission left the Hague on the 18th, after a stay of three weeks, for Berlin and St. Petersburg. Mr. Burlingame will not make any stay at the former city, however, until his return from Russia.

During the last few years we have noticed oft-recurring rumours of the desire of the Prussian Government to acquire a colony of some sort in the China Sea. Reports as to the intention of purchasing or annexing Chusan were of course dismissed as absurd; but there is a greater semblance of probability in a statement now put forth, that Prussia, on behalf of the North German Confederation, is making overtures to the Dutch Government for the purchase of the Banda Islands. It is beyond doubt that the Germans, whose mercantile navy finds so much employment in Eastern waters, have long been on the look-out for a station there, and there is certainly more likelihood of their finding a suitable one in this way than in any other.

By the last mail we received (and published) a more detailed account of the late earthquake at Manila. Curiously enough, none of the firms here connected with Manila received any news by that mail, and our own appears to have been the only account received in this country. A Madrid correspondent mentions a report that the Spanish Government had received some disquieting intelligence from Manila, but, according to the custom in that enlightened country, its purport was kept a secret from the public and conjectures were afloat of either an earthquake or a revolution. A recent telegram from Madrid says that "A reactionary conspiracy has been discovered in Manila, and one person implicated has committed suicide"—but the earthquake is not alluded to.

The preparations for laying the British-Indian cable continue to make progress. The *Chiltern* has followed the *Great Eastern* round the Cape, and the *Hibernia*, with the remainder of the Red Sea cable, will proceed by the same route about the 10th or 15th of next month. The *Hawk*, with the heavy shore end for Suez, will go by way of the Canal to meet the other vessels.

The non-arrival of the Brindisi portion of the present mail is accounted for by the state of the Mont Cenis Railway, which has been rendered impassable since the 24th instant by accumulations of snow and avalanches. A telegram from Florence, dated the 26th, says that the snow on the line was then four feet deep, and traffic would not be renewed for three days. This new exemplification of the dangers to which the line over the mountain is exposed leads us to look anxiously for the completion of the tunnel through it, which we are glad to learn progresses very rapidly.

We are sorry to learn by the last Indian Mail that Mr. H. J. Tarrant, whose appointment as Acting Chief Justice at Maulmein we noticed in our last issue, has had a severe attack of apoplexy, and at the date of these advices was lying in a very precarious condition.

The *Revue des Deux Mondes* of Nov. 1 contains the first of a series of four articles by M. Rudolph Lindau on the Pacific Railway. We reserve any detailed notice of them until the series is complete.

# Foreign Intelligence.

## HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

Rotterdam, Nov. 25.

The Minister of Foreign Affairs has come to the conviction that it is for the interests of our trade with China that our country should be represented there; he has, therefore, asked a credit for a Consulate. The Second Chamber, however, does not agree with the Minister. When his proposal was examined in the sections a good many of the members declared themselves earnestly against it; they were of opinion that Holland was now sufficiently represented and they feared that if a formal Ambassador was sent to China it would also become necessary to station Dutch men-of-war in China waters. The Minister has replied to the several objections against his proposal. He demonstrates that it would be to the interests of trade and the Trading Company to establish a mission in China, and he contested the assertion that it should be necessary to forward men-of-war to China, in order to protect the ambassador. There were always Dutchmen in China, and it was never necessary to show our flag there. When the foreigners do not mingle themselves with the home affairs of China, their safety does not run the least risk. The Minister disapproves of the idea brought forward by some of the members to combine the missions of Japan and China; the means of communication, he asserts, are too uncertain, and besides this, there are many other objections. Mr. Roest van Limburg further stated that he has had several friendly interviews with the Chinese ambassadors, who stayed several days at the Hague, where they have met with the kindest reception, and who started the day before yesterday for Berlin. Mr. Burlingame had explained to him the nature of his mission to Europe, and he had convinced the Minister that our trade with China could be enlarged enormously, which would entail good for both countries. The Ambassador further stated that it would be regarded by the Chinese Government as a token of good friendship should the Dutch Government establish a mission in China. When the Chamber refused the credit asked for, the Minister threw the whole responsibility upon the members; he had the conviction that such a mission was necessary, and of the greatest urgency.

The Second Chamber of the States-General has resumed business in earnest, and the Minister of the Colonial Department has been the first exposed to "cross-examination" in Parliament. The India Budget has been discussed, and of course there was a very lengthened debate (it lasted thirteen days) upon the policy of the Minister and of the Cabinet with respect to India, the general condition of this rich possession, and the financial situation of the mother-country and of the colony. Mr. de Waal was placed between two fires. On the one side stood the Conservatives, who did all they could to force him to their plan, while on the other hand the Liberals desired anxiously that their programme should be adopted; but on both sides it was agreed that the Minister's greatest fault was that of indecision. It was evident, however, that it was the policy of the Opposition to force the Minister to resign, but the plan miscarried. One of the first remarks made was that the condition of the natives was most wretched, and it was Mr. Fransen van de Putte who objected to this statement, observing that it was very much exaggerated. He stated that the production of sugar was favourable; that of coffee was not unfavourable; the abolition of the punishment of rattan beating had had a good effect; and that the *heerendiensten* (services which the natives have to render to their superiors) are abolished in some districts and reduced in others. The Opposition objected that this statement was too much *couleur de rose*, and some Liberal papers agree with their opinion, and they ridicule the remark, made by some Conservatives, that this favourable condi-

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tion is a result of the culture-system. But there was a good deal said which ought not to have been spoken. Indeed, many members debated for about an hour only to demonstrate that they knew simply nothing about Indian affairs. So much is certain, that the greater portion of the time consumed in discussion was wasted in very mediocre speeches. And, indeed, no one can wonder that the Minister gave—in spite of his sedateness—now and then evidences of impatience, and that he proved himself a sharp and acute critic.

The principal amendment was that of Messrs. Van ver Hucht, a Conservative (?), and Mirandolle, a Liberal *pur-sang*. By this amendment it was proposed to raise the wages for planting of coffee in the Preanger regencies from f.6. 50c. to f.13; the last-named being the sum paid in other parts of Java. This proposal was unquestionably based upon a system of equity and right. It was supported in a most masterly manner by both members, but after the most childish remarks of the Opposition members, who argued that the natives needed no higher wages *because they did not use opium*, and the opposition of the Minister, the amendment was rejected, there being 51 Noes and 19 Ayes. Had it been carried, only f.910,000 would have to be paid above the present contribution. Mr. de Casembroot called wages [a *cadeau* to the natives. The very large majority by which the amendment was rejected must, however, not be mis-interpreted. A good many are of opinion that it is urgently necessary to revise the tariff of wages, but they declined to force the Minister by an amendment, which was egarded as a political *coup* at random. I need not say that the Opposition did all they could to demonstrate that the proposal hid an *arriere pensée*. The list of voters was very much mixed. Mr. Fransen van de Putte was an Aye, Mr. Hoet a No.

The amendment of Messrs. Viruly, Verbrugge, and Moens, to raise the credit vote for the instruction of the natives by f.30,000, was carried. The amount is certainly not very large, but it is the first step on a good path, the education of the natives being at present in a most neglected condition. It was very remarkable that all the Catholic members voted against this amendment, whilst the Catholic papers grumble because it was carried. The principal point of the debate was "the Colonial Surplus," "het Batig Slot"—"the Golden Calf." From the several votes it resulted that the extreme Conservative party are in little force, but at the same time it became obvious that there are still a great number of *soi-disant* Liberal members who cannot reconcile themselves to the idea that India has a right to a surplus, and that Holland has no right to take advantage of the forced labour of the natives. I lately told you that the Minister had proposed to fix the India balance on behalf of the Dutch Treasury at ten millions of guilders, and, if there was a surplus, to dispose thereof by a special law. The Minister defended this plan as being the first step to the great principle that it was not policy to "take all that could be got." "Holland," he said, "must help itself; the favourable balances from Java have demoralised the Dutch people."

In the course of the debate, Messrs. van Naamen van Eemnes—a Liberal middleman, and Blussé—proposed to decide nothing with respect to the surplus, and to fix the contribution of India at f.10,107,779. This amendment was carried by 42 against 24 votes. The signification of this vote is very ambiguous; it is pretty clear that the plan of the Minister is frustrated, that the *adorateurs* of the "Golden Calf" will go their old way; and that the guilders earned by the natives of Java will continue to be spent in Holland. The only advantage resulting from the endeavours of the Minister is this, that in the first place the wants of India will be provided for before the Dutch obtains any profit. When the Chamber had resolved to abolish the pawnhouses in Java, the Indian Budget was approved of by 59 against 7; and the expenses by 49 against 17 votes. Indeed, the result could scarcely have been better. We do not want a slow and wavering Ministry, whose only study is to balance between Conservatives and Liberals, but a very Radical one, which will "take the bull by the horns." The next measure for discussion is the Agrarian law, which is now being examined in the sections; but it is quite certain that this Bill will not lead to a radical result, and it is a question whether it will be carried at all. The Liberals are not satisfied, and the Conservatives are shrinking in horror from this step in advance.

A most remarkable meeting took place here some days ago. Several gentlemen of very different political and religious opinions had invoked the attendance of the public, in order to hear a debate on the subject of the promotion of the welfare of the Javanese. The meeting was crowded, and several excellent speeches were made, which led to the establishment of a committee of the company, in order to improve the position of the Javanese.

The *Algemeen Dagblad* states that the Government has granted to the Amsterdam firm, Hesse and Van Raalte, a concession for laying a telegraphic cable between Ceylon and Java. The company, when established, will bear the name of the Ceylon, Java, and Australian Company (Limited).

The first Chamber of the States General will assemble on the 25th inst. The Minister of the Department of Justice has laid before Parliament a Bill to abolish capital punishment.

A paper war has arisen between several gentlemen interested in the coffee trade, about the manner in which Government sells the East India coffee. Some among them think that it will be best to hold four auctions a-year, others that it would be more advantageous to sell every month by public sale; and again, others advocate that every cargo should be brought into the market as soon as it arrives; thus the greatest difference prevails upon the subject. I think that the best way would be that all the coffee produced by the Indian natives should be sold in India. That is what we must eventually come to.

On the 15th inst. the Japanese war steamer *Nits Sin*, Vroom, commander, started from Brouwershaven bound to Japan. This very fine and powerful steamer was built in the yard of Messrs. C. Gips and Zonen, at Dordrecht.

I regret that I have to record the death of the well-known shipowner and trader Mr. J. van Hobaken van Cortgene. I have also to record the death of Mr. N. Olivier, M.P., ex Minister of Justice—a warm Liberal. He died at the Hague, at the age of fifty-nine years.

The Conservative papers are spreading the rumour that the Minister of the Colonial Department, Mr. E. de Waal, intends to resign, in consequence of the vote upon his Budget, by which his proposal with reference to the Java contribution was outvoted. By the Liberal party these rumours are declared to be quite unfounded. Mr. J. C. van Lier, Parliamentary reporter, will start next month for Batavia, to assume the editorship of the *Bataviaasch Handelsblad*, in the room of the late Mr. Lion, whose death, reported by the last mail, is regarded as a great loss to the Liberal cause.

## PRODUCE MARKETS.

Business transactions have continued since my last within a limited compass, as, with the exception of the sale by public auction of about 12,000 bales Java Tobacco, there has been upon the whole but little doing in our leading articles of colonial produce. Sugar and Hides have been in good request at steady rates, but, excepting several public sales of Japan Camphor, Japan Wax, Gum Damar, &c., the demand for other articles has been confined to the "hand to mouth" wants for immediate consumption; and when sales were forced, which has been the case with Tin, buyers could only be found by means of pretty heavy concessions. The price of the last-named article has thus undergone a material reduction in consequence of the failure of an Amsterdam house, owing to which unforeseen circumstance the Netherlands Bank threw 30,000 slabs upon the market for sale at low rates. The decline has been partly recovered.

COFFEE.—The market is firm, with small business, in waiting for the forthcoming auction of the Dutch Trading Company on the 24th inst., when 109,277 bales are to be offered. Trading Company ordinary Java is sought after in vain at ½c. advance over the prices of the late public sale. There is, upon the whole, but little on offer in the market of that sort. I have only to report the sale of 900 bags Java, ex Aletta Augusta and Medea. There is a good demand for Padang.

SUGAR (RAW).—A firm tone continues to prevail for this import, and about 13,000 baskets Java have been disposed of since my last report in the proportion of ½f. below the currency of the September sale up to the full parity of the same, which is now generally insisted on by holders, who are unwilling to sell below that mark. The demand continues active for parcels on the spot, and about 2,500 baskets Java have changed hands in re-sale from second hands at some advance over September prices. The brokers have published their valuations of the Dutch standard of the coming public sale on account of the Trading Company of about 18,500 baskets Java, on the 25th inst., viz., No. 5, f.32; No. 7, f.33; No. 8, f.34½; No. 9, f.35½; No. 11, f.35½; No. 13, f.36½; No. 14, f.36¾; No. 16, f.37; No. 19, f.37½.

TEA.—In my last report I gave the result of the last auction of Java tea offered by the Trading Company. The fine qualities were sold at lower rates, and the good and ordinary qualities at the prices of the July auctions. There is a good demand for all sorts, but especially for those which can be bought at low prices. China Tea is dull, but prices are steady.

RICE.—Continues dull, but prices are nominally maintained. Sales have been closed of 228 bags Java, ex Aletta Augusta; 2,658 bags Java, ex Eastern Empire, at f.9½; 3,146 bags Java, ex Cornelis Gips, at f.7⅞; 9,086 b. Java table, ex Bezoekie.

SPICES.—A steady demand continues to manifest itself for Nutmegs and Mace at full prices. The 18 cases Nutmegs and 16 cases Mace offered for sale by secret tenders have been adjudged. Nutmegs No. 1 sold at 105c.; Mace D, 190c.; Amboina Cloves, No. 3, 26c. Since that auction prices have advanced from 1c. to 2c.

HIDES.—Sales have been closed by secret tender of 3,021 Java Cows and 1,427 Buffaloes, ex Fop Smit, Medea, County of Bute, Aletta Augusta; of 1,560 Samarang Ox, ex Aria and Betsy; 2,000 do. Buffaloes, ex Drie Gezusters; C and C, 1,002 Samarang Ox, ex Aria and Betsy; 700 Macassar Buffaloes, ex Elmina; 535 Samarang Buffaloes, ex Betsy and V H; 4,500 Samarang Buffaloes, ex Aria and Betsy; 94 E.I. Rinder, ex Utrecht.

INDIGO.—A healthy tone continues to prevail at rather easier prices. Sales have been closed since my last report of 54 and 129 chests Java.

TIN.—Holders of Tin evinced more disposition to realise in the early part of last week at the late advance, and Banca changed hands at from f.72½ down to f.70.; but the market subsequently became quite demoralised by the failure in London of a house dealing in Tin, followed up by the stoppage of an Amsterdam firm, also largely concerned in this article, in consequence of which sales were made at very irregular prices, even down to f.64½. From this point the price rose again to f.68 on the spot. Tin, ex the spring sale of 1870, which changed hands at f.64, is now held for f.65½. The whole stock of about 30,000 slabs of one of the above-named firms has been disposed of on secret but lower terms, after the realisation of which prices began to rally. At the close Banca is quoted f.67½. to f.68, and Billiton f.67.

GAMBIER.—650 mats have been sold by private tender.

COCOA-NUT OIL.—Only a trifling business is doing at unaltered prices.

JAVA CAMPHOR.—The Trading Company has offered in auction 5,043 tubs, which were sold at 51½c. to 52½c. This is regarded as a very favourable result. The quality was good middling.

CUTCH.—20,000 kilo. have changed hands at secret prices.

DRUGS.—The brokers' valuations of the different articles to be put up at the Trading Company's public sale, on the 23rd instant, range as follows, viz.: for Gutta Percha, 25c. to 27c.; for Japan Vegetable Wax, from f.43 to f.46.; for Gum Damar, from 30c. to 50c.; for Getah Gitang, from f.50 to f.55.

RATTANS.—Some few parcels have changed hands at prices that did not transpire.

COFFEE.—The coffee auction on the 24th went off very favourably. The whole quantity was sold at ½c. to 1½c. above the valuation. Tea: 9 lots Souchong and 13 ditto Congou, ex Victoria, have been sold.

JAPAN VEGETABLE WAX.—The Trading Company offered in auction to-day 4,397 chests, of which 259 chests A sold at f.46, 2,227 chests A bought in at f.43.75c. to f.46, 429 chests B sold at f.44, 1,449 chests B bought in at f.43.75c., and 33 chests D sold at f.40.75c.

MISCELLANEOUS.—39,100 kilo. Cutch sold at 51c. to 257c. per half kilo. Of 32,300 kilo. Gum Damar the Borneo sorts partly sold at 29c.

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to 33c., and partly bought in at 25c.; the Padang quality sold at 51c. 194 mats Getah Gitang sold from f 48 to f. 64 per 50 kilo., and 18 chests Turtle Shells sold from f.5.25c. to f.11.50c., according to quality.

SHIPPING.

ARRIVALS.—Nov. 12, at Brouwershaven from Batavia, Ternate; at Texel from Bombay, City of Shanghai; Nov. 18, at Brouwershaven from Batavia, Nederland and Orange; from Sourabaya, Van der Palm; Nov. 19, at Texel from Batavia, Presto; Nov. 20, at Texel from Batavia, Ferdinand and Louis; at Zierikzee from Batavia. Aeroliet.

DEPARTURES.—Nov. 11, from Texel for Batavia, Wyk aan Zee, Australie; for Samarang, Philips von Marnix; Nov. 15, from Brouwershaven for Japan, the Japan man of war Nits-Sin; Nov. 17, from Texel for Batavia, H M. war-steamer Java.

PASSENGERS INWARD.—From Java: Per Ternate, Messrs. de Wezer and family, Payen and family, Zeydel and family, van Leeuwen, Mrs. van Cosel and family, Miss Marshall, Brondgeest, and Messrs. Woesthoff; per Nederland and Oranje, Mr. W. Grashuis and family.

PASSENGERS OUTWARD.—For Java: Per Australie, Messrs. W. N. Verleah and family, J. B. Weghake and family, B. Weghake, C. Katch, T. D. Rasch, G. J. Coorengel and family, B. de Bruyn, H. Ph. Tromp, E. W. Feige, T. van Braam, Gorris, J. C. Brouwer, Misses T. Weghake, J. Verbeek, H. Verbeek, F. M. van Geuns; per Wykaan Zee, Messrs. F. Perié and family, C. Wynmalen, Miss C. van den Broek.

## ORIENTAL LITERATURE.

(FROM OUR BATAVIA CORRESPONDENT.)

BATAVIA, Oct. 14, 1869.

The last number of the journal of the Batavian Society of Arts and Sciences contains a very interesting, though rather arid, notice on the Hindu monuments in the highlands of Sumatra, illustrated by several pen sketches by the hand of Mr. E. P. Vonbrink. Mr. T. G. F. Riedel gives an account of a trip to Engano, with a map of that island, which, according to his researches, is inhabited by fourteen different tribes, numbering a total population of 6,380 souls, or rather savages. Our well-known Indianist, Mr. A. B. Cohen Stuart, published, in the same number, a very severe critique on a "History of Java," by Mr. T. Wolbers, published in Holland, which history he calls a pitiful scribble (prulschrift).

Besides, the Batavian Society published the catalogue of its numismatical collection. The nucleus of it was formed by Mr. Radermacher, who presented the collection to the society in 1779. At that time it contained, besides a fine collection of gold and silver Indian coins, a complete series of the so-called Indian golden zodiacal coins, which, however, in the course of time, seem to have been pilfered by some unscrupulous lover of rare (and valuable ?) coins. A description of this collection was published some years ago in the thirty-first volume of the transactions of the Batavian Society, by Mr. E. Netscher, resident of Rhio, and Mr. T. A. van der Chijz, the present director of the cabinet, which contains now 2,666 coins, nearly half of which are Indian and Chinese.

Messrs. Lange and Co. published a small French pamphlet by "Un Ancien Voyageur en Japon," under the title of "Notice Historique et Statistique sur le Japon." This notice is evidently written by a person very intimately acquainted with Japan, and who seems to have had access to many official documents and sources. It is well written, and refutes clearly the reproaches made to the western diplomatists o. having concluded treaties with a sovereign who had no power to do so; as, in fact, since the first visit to Japan by the Portuguese, in 1543, till a few years ago, the Shiogoon was really the *de facto* sovereign, the Mikado having only a shadow of religious power, and the other nobles being too feeble to contend against the Shiogoonal government

## ROYAL GEOGRAPHICAL SOCIETY.

The second meeting of the present session of this society was held on Monday evening last, Sir R. I. Murchison, President, in the chair.

The paper of the evening was on the exploration of the new course of the Yellow River of China, by Mr. Ney Elias, F.R.G.S. The author stated that, having planned a survey of the course the Great Yellow River of China had taken since breaking through its old banks some fifteen years ago, he devoted his autumn holiday in 1868 to carry out the object, having previously secured the approval of the Shanghai Chamber of Commerce. Only the vaguest accounts had previously been received of this grand phenomenon, caused by the river forsaking its bed, several hundred miles from its mouth, and pouring its waters in a northerly direction, seeking an outlet in the sea at a point separated by four degrees of latitude from its former mouth, leaving a dry bed two or three miles wide, which was now used as a high road. By the change scores of square miles of highly-cultivated country had been devastated, millions of people had lost their lives, and along the forsaken bed other districts were deprived of their fertility by the loss of the means of irrigation. No less than nine such changes were recorded in Chinese history, the first dating about 602 B.C., the positions of the various mouths ranging over the extent of coast between 34 deg. and 39 deg. N. lat. The author believed that the major part of the great alluvial plain of China had been formed by the rich deposit left by forsaken beds of this singular river. The author's companions were Mr. Hollingworth and two Chinese; they left Shanghai, well provided with instruments for taking observations in latitude and longitude, on the 24th of September, and, after a journey of nearly 400 miles on the Grand Canal, arrived on the 17th of October on the banks of the new Yellow River near the town of Nan-Shan. At this point the stream had not yet worn for itself a bed, but was spread over a belt of country some ten or twelve miles in width. The banks of the Grand Canal had here been carried away by the invading stream, and the whole country wore an air of desolation. The party embarked on the new river near here, and traced it down to its embouchure in the Gulf of Pe-chi-li. Nineteen miles downward the widespread waters converge and flow into the narrower bed of a much smaller river, the Tatsing, which henceforward serves as its channel. The great volume and rapidity of the waters of the Yellow River are causing the narrow bed to widen, and with the undermined banks are swept away the streets of villages and cities, gardens and fields. Bridges which formerly spanned the Tatsing now remain as ruins in mid-river. At Tsi-ho-hein one of the bridges effectually stops navigation at present at a short distance above the port of Tsi-nan-foo. Towards the sea the banks of the river are marshy and uninhabitable, the limit of the peopled region being the small port of Tu-men-quan. The mouth of the river is obstructed by a bar, which Mr. Elias found, on the 27th Oct., to have a *minimum* depth at low water of three and a-half to four feet. Deeper channels on the bar have from five to seven or eight feet of water. From various considerations the author concluded that the new course of this large river was not likely to be used by the larger trading junks, and that, in fact, its commercial value was very small In returning to Shanghai by the river the party ascended to the point where it first broke from its former course, near Lung-men-kau. The date of the first breach was 1851, but the waters were not finally diverted till 1853. The paper was accompanied by a carefully-executed chart of the new course of the river, constructed on an ordinary traverse survey, checked at several points by observations for latitude and longitude. Soundings were observed throughout.

In the discussion which followed, Captain Sherard Osborn, R.N., bore testimony to the great geographical value of Mr. Elias's paper. The Yellow River had been generally spoken of as a rapid and dangerous stream, remarkable for the mass of alluvium it carries down, and with which it is continually silting up and raising its own bed. The great plain of China, which in 1813 supported 170,000,000 inhabitants, is in great measure formed of the alluvium brought down by the river from the western highlands, the rich soil having a depth, according to Davis, of seventy feet. Uncontrollable as the Yellow River appeared to be, it was waiting only the hand of the European engineer to put a bound to its turbulence, and guide its superabundant forces into channels useful to man.

Mr. Wylie, who had recently returned from extensive journeys through the interior of China, spoke of the great accuracy of Mr. Elias's descriptions.

Mr. W. Lockhart and Mr. T. Saunders also took part in the discussion.

## LOSS OF THE CHINA CLIPPER "SPINDRIFT."

On the 21st inst. the new clipper ship *Spindrift*, which left the Thames the previous evening with a cargo valued at upwards of £200,000, was totally lost in the Channel, near Dungeness Lighthouse. She was what is termed a composite ship, built of iron framing and timber, under special Lloyd's survey, and registered A1 for 16 years. She was owned by Mr. Findlay and others, of Glasgow, and was the winner in the clipper race from China with the new season's teas last year. She was hauled out of the dock on the 20th, and proceeded in charge of Mr. Martin, a Trinity-house pilot of great experience. Her commander was Captain Nutsford; he was summoned by the owners to take the command only two or three days previous, her former master, Captain Innes, being called to Scotland on account of a death in his family. Capt. Nutsford had only returned from China ten days in the *Windhover*. Two other famous clipper ships left the dock for China at the same time, the *Taitsing* and the *Sir Lancelot*. The officers and crew of the *Spindrift* number thirty-six hands. There were also on board the captain's wife, and a relative, who intended to leave the ship with the pilot on reaching the Isle of Wight. She was towed out to sea on Saturday night, and then bore away down Channel, with a fresh breeze off the land, and fine clear weather. Capt. Nutsford, with his first and second officers, were on deck most part of the night. The pilot, however, still had charge, and his course was closely adhered to. All went well until half-past two on Sunday morning, when the ship went ashore about two miles north of Dungeness Lighthouse, opposite No. 1 Battery. The shock was scarcely felt, but although all sail was thrown back, and every possible means taken to get her off, she became fast, and towards daybreak fell over on her beam ends, with her decks towards the sea. Capt. Nutsford was below at the time she struck. The lead had been used twice or thrice just before, and ten and eight fathoms were called, but the leadsman must

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have made a mistake in calling eight for three fathoms, as she immediately afterwards struck. The light at Dungeness was then seen on her starboard bow. Towards daylight a heavy sea rolled in and broke over the ship, when all hands were ordered into the boats and to make for the shore, the master, pilot, and officers taking to the mizen rigging in the hope that at ebb tide the sea would go down and enable them to cut away the masts, so as to ease the vessel and assist in getting her off. It soon, however, became evident that the ship was doomed to destruction, for the sea broke in upon her so violently that she began to break up, and they had to land without loss of time. For some time previously the coastguard of No. 1 Battery had come out in force to render all the assistance that was possible, but nothing could be done except provide shelter to the shipwrecked crew. Mrs. Nutsford and the officers of the ship desire to express their sincere thanks for the great kindness they received from all parties at Dungeness, more particularly to Mr. M'Gill, chief boatswain at No. 1 Battery, and Mrs. M'Gill. During Monday the weather became more boisterous. It blew a gale, and at high water the ship and masts were completely submerged, and portions of her cargo coming ashore showed clearly that she was fast breaking up, and that she would become a total loss. The depositions of the pilot, Mr. Martin, have been taken by the receiver of wreck for the district, as also that of Captain Nutsford, the master, and they will be forwarded to the Board of Trade. Her cargo consisted chiefly of Manchester goods, copper, quicksilver, and other valuable articles. The whole of it is covered by insurances effected at most of the marine insurance offices in the City, at Lloyd's, and at the underwriters' rooms at Liverpool and Glasgow. The ship, however, we regret to learn, was not insured.

## LEGAL AND CRIMINAL.

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### VICE CHANCELLOR'S COURT, NOV. 19.

THE QUEEN OF SPAIN V. PARR.

This was a bill filed by the Queen of Spain prior to the Revolution, seeking an account in respect of sales by the defendant's firm of Parr, Hermann, and Co., of tobacco from Manila, consigned to them for sale on behalf of the Spanish Government. The sales had been countermanded by the local government of Manila, who gave instructions to the defendants' house at Manila, but before the instructions reached England a part of the tobacco had been sold. The principal contention was as to a commission of 2½ per cent. claimed by the defendants, and a commission of 10 per cent. received by the defendants for payment in cash of insurance premiums on the tobacco, and which had been paid by the defendants six weeks before receipt of funds for the purpose. The plaintiffs contended that the conduct of the defendants with regard to the sales had deprived them of right to commisson on the sales, and that their position as brokers disentitled them to make a profit of 10 per cent. on the insurance commissions. For the defendants it was contended that the commission on the sales was payable on the whole amount, and that the 10 per cent. came out of the pockets of the insurers, and not of the plaintiff, who would have had to pay the full commission in any case. This discount for cash was as rightfully received by defendants as the commission usually received by solicitors from an insurance office to which they pay premiums on behalf of clients.

His Honour held that as no case of misconduct had been made out against the defendants with regard to the sales, they were entitled in his opinion (having regard to the evidence adduced) to 1¼ commission, being half what they would have received if the sales had not been countermanded. With regard to the 10 per cent., he was of opinion that agents like the defendants could not make a profit of this nature without communicating to their principals their intention to pay cash, and thus obtain the discount allowed for cash transactions. The sum of £300, being 10 per cent. on the premiums of £2,999, must not be deducted by the defendants, who, however, were to have interest for the period during which they had advanced the sum of £2,699. The plaintiff to have costs up to decree, but each side to pay their own costs of evidence.

### THE CHARGE OF SCUTTLING THE "OLD ENGLAND."

At the Central Criminal Court on Oct. 25, Thomas Bulman, a sea captain, and T. Helburn, a ship carpenter, were indicted on the charge of having scuttled the ship *Old England*, with intent to defraud the underwriters. Mr. Giffard, in opening the case, said the *Old England* sailed for Point de Galle from Cardiff on the 15th June in a confessedly leaky condition, but by no means past work. She was laden with patent fuel, and was insured, in all, for £2,550, including an insurance of £200 on the captain's personal effects and £500 for the cargo. The ship was pumped every watch for some considerable time after leaving port, but up to the 24th of July no more than three inches of water was made during the hour. On the evening of that day orders were given to cease pumping, and the next morning (Sunday, the 25th), after falling in with a Portuguese brig, and after part of the provisions had been carried to her, the captain and carpenter, having been down in the hold about ten minutes, were seen to come upon the deck, and the carpenter carried in his hand something wrapped in canvas. He put his parcel on the deck, and the canvas falling open it was seen to contain two augers. After this the water increased, and was heard rushing in with a sound not before observed. Myers, the cook, acted as interpreter between the Portuguese captain and the master of the *Old England*, and was directed by Captain Bulman to say that they had been pumping that morning, so that the accumulation from eight o'clock the evening before was made to appear as the accumulation of a few hours only. The log was gone. The captain said he had given it to the Portuguese, who desired to see how an English log was kept, and had handed in a freshly made one. Louis Myers, the cook, said they pumped every four hours after leaving Cardiff for a fortnight; then they pumped every two hours, and during the last part of the time every hour for fifteen or twenty minutes. They saw the Portuguese brig at four o'clock; at six the captain went on board, and at twelve he saw water in the after hold for the first time. He saw the carpenter going down the hold before they left the ship, and saw the two augers he brought up wrapped in canvas. Bernard Hanlan confirmed the evidence as regarded pumping, and said the pumps sucked air at fifteen inches. Proceeding, he said that on the Sunday at eight o'clock he went down the 'tween decks and heard water making a noise aft—a gurgling kind of noise—and water was washing about the forehold. There was at this time only five feet between the water and the lower deck; there was nothing to prevent the water running throughout the ship. (Subsequent evidence showed that the lower deck was about nine feet above the bottom of the ship, so that this would give some four feet of water.) About four days before the ship was abandoned the crew went aft and asked the captain what he intended doing with the ship; he answered he was going to Point de Galle. Some inquired whether he had not better put in at some port that the leak might be stopped; he answered that he knew of no place. Hanlan suggested Pernambuco; the captain said Ascension was the nearest place he knew of, and thereafter they left the poop. The ship was safe at that time, and they had had no foul weather up to this time. The second mate gave the order to cease pumping. Further evidence showed that the *Old England* was an American built ship, of 1,030 tons, built in 1849, and that the insurance was by no means excessive, considering the age, the build, and the size of the vessel. Its value was estimated at between £3,000 and £4,000; she was chartered by the Messageries Imperiales, and was laden with patent fuel for the company's station at Point de Galle.

Mr. Serjeant Ballantine addressed the jury for the defence, and commented with emphasis on the fact of entire absence of motive. The captain had insured his effects at a fair valuation, the ship was insured at less than its value, and he, being a part owner, would consequently lose if the ship were lost. Of course, if he conspired with the carpenter it would have been for a monetary consideration, and this would have added to his loss. The use of the augers might be accounted for by the endeavours of the captain and carpenter, in the execution of their duty, to discover the nature of the leak and what means could be adopted to stop it. Evidence was given by shipowners who had employed him that the captain had borne the highest possible character for periods ranging over thirty years, and it came out here that the policy for £200 on the captain's effects included a sum on account of goods he carried as a trader, he being a part owner and entitled to trade for himself.

The jury returned a verdict of acquittal.

### COURT OF CHANCERY—Nov. 25.

THE BANK OF HINDUSTAN, CHINA, AND JAPAN.

This was an appeal against a decision of the Vice-Chancellor with reference to a transfer of some shares in the Bank of Hindustan, China, and Japan. In the month of June, 1866, a Mr. Archibald Kintrea transferred 145 shares in this company to a Mr. Alexander M'Lachlan, and the transfer was shortly afterwards approved by the directors and registered. The transfer was expressed to be in consideration of £195 paid by Mr. M'Lachlan. At this time the shares (which were of £100, and with £25 paid) were saleable in the market at rather more than £3 per share. In Dec., 1866, an order was made to wind up the company. The liquidators afterwards discovered that in fact no money was paid by Mr. M'Lachlan for the transfer, and that he was a person of no substance, he being the steward of a steamship, with a salary of £1 per week, and having no other means of subsistence. A summons was taken out by the liquidators to have the register of shareholders rectified by substituting Mr. Kintrea's name for that of Mr. M'Lachlan in respect of the 145 shares. The Vice-Chancellor was of opinion that the transfer was not an out and-out one, but that Mr. Kintrea intended to retain his interest in the shares if the company prove successful, but to escape liability in case of the company's failure. His Honour therefore ordered Mr. Kintrea's name to be restored to the register, and that he should pay the costs of the application. Mr. Kintrea appealed. Mr. Hardy, Q.C., and Mr. Higgins, for the appellant, contended that as the company had accepted the transfer, the directors having by the articles of association absolute power to refuse it, they could not now be heard to dispute its validity, and that the liquidators could have no higher rights than the company had. They also urged that since the Act of 1862 a transfer to a trustee was as good as a transfer to a purchaser, and that, at any rate, as the application must be taken to be made exclusively under section 35 of that Act, there was no jurisdiction to make Mr. Kintrea pay the costs.

Mr. Greene, Q.C., and Mr. Lindley, who appeared for the liquidators were called upon only to argue the question of costs. Mr. Hardy, Q.C., replied upon that point. Lord Justice Giffard was of opinion that the Court had power to inquire whether the name on the list was rightly there. In this case the directors could not be blamed for believing the representation made in the transfer that £195 was paid. But if they had ascertained the real facts afterwards they might have applied to have Kintrea's name restored to the register. His name ought now to be replaced there:—First, because a man who chose to make an untrue representation had no right to complain that the persons to whom it was made believed it; Second, because his Lordship did not hesitate to say that this Court would act in such cases as "Hyam's case" just as much now as before the Act of 1862, for the simple reason that in such a case a name would, within the meaning of section 35, be on the register without sufficient cause. With regard to costs, as this application was made in a winding-up his Lordship thought that, having regard to section 170 of the Act, there was ample jurisdiction to order Kintrea to pay the costs, though there might not have been under section 35 standing alone. The appeal must be refused with costs, but the Vice-Chancellor's order must be altered in form by making it on the application of the company instead of on that of the liquidators.

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MR. GEORGE MELBOURN'S BANKRUPTCY.—On the 25th ult. an adjourned sitting for examination and discharge was held at the Bankruptcy Court, before Mr. Commissioner Holroyd, in the case of Mr. George Melbourn. The bankrupt, who came before the Court on a creditor's petition, was described as a merchant, of Leadenhall-street, London, formerly carrying on business in co-partnership with William Lichtenberg and R. P. Tolson, and also at Batavia, under the firm of Morgan, Melbourn, and Co. The joint statement of affairs showed debts and liabilities of £126,773; with assets—good debts, £1,938, doubtful, £12,260; property, £6,855; and property in the hands of creditors, £1,844. On the separate estate a surplus of £2,200 was returned. The assignees, being dissatisfied with the present accounts, asked for further statements, and it appearing that the bankrupt was absent through illness, the Commissioner adjourned the sitting until the 15th of Feb., and granted leave to the assignees to tender requisitions.

## NAVAL AND MILITARY.

### APPOINTMENTS TO THE CHINA STATION.

The following are the names of the officers appointed to sail in the Donegal for China, there to serve in Her Majesty's vessels on that station, under Sir Henry Kellett:—

*Captain*—W. N. W. Hewett, 1862,* to Ocean.

*Commander*—A. Fisher, 1869 (late of H.M.S. Excellent).

*Staff Surgeon*—James J. Martin, 1867, to Ocean.

*Lieutenants*—Herbert Dolphin (1861), Robert L. Byng (1863), Joshua Cole (1863), Robert H. Eyre (1866), A. D. Fanshawe (1868), W. M. Annesley (1868), to Ocean; T. S. Dickinson (1860), George N. Smallpiece (1863), A. H. B. Bradshaw (1865), Nathaniel Cotton (1868), H. E. Maclean (1866), Grosvenor Stopford (1868), to Ocean, additional, for disposal; Swinton C. Holland (1865), to Sylvia.

*Navigating Lieutenants*—Selby Lilburne (1868), to Rinaldo; William King (1868), to Zebra; W. Pearce (1868), to Sylvia.

*Paymasters*—W. M. Shanks (1854), to Ocean; H. V. Forrest (1854), to Zebra; E. M. Roe (1868), to Sylvia; John Kiddle, additional, to the Princess Charlotte, for service in Shanghai yard.

*Surgeons*—John Buckley (1869), to Rinaldo; Dr. Samuel Campbell (1867), to Sylvia; William Roche (B, 1865), to Zebra; Thomas R. Warren (1864), to Adventure.

*Chief Engineer*—Charles Seeley (1857), to Ocean.

*Assistant Surgeon*—Robert Atkinson (1854), to Ocean.

*Sub Lieutenants*—E. P. Statham (1867), Eustace D. Maude (1868), Charles W. Dickinson (1868), Henry D. Barry (1869), to Ocean; John D. Deane (1868), to Ocean, additional, for disposal; H. J. Oldfield (1868), Ernest N. Rolfe (1867), to Sylvia.

*Navigating Sub Lieutenants*—Charles B. Clark (1868), supernumerary, to Ocean; Charles W. Baillie (1864), to Sylvia.

*Assistant Paymasters*—John J. Hoar (1866), Francis H. Trollope (1868), Colin Campbell (1867), Secretary's Clerk, to Ocean; H. C. W. Gibson (1868), Edward Robinson (1863), Mozart Vining (1867), to Ocean, for disposal; A. N. C. King (1865), to Rinaldo.

*Engineers*—G. T. Crook (1863), John McKenzie (1867), Wm. A. Stewart (1867), M. A. Fothergill (1869), to Ocean; G. Gravestock (1868), M. Shannon (1869), H. Duncan (1864), A. Lawton (1866), to Ocean, additional for disposal; Peter Hutchison (1863), J. F. P. Shelley (1867), T. Barnes (1869), to Sylvia; J. Patterson (1864), W. Archbold (1867), to Zebra; E. W. Thomas (1865), J. Anderson (1867), to Rinaldo.

*Assistant Engineers*—W. G. M. M'Quire (1867), E. J. Whatmore (1868), A. J. Durston (1869), to Ocean, for disposal.

*Acting Assistant Surgeons*—George Murdoch, M.B. (1868), to Ocean, additional for disposal; Dr. Gordon Price (1868), to Rinaldo; W. Y. B. Paton, M.B. (1868), to Zebra; J. B. Isaac, J. D'A. Harvey, to Ocean.

*Midshipmen*—Francis E. R. Fielding, R. T. Rennie Mitford, and W. Pye, to Ocean; James A. Ward, John W. Osborne, G. R. Maltby, F. F. A. Scott, V. A. Tisdall, E. J. Sandiman, K. H. Foote, George Eastman, W. S. White, W. J. A. Bannister, to Ocean as supernumeraries.

*Navigating Midshipmen*—John A. Corvan, Frederick Launcelot, to Ocean; James Maitland, to Rinaldo.

*Clerk*—Fred. J. B. Maltias, to Zebra.

*Assistant Clerk*—A. F. Comyn, to Ocean.

## MR. GARDNER ON CHINA.

(To the Editor of the *London and China Telegraph.*)

SIR,—While expressing thanks to you for your kind notice of my paper read to the Ethnological Society, would you be kind enough to point out that one sentence I said was misunderstood, perhaps from not being clearly expressed? I stated that European intercourse with China had not been an "unmixed" blessing to the Chinese, and pointed out minor evils it had entailed; but I thought that all the world was so universally agreed as to the fact of a blessing having been conferred on the Chinese by our intercourse with them, and so fully alive to the nature of that blessing, that I deemed it unnecessary to dwell upon the point, whereas I laid some stress on the reverse side of the picture, to palliate the harsh judgment of certain critics, who are ever adducing the unwillingness of the Chinese to avail themselves of the benefits we offer as a mark of extreme want of capability and civilisation.—Your obedient servant, CHARLES GARDNER, F.R.G.S.

Weybridge, Nov. 23, 1869.

## Monetary and Commercial.

We beg to remind our readers that to-morrow is the last day for the present season for transmitting telegrams to China by Grant's line *via* Kiachta. It will reopen in February next.

An appeal from a decision of Vice-Chancellor Stuart, with reference to some shares in the Bank of Hindustan, China, and Japan, has been heard before Lord Justice Giffard. It appeared that a Mr. Kintrea, in consideration of the sum of £195, expressed to have been paid by a Mr. McLochlan, transferred to the latter 145 shares in the company. The transfer of the shares was duly approved of by the directors, and afterwards registered. In December, 1866, the liquidators having discovered that the consideration expressed in the deed was never paid, took out a summons to have the register of shareholders rectified by having Mr. Kintrea's name inserted for that of Mr. McLochlan. The Vice-Chancellor being of opinion that the transfer was not a *bona fide* one, ordered Mr. Kintrea's name to be put upon the register of shares, and to pay the costs of the application. From that decision Mr. Kintrea appealed, but the Lord Justice affirmed the Vice-Chancellor's decision and dismissed the appeal.

The failure of Messrs. Morgan, Melbourn and Co., of London and Batavia, has again been brought before the Bankruptcy Court, at an adjourned sitting for the examination and discharge of Mr. George Melbourn. The joint statement of the affairs of the firm showed liabilities amounting to £126,773, against assets £22,897, of which £12,260 consisted of doubtful debts. On Mr. Melbourn's separate estate a surplus of £2,200 was returned. The bankrupt being unable to appear, the sitting was adjourned until the 15th February next.

The market for bar silver is flat, and the price has declined ⅛d.—viz., to 5s. 0⅜d.—there being little or no inquiry for the East and the Continent. On the other hand, Mexican dollars are ⅛d. higher, at 4s. 11⅜d., the supply here being limited, while there is a moderate demand for China.

The amount of bullion by the P. and O. Company's steamer *Ripon*, from Southampton, on the 27th inst., was—in gold, to Galle, £5,350; to Bombay, £675; to Madras, £3,203; in silver to Calcutta, £5,000; to Penang, £1,540; to Hong Kong, £12,370 total in gold, £9,228; in silver, £18,910.

### EXPORT OF COTTON GOODS TO THE FAR EAST.

The following is a summary of Mr. Sam Mendel's tables for the present month, which contain details of the quantities of Cotton Manufactures and Yarn shipped from the ports of London, Liverpool, Southampton, and the Clyde, to Hong Kong, Shanghai, Japan, Singapore, Batavia, Manila, and Ceylon, during the month and twelve months ended 16th Nov., 1869, compared with the corresponding periods of the two preceding years:—

#### HONG KONG AND WHAMPOA.

PLAIN COTTONS.—Export for the month ended 16th Nov., 1869, 1,558,007 yards; for the twelve months 1869, 38,028,912 yards; for the twelve months, 1868, 60,067,746 yards; for the twelve months 1867, 50,373,554 yards. Decrease for 1869 against 1868, 22,038,834 yards.

COLOURED COTTONS.—Export for the month ended 16th Nov., 1869, 162,140 yards; for the twelve months 1869, 1,488,859 yards; for the twelve months, 1868, 1,548,539 yards; for the twelve months, 1867, 2,412,621 yards. Decrease for 1869 against 1868, 59,680 yards.

PRINTED COTTONS.—Export for the month ended 16th Nov., 1869, 103,560 yards; for the twelve months 1869, 963,821 yards; for the twelve months 1868, 2,126,154 yards; for the twelve months, 1867, 822,059 yards. Decrease for 1869 against 1868, 1,162,333 yards.

COTTON YARN.—Export for the month ended 16th Nov., 1869, 595,730 lbs.; for the twelve months 1869, 3,419,490 lbs.; for the twelve months 1868, 7,283,330 lbs.; for the twelve months 1867, 6,527,964 lbs. Decrease for 1869 against 1868, 3,863,840 lbs.

VALUE.—For the month ended 16th Nov., 1869, £80,293; for the twelve months 1869, £1,022,249; for the twelve months 1868, £1,674,350; for the twelve months 1867, £1,542,529. Decrease for 1869 against 1868, £652,101.

#### SHANGHAI.

PLAIN COTTONS.—Export for the month ended 16th Nov., 1869, 28,029,317 yards; for the twelve months 1869, 211,832,830 yards; for the twelve months 1868, 248,040,531 yards; for the twelve months 1867, 131,803,321 yards. Decrease for 1869 against 1868, 36,207,201 yards.

COLOURED COTTONS.—Export for the month ended 16th Nov., 1869, 801,074 yards; for the twelve months 1869, 13,019,517 yards; for the twelve months 1868, 7,037,771 yards; for the twelve months 1867, 10,719,157 yards. Increase for 1869 against 1868, 5,981,746 yards.

PRINTED COTTONS.—Export for the month ended 16th Nov., 1869, 1,037,488 yards; for the twelve months 1869, 4,888,270 yards; for the twelve months 1868, 3,818,387 yards; for the twelve months 1867, 5,484,930 yards. Increase for 1869 against 1868, 1,069,883 yards.

COTTON YARN.—Export for the month ended 16th Nov., 1869, 16,440lbs.; for the twelve months 1869, 276,063 lbs.; for the twelve months 1868

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305,700 lbs.; for the twelve months 1867, 443,232 lbs. Decrease for 1869 against 1868, 29,637 lbs.

VALUE.—For the month ended 16th Nov., 1869, £500,400; for the twelve months 1869, £4,137,913; for the twelve months 1868, £4,208,038; for the twelve months 1867, £2,851,878. Decrease for 1869 against 1868, £70,125.

JAPAN.

PLAIN COTTONS.—Export for the month ended 16th Nov., 1869, 486,950 yards; for the twelve months 1869, 16,130,774 yards; for the twelve months 1868, 21,762,155 yards; for the twelve months 1867, 20,154,929 yards. Decrease for 1869 against 1868, 5,631,381 yards.

COLOURED COTTONS.—Export for the month ended 16th Nov., 1869, 39,600 yards; for the twelve months 1869, 1,576,402 yards; for the twelve months 1868, 1,702,516 yards; for the twelve months 1867, 3,253,896 yards. Decrease for 1869 against 1868, 126,114 yards.

PRINTED COTTONS.—Export for the month ended 16th Nov., 1869, 64,000 yards; for the twelve months 1869, 797,992 yards; for the twelve months 1868, 504,887 yards; for the twelve months 1867, 812,218 yards. Increase for 1869 against 1868, 293,105 yards.

COTTON YARN.—Export for the month ended 16th Nov., 1869, 146,100 lbs.; for the twelve months 1869, 4,992,198 lbs.; for the twelve months 1868, 4,490,111 lbs.; for the twelve months 1867, 3,078,679 lbs Increase for 1869 against 1868, 502,087 lbs.

VALUE.—For the month ended 16th Nov., 1869, £19,380; for the twelve months 1869, £663,082; for the twelve months 1868, £695,215; for the twelve months 1867, £721,774. Decrease for 1869 against 1868, £32,183.

SINGAPORE AND PENANG.

PLAIN COTTONS.—Export for the month ended 16th Nov., 1869, 4,643,149 yards; for the twelve months 1869, 49,348,764 yards; for the twelve months 1868, 50,180,676 yards; for the twelve months 1867, 63,183,067 yards. Decrease for 1869 against 1868, 831,912 yards.

COLOURED COTTONS.—Export for the month ended 16th Nov., 1869, 373,981 yards; for the twelve months 1869, 5,023,722 yards; for the twelve months 1868, 4,564,616 yards; for the twelve months 1867, 9,462,697 yards. Increase for 1869 against 1868, 459,106 yards.

PRINTED COTTONS.—Export for the month ended 16th Nov., 1869, 819,866 yards; for the twelve months 1869, 4,132,553 yards; for the twelve months 1868, 2,044,474 yards; for the twelve months 1867 4,625,748 yards. Increase for 1869 against 1868, 2,088,079 yards.

COTTON YARN.—Export for the month ended 16th Nov., 1869, 287,695 lbs.; for the twelve months 1869, 1,457,443 lbs.; for the twelve months 1868, 1,664,473 lbs.; for the twelve months 1867, 2,915,539 lbs. Decrease for 1869 against 1868, 207,030 lbs.

VALUE.—For the month ended 16th Nov., 1869, £126,033; for the twelve months 1869, £1,124,277; for the twelve months 1868, £1,033,560; for the twelve months 1867, £1,752,100. Increase for 1869 against 1868, £90,717.

BATAVIA.

PLAIN COTTONS.—Export for the month ended 16th Nov., 1869, 1,556,444 yards; for the twelve months 1869, 10,179,520 yards; for the twelve months 1868, 19,122,579 yards; for the twelve months 1867, 18,802,405 yards. Decrease for 1869 against 1868, 8,943,059 yards.

COLOURED COTTONS.—Export for the month ended 16th Nov., 1869, 2,125,214 yards; for the twelve months 1869, 7,864,650 yards; for the twelve months 1868, 7,895,912 yards; for the twelve months 1867, 13,105,856 yards. Decrease for 1869 against 1868, 31,262 yards.

PRINTED COTTONS.—Export for the month ended 16th Nov., 1869, 629,723 yards; for the twelve months 1869, 4,322,002 yards; for the twelve months 1868, 6,535,817 yards; for the twelve months 1867, 13,940,037 yards. Decrease for 1869 against 1868, 2,213,815 yards.

COTTON YARN.—Export for the month ended 16th Nov., 1869, 68,345 lbs.; for the twelve months 1869, 346,645 lbs.; for the twelve months 1868, 618,165 lbs.; for the twelve months 1867, 700,805 lbs. Decrease for 1869 against 1868, 271,520 lbs.

VALUE.—For the month ended 16th Nov., 1869, £92,524; for the twelve months 1869, £479,320; for the twelve months, 1868, £726,754; for the twelve months 1867, £1,080,651. Decrease for 1869 against 1868, £247,434.

MANILA.

PLAIN COTTONS.—Export for the month ended 16th Nov., 1869, 2,047,860 yards; for the twelve months 1869, 14,060,828 yards; for the twelve months 1868, 18,662,501 yards; for the twelve months 1867, 17,861,450 yards. Decrease for 1869 against 1868, 4,601,673 yards.

COLOURED COTTONS.—Export for the month ended 16th Nov., 1869, 1,491,763 yards; for the twelve months 1869, 12,415,293 yards; for the twelve months 1868, 13,912,102 yards; for the twelve months 1867, 16,961,303 yards. Decrease for 1869 against 1868, 1,496,809 yards.

PRINTED COTTONS.—Export for the month ended 16th Nov., 1869, 187,207 yards; for the twelve months 1869, 1,335,623 yards; for the twelve months 1868, 1,074,119 yards; for the twelve months 1867, 902,740 yards. Increase for 1869 against 1868, 261,504 yards.

COTTON YARN.—Export for the month ended 16th Nov., 1869, 89,000 lbs.; for the twelve months 1869, 161,985 lbs.; for the twelve months 1868, 890,222 lbs.; for the twelve months 1867, 193,826 lbs. Decrease for 1869 against 1868, 228,237 lbs.

VALUE.—For the month ended 16th Nov., 1869, £82,785; for the twelve months 1869. £583,166; for the twelve months 1868, £781,598; for the twelve months 1867, £865,489. Decrease for 1869 against 1868, £198,432.

CEYLON.

PLAIN COTTONS.—Export for the month ended 16th Nov., 1869. 2,769,469 yards; for the twelve months 1869, 22,730,599 yards; for the twelve months 1868, 23,484,880 yards; for the twelve months 1867, 18,536,581 yards. Decrease for 1869 against 1868, 704,281 yards.

COLOURED COTTONS.—Export for the month ended 16th Nov., 1869, 109,776 yards; for the twelve months 1869, 1,214,544 yards; for the twelve months 1868, 741,205 yards; for the twelve months 1867, 1,342,024 yards. Increase for 1869 against 1868, 473,339 yards.

PRINTED COTTONS.—Export for the month ended 16th Nov., 1869, 172,360 yards; for the twelve months, 1869, 3,607,074 yards; for the twelve months 1868, 2,086,578 yds.; for the twelve months 1867, 2,391,373 yards. Increase for 1869 against 1868, 1,520,496 yards.

COTTON YARN.—Export for the month ended 16th Nov., 1869, 43,30 lbs.; for the twelve months 1869, 424,172 lbs.; for the twelve months 1868, 436,737 lbs.; for the twelve months 1867, 340,735 lbs. Decrease for 1869 against 1868, 12,565 lbs.

VALUE.—For the month ended 16th Nov., 1869, £57,898; for the twelve months 1869, £524,460; for the twelve months 1868, £463,223; for the twelve months 1867, £496,289. Increase for 1869 against 1868, £61,237.

## ARTICLES OF IMPORT.

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### TEA.

Messrs. W. J. and H. Thompson's Circular, dated 24th inst., is as follows:—There has not been any change to notice in the tone of the market during the past week. Prices continue irregular, and in many cases lower. The quantity put forward is still much beyond the requirements of the trade, although there have not been any fresh arrivals. Foochow Congous: In dust and siftings little has been done: good common remains at 1s. 0½d. per lb.; fair to medium at 1s. 1½d. to 1s. 4d. per lb.; good and fine at 1s. 6d. to 1s. 10d., prices being very irregular; finest are scarce, and would command full prices. Black leaf Congous: For good common there has been some inquiry for shipping orders at 1s. 0½d., and fair to good, of old import, continues to sell slowly at 1s. 1d. to 1s. 2d. per lb.; fair to medium "new crop" has been sold at 1s. 1½d. to 1s. 4d. per lb.; good and fine at 1s. 6d. to 1s. 10d. per lb. Tayshan Congous: Further sales of late arrivals of fair quality have been made at 1s. 0½d. to 1s. 1d. per lb. Oolongs: A few fine continue to be taken for export at 1s. 5d. to 1s. 8d. per lb. Scented Orange Pekoes: Medium to fine Canton-make are saleable at late quotations. Medium to good Foochow kinds have been sold rather easier at 1s. 4d. to 1s. 7d. per lb. Scented Capers: Inquiry is limited, and sales are slow at 1s. 3d. to 1s. 5d. per lb. for medium to good. Green Teas: Ping Suey Gunpowders and Imperials have been again taken for America at former rates. The lower grades of all descriptions are heavy of sale. A China auction is advertised for the 30th inst.

A small sale, consisting chiefly of red and black-leaf Congou of recent import, was effected on the 25th inst. 3,013 packages were brought forward and sold, all being printed "without reserve." Fair to medium new season's red-leaf brought 1s. 0¾d. to 1s. 2¼d. per lb. New season's black-leaf ranged from 1s. 2¼d. to 1s. 5¾d. per lb., and, although somewhat irregular, showed generally a downward tendency. Some parcels of common coloured and uncoloured Japan tea sold at low prices. Packages offered: Congou, 2,120; Gunpowder, 70; Imperial, 36; Young Hyson, 140; Twankay, 64; Oolong, 189; Pekoe, 123; Hyson Pekoe, 196; Dust, 75; total, 3,013 packages.

### SILK.

The market is active, with a large business doing daily. Within the last two or three days Japan Silk has shared in the activity, so that a general improvement has taken place. Prices are slightly higher in some instances, and there appears a general feeling that quotations of good and best Silk will further advance.

### COFFEE.

The market for Ceylon Coffee is entirely without change; the quantities offered at the public sales since we last reported have been extremely limited, but the few transactions reported have been at prices corresponding with those then current. In East India descriptions other than Ceylon 354 bags Singapore sold, Pari Pari at 45s. 6d. to 49s., good Bonthyne at 60s. 6d., ordinary mixed at 39s. 6d., small at 30s. 6d.

The quantity of Ceylon Coffee afloat for Great Britain on the 15th Nov. was as follows:—Plantation, 73,380 cwt., against 61,748 cwt. at the corresponding date of 1868; Native, 20,304 cwt., against 20,942 cwt. The quantity afloat for Europe was—*nil*, in both years. The quantity of Coffee landed in the forty-seven weeks ended Nov. 20, 1869, was, of Ceylon, 37,422 tons, against 42,242 tons during the corresponding period of 1868; of all descriptions, 66,013 tons, against 65,960 tons. The quantity entered for home consumption was, of Ceylon, 9,781 tons, against 11,166 tons; of all descriptions, 17,127 tons, against 17,750 tons. The quantity exported was, of Ceylon, 24,822 tons, against 28,937 tons; of all descriptions, 42,829 tons, against 43,632 tons. The stock on Nov. 20 was, of Ceylon, 13,814 tons, against 12,126 tons; of all descriptions, 25,377 tons, against 20,910 tons.

### SUGAR.

The deliveries include about 27,000 bags Manila, comprising in weight about one-fourth of the entire delivery, and much the largest of that kind for a long time past. Of Manila 3,000 bags clayed have sold at 29s. 6d. (duty 8s.), and 300 tons unclayed. Zebu, at 26s.

The quantity of sugar landed in the forty-seven weeks ended Nov. 20, 1869, was, of Penang, 3,908 tons, against 1,610 tons in the corresponding period of 1868; of Manila, Java, and China, 32,625 tons, against 22,150 tons; the quantity entered for home consumption was, of Penang, 2,474 tons, against 1,508 tons; of Manila, Java, and China, 19,121 tons, against 15,104 tons; the quantity exported was, of Penang, 193 tons, against 128 tons; of Manila, Java, and China, 1,252 tons, against 1,957 tons; the stock on Nov. 20 was, of Penang, 1,620 tons, against 300 tons; of Manila, Java, and China, 40,516 tons, against 30,683 tons.

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COIR GOODS.—At the last sales, although the supply of Yarn was rather large, the bulk consisted of second-hand parcels and common qualities, for which there was little disposition to buy, and the greater part was withdrawn or bought in, a small part selling at the previous value. A heavy quantity of Fibre was also offered, nearly all in small lots and second hands, the whole of which was withdrawn. 73,940 dholls, &c. (105 tons), and 54 bales Ceylon, chiefly in second hands,

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was mostly withdrawn, only about 25 tons finding buyers—low and common, £22 10s. to £25; medium to good medium, £30 5s. to £33 15s. The following quantities of Fibre, viz., 527 bales Cochin, 10,251 ballots (29 tons) 6 bales Ceylon, and 52 bales Singapore, were all withdrawn.

COCOA NUT OIL.—The offers at auction have included 96 casks Ceylon, which attracted little attention; 23 casks sold at £40 15s. for fine down to £40 for rather inferior.

CUTCH.—In auction 1,480 boxes Pegue rather mixed quality sold at some decline, chiefly of the mark Fish over NB at 23s. to 23s. 6d., 270 boxes NB at 23s. with a few lots at 22s. 6d.

GAMBIER.—670 bales fine Rhio pressed cubes sold at some decline at 18s., a few lots 18s. 6d.; 290 baskets fine pale cubes bought in at 20s.

INDIA-RUBBER.—Borneo is inquired for, and about 10 tons have sold at 12½d. per lb.

PEPPER.—Prices of Penang are rather easier; about 1,000 bags now landing have been sold at 4⅛d.; and we note sales, also, of 315 bags Singapore black to arrive at 4¼d., and 670 bags white sound and first-class damaged at 5¾d. per lb.

PLUMBAGO.—113 barrels Ceylon sold firmly, ordinary small but clean lump, 15s.; chips, 12s.; fair dust, 9s.

RICE.—The demand has exhibited a slight improvement, and the following sales have transpired since our last report. At auction of 5,686 bags new Rangoon the sound was bought in at 9s. 9d., but the damaged (1,600 bags) were sold, first-class at 8s. 6d. to 8s. 9d. Of 4,415 bags damaged Rangoon 2,800 bags first-class were bought in at 8s. 9d. to 9s., second-class sold at 7s. 6d. to 8s. 6d., third and repacked 6s. 6d. to 7s. 3d.; of 2,462 bags damaged Bassein, only 300 bags third-class sold at 7s. 6d. 2,338 bags damaged Necranzie were bought in, first class 9s., second 8s. 3d.; also 98 bags Larong, first class 8s. 6d. The cargo of 7,100 bags (about 600 tons) Bassein, per Beautiful Star, arrived in dock, has been sold without guarantee of quality, at 8s. 7½d. ex ship. Also for arrival the cargo per George Crosbaw, about 900 tons field Siam in mats, September shipment, at 8s. landed in the United Kingdom. By private contract 4,000 bags Necransie have sold at 9s.

SPICES.—Nutmegs: 19 casks Penang sold, 81's at 2s. 6d. to 2s. 7d., 89's at 2s. 5d., 129's at 1s. 7d. Mace: 13 cases Penang sold at irregular but firm rates, middling to good middling at 3s. 1d. to 3s. 6d. Preserves: Of 274 cases China Ginger 126 cases sold at 7d. to 7¼d., the remainder bought in at 8¼d.; 20 cases dry Chyloong, in tins, sold at 1s. 2d., a few at 1s. 3d. per lb.

## NEW YORK MARKETS.

TEA.—The dulness in the market has become more marked; there is scarcely any inquiry, and sales have been to an extremely limited extent; but prices are unchanged.

COFFEE.—Sales are reported of 10,000 mats Java, ex George and Ludwig, at secret prices; also of 5,000 mats Java from first hands, and 5,000 from second hands at 22½c. to 23½c. gold; the current quotations for other descriptions of East India Coffee are unchanged.

HEMP.—The stock of Manila is still in the hands of speculators, who decline to operate under 14½ to 15 cents gold, and buyers continue to hold off. The Zephyr, from Manila, brought 1,550 bales, 400 of which were sold before arrival at 13 9-16c., the remainder came to manufacturers. Of 3,146 bales brought by the Her Majesty from Manila 1,000 were sold before arrival at 14c.; the residue is added to the stock. The remaining transactions are 800 bales Manila, to arrive at New York, per Formosa, at 14c.; and 1,250 to arrive at Boston, per Wild Rover, at 14½c., both sixty days, gold.

INDIGO.—We note the sale of 43 cases Manila in lots at the former prices of $1.15 to $1.45 currency.

RICE.—The market for East India continues dull; the only transaction reported is a sale of 300 bags Rangoon for export at $2.87½ gold in bond, showing a slight decline on previously paid rates.

SPICES.—The entire stock is in few hands, and is held firmly; sales of 500 bags pepper at 25½c.; 4,000 to 5,000 mats Cassia, 44½c. to 45½c.; 40 to 50 bales bird peppers, 25c.; 75 bales cloves, 26c. to 26½c.; and 50 to 60 cases No 1 Nutmegs, $1.5 to $1.10 all gold.

SUGAR.—No change to report in the market.

TIN.—The market for Straits exhibits a slightly quieter tone, but the rates previously current are maintained, 200 slabs having been sold at 33⅜c. to 33½c. gold.

## SAN FRANCISCO MARKETS.

TEA.—Imports from Jan. 1st to Nov. 1st: China, 678,681 lbs., 1,878 packages; Japan, 884,999 lbs., 2,413 packages. There is a steady and good demand for Japans and Oolongs of high grades, at rates previously current. This important branch of trade is now largely cut up and scattered, not, as formerly, confined to two or three large houses. Of late many of the Front-street jobbers have been importing on their own account; besides the local Chinese resident merchants are importers, all striving for the mastery. Competition is rife, and some of the musters or chops received, instead of being what were ordered, are base imitations of well-known and approved brands. There is a steady increase in the overland trade with Salt Lake, Chicago, &c., which includes sales of 375 packages basket, quotable at 50c to 52½c.

COFFEE.—Imports from Jan. 1st to Nov. 1st: Java, 1,010,532 lbs., 1,906 packages; Manila, 359,255 lbs.; Ceylon, 3,650 sacks. The market for all kinds continues depressed; jobbers not inclined to purchase at present nominal rates. Stocks of Greens are liberal, while the price of Java favours the buyer, with a very limited inquiry. Sales include 250 bags Ceylon, within the range of our quotations, viz., Ceylon, 20c.; Java, O.G., 22c. to 23c.; Manila, 16c. to 16½c. per lb.

CORDAGE.—No transactions in Manila.

CHINA MATTING.—Imports from Jan. 1st to Nov. 1st: 74 bales 8,807 rolls. We have no sales to record, the trade being liberally supplied with cargo and contract, selling at prices within range of our quotations, viz.:—China 4-4 cargo, $5 to $5.50; 5-4 cargo, $5.50 to $6; 6-4 cargo, $6.50 to $7; 4-4 contract, $8 to $12; 5-4 contract, $9 to $14; 6-4 contract, $11 to $16.

RICE.—Imports from Jan. 1st to Nov. 1st: China, 22,326,695 lbs., 28,743 packages; Siam, 3,637,783 lbs.; Batavia, 110,271 lbs., 660 packages. Stocks of all kinds are excessive, with but a moderate inquiry. The transactions include 5,000 mats China, at 5¼c. to 5¾c.

SUGAR.—Imports from Jan. 1st to Nov. 1st: Manila, 15,383,622 lbs., 28,000 packages. China, 1,633,400 lbs., 874 packages. Batavia, 1,659,457 lbs., 731 packages Siam, 40,133 lbs. 5 428 packages. There have been no sales of East India since we last reported.

TIN.—No transactions.

### SHIPPING.

ARRIVALS.—Nov. 1, at San Francisco, from Yokohama, Letitia; 11, at New York, from Manila, Zephyr.

DEPARTURES.—Nov. 4, for Yokohama and Hong Kong, from San Francisco, America (str.).

LOADING.—At New York, for Shanghai, Benefactor; at San Francisco, for Hong Kong, Great Admiral.

# Shipping Intelligence.

## ARRIVALS.

| Date | Ship. | Captain. | From. | At. |
|---|---|---|---|---|
| — 16 | Presto | Bonjer | Batavia, for Amstdm. | Off Dungeness |
| — 15 | Johanne Wilhelmine | V. Schlepegrell | Rangoon | Bremerhaven |
| — 15 | Arctic | Nordbeck | Akyab | Havre |
| — 18 | Nederlande & Oranje | Phaff | Batavia | Brouwershaven |
| — 18 | Van d. Palm | Troude | Sourabaya | Do. |
| — 22 | W. H. Haseiden | Rose | Colombo | London |
| — 21 | Ceylon | Gallichan | Penang | Deal |
| — 18 | Couronnement | Bourdin | Saigon | Bordeaux |
| — 22 | Unkel Brasig | Schiebner | Macao | Falmouth |
| — 20 | Ferdinand and Louis | Vogelsang | Batavia | Texel |
| — 4 | Macao | Morales | Amoy, &c. | Havana |
| — 19 | Edinburgh Castle | Cape | Singap., via Liverpool | Glasgow |
| — 23 | Adriatic | Wilson | Rangoon | Falmouth |
| — 27 | Melbrek | — | China | Deal |
| — 27 | Francois Felix | Charles | Saigon | Gironde |
| — 28 | Mofussilite | — | Penang | London |
| — 29 | Wild Deer | — | Shanghai | Do. |
| — 29 | Decapolis | Almond | Do. | Downs |
| — 28 | Simone Stella | — | Rangoon | Queenstown |
| — 29 | Weymouth | — | Shanghai | Downs |
| — 29 | Dunmail | — | Canton | Do. |

## DEPARTURES.

| Date. | Ship. | Captain. | For. | From |
|---|---|---|---|---|
| — 17 | Caractacus | Murray | Yokohama | Liverpool |
| — 17 | Duke of Abercorn | Dalrymple | Shanghai | Do. |
| — 19 | Queen of Devon | Guswell | Colombo, &c. | London |
| — 19 | Taitsing | Bloomfield | Hong Kong | Do. |
| — 19 | Manelita | Findlay | Do., and Canton | Do. |
| — 19 | Eliza Shaw | Gaye | Yokohama | Do. |
| — 18 | Athole | Ohlsen | Galle | Cardiff |
| — 17 | Dorette | Schomer | Singapore | Liverpool |
| — 17 | Glance | Imprevry | Galle | Sunderland |
| — 20 | Sir Lancelot | Edmonds | Hong Kong | London |
| — 20 | Spindrift | Nutsford | Shanghai | Do. |
| — 19 | Bedfordshire | Langford | Singapore | Cardiff* |
| — 20 | Lochleven Castle | McDiarmid | Do. | Glasgow |
| — | Otto and Antonie | Simonsen | River Amoor | Cronstadt |
| — 22 | Belted Will | Locke | Hong Kong | London |
| — 22 | Taeling | Dowdy | Shanghai | Do. |
| — 20 | Achilles (str.) | Russell | Mauritius, Singap., &c. | Liverpool |
| — 20 | Clifton | Matthews | Singapore | Do. |
| — | Wyk-aan Zee | Cooper | Batavia | Amsterdam |
| — 20 | Maasnymph | Vogelsang | Galle | Cardiff |
| — 22 | Lily of Devon | Barrett | Hong Kong | Liverpool |
| — 24 | Boyne | Morice | Colombo | London |
| — 20 | Bengal | McLean | Hiogo | Penarth Dock |
| — 20 | Anna Lota | — | Singapore | Shields |
| — 23 | Blair Athol | Pearson | Do. | Falmouth† |
| — 23 | M. D. Rucker | Ahrens | Galle | Cardiff |
| — 26 | Ardbeg | Hobson | Do. | London |
| — | Electra | — | Batavia | Amsterdam |
| — 25 | Lady Turner | Vincent | Singapore | Swansea |
| — 25 | Stanfield | Canning | Do. | Sunderland |
| — 24 | Mexicana | Jeffries | China | Helvoet |
| — | California | — | Sourabaya | Texel |
| — | Philip | — | Batavia | Amsterdam |
| — | Jonge Cornelis | Goekoef | Java | Rotterdam |
| — | Cornelis Gips | Romyn | Do. | Do. |
| — | Neerlands Vlag | V. d. Broek-Humphrey | Macassar | Do. |
| — 4 | Vidette | Meritt | Shanghai | Utsalady |

* After repairing. † After replacing anchor and chain.

*(See Commercial Postscript and Correspondents' Letters.)*

## LOADING.

At LONDON.—For Yokohama: Ziba, Eleanor, Black Watch. For Newchwang: Walton. For Shanghai: Huntley Castle, Kaisow, Windhover, Helen Nicholson, Whiteadder, Whinfell, Falcon, Serica. For Hong Kong: Guinevere, Black Prince, Burdwan. For Bangkok: Wild Curlew. For Singapore: Frances, Ocean Belle. For Singapore and Penang: Volunteer. For Penang: Benvoirlich. For Batavia and Sourabaya: New Brunswick. For Colombo: Boyne, Granville, Prince Alfred, River Indus. For Colombo, &c.: Golden Fleece. For Galle: Ardbeg.

At LIVERPOOL.—For Yokohama and Hiogo: Albatross. For Shanghai: Andromeda, Doune Castle. For Singapore: Lizzy. For Manila: Loyola, Estrella. For Batavia and Sourabaya: Hans.

At GLASGOW.—For Singapore, Hong Kong, Yokohama, and Nagasaki: Eastern Isles (str.). For Shanghai: Cutty Sark. For Singapore: Edinburgh Castle. For Penang: Annie Braginton, Nyassa. For Batavia, Samarang, and Sourabaya: County of Berwick. For Batavia and Sourabaya: Dunmore. For Colombo: Gateside. For Colombo, &c. (*via* the Suez Canal): Afrique (str.).

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SPOKEN.

JACOB ROTHENBURG, Cardiff to Shanghai, Oct. 3, 8 N., 25 W.
LIVERPOOLIANA (?) (barq.), Colombo to London, Oct. 10, 14 N., 26 W.
CHARLES JONES, from Java, Oct. 26, 8 N., 26 W.
CALLER OU, Shanghai to Peterhead (?), Oct. 13, 20 S., 2 E.
CUBANA (barque), Cardiff to Shanghai, Sept. 3, 34 S., 97 E.
TAMERLANE (ship), Shanghai to London, Sept. 29, 11 N., 112 E.
EASTERN CHIEF (barque), London to Nagasaki, Sept. 23, 3 S., 107 E.
TURKISH EMPIRE, Clmbo. to Lnd., Oct. 3, 40 miles W. of Cape St. Francis.
PETER RICKMERS, Canton to New York, Oct. 9, 26 S., 5 W.
CREST OF THE WAVE, London to Yokohama, 16 days out, 14 N., 27 W.
FERNDALE, London to Hong Kong, 73 days out, 39 S., 52 E.
DEVANA, Foochow to London, 28 days out, 1 N., 106 E.
MAX (Dut. barq.), Cardiff to Shanghai, July 23, 19 N., 35 W.
SERAPHIN (Dut. barq.), Cardiff to Hong Kong, Sept. 6, 32 S., 98 E.

FREIGHTS AND CHARTERS.

Berth freights to the Eastern Ports, in one or two instances, show a slight improvement, and there is not so great a supply of tonnage available; quotations for coal from the Northern outports have in some cases advanced, and the rates now rule as under:—

Current rates of freight for vessels on the berth:—To Yokohama: 32s. 6d. weight, 30s. meast. To Nagasaki: 45s. weight or meast. To Newchwang: 45s. meast. To Shanghai: 40s. weight, 35s. meast. To Hong Kong: 35s. weight, 27s. 6d. meast. To Batavia: 25s. weight, 30s. meast. To Singapore: 30s. weight, 25s. to 30s. meast. To Ceylon: 20s. to 25s. weight, 20s. meast. At New York to China; $12 to $15 per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—For Singapore: £25 10s. For Galle: £23. From Newport, Cardiff, or Swansea per ton. For Shanghai: £2 2s. 6d. For Hong Kong: £1 11s. For Saigon: £1 5s. For Singapore: £1 5s. 6d. For Galle: £1 3s.

CASUALTIES.

The Kenilworth (ship), of Liverpool, bound from Hartlepool to Galle, in putting to sea, Nov. 20, ran ashore at Gurnard, west of Cowes, but was got off on the 23rd after being lightened; she slipped from an anchor and chain.

Advices from Mauritius, dated Oct. 22, state that the Senior (Dutch barque), from Batavia to Amsterdam, put in there on the 19th Oct., leaky, and for repairs, having sprung a leak on the 4th in the Straits of Sunda during heavy weather.

The Couronnement, Bourdin, which arrived at Bordeaux, Nov. 18, from Saigon, was reported to have sustained damage at sea.

MISCELLANEOUS.

At MAURITIUS.—Oct. 3, Elizabeth, Tryselius, from Batavia; 8, Carl XI., Stafveren, from Batavia; 12, Succes, Loumeau, from Singapore; 13, Canvass Back, Kerr, from Bangkok; 16, Diomed (str.), Crompton, from Penang, and left 18 for London; 17, Emma, Elie, from Singapore; 21, Flying Cloud, Marquard, from Singapore.

LAUNCHES, &c.

On the 20th inst. Messrs. A. and J. Inglis launched a very fine screw-steamer of 1,500 tons. The machinery, constructed by her builders, will consist of a pair of direct-acting surface-condensing engines of 160-horse power nominal, and embrace all the most recent improvements. This vessel has been built to the order of Messrs. Baring Brothers and Co., of London, for the Shanghai Steam Navigation Company, under the superintendence of Captain Dearborn, the company's representative. The vessel was named the Shan Tung by Miss Anna Inglis.

The Cutty Sark, a fine vessel of about 960 tons register, built by Messrs. Scott and Smith, of Dumbarton, for Messrs. John Willis and Sons, of East India Chambers, Leadenhall-street, was launched on the 22nd inst. She is commanded by Capt. Geo. Moodie, late of the Lauderdale, and comes round to London to load. The Cutty Sark is very finely proportioned, and is expected to prove an exceedingly fast sailer.

Messrs. John Reid and Co., Port Glasgow, it is stated, have contracted to build three steamers of large tonnage, for the East India trade, *via* Suez Canal.

Messrs. Robert Steel and Co., Cartsdyke, Greenock, are at present building a composite sailing ship of 1,000 tons register, to the order of Messrs. Money, Walker, and Co., London, for the China trade.

Messrs. Scott and Co., Cartsdyke, Greenock, are building a screw steamer of 2,000 tons, to the order of Messrs. Colt, Holt, and Co., Liverpool, for the China trade.


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BRABY & CO. ALSO MANUFACTURE SHEET AND PERFORATED ZINC, ROOFING FELT, GALVANIZED BUCKETS, AND ALL OTHER ZINC AND GALVANIZED IRON GOODS, ILLUSTRATED LISTS OF WHICH WILL BE SENT FREE ON APPLICATION.

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The DRY DOCK (opened in March, 1859) admits two Vessels at the same time, being over 400 feet in length, with a depth of water ranging to 15½ feet. A second DRY DOCK of larger dimensions will shortly be completed, and available for the heaviest Steamers.

Adjoining the above there is extensive WHARF WAREHOUSE, and other accommodation, including every convenience for coaling Steamers, discharging cargo, and storing goods, together with ample MACHINERY and appliances for repairing Iron steamers, &c.

Apply at the offices of Messrs. PATERSON, SIMONS and Co., Singapore; or 21, St. Swithin's-lane, Cannon-street, London, E.C.

WM. CLOUGHTON, Managing Director.

New Harbour, Singapore, June, 1868.

## PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's establishments at the above port afford every facility, at moderate charges, for REPAIRING and SPARRING VESSELS, cleaning and painting Iron ships and steamers.

Their large Granite Dock has 286 feet length on the blocks, and at average spring tides can receive vessels of 16 to 17 feet draught. It has a caisson-gate and a powerful centrifugal steam pump, and an engineer's workshop fitted with lathes and tools, driven by steam: Iron and brass foundries, boiler-makers' shop, a large smithy and carpenters and boat-builders' sheds. All superintended by resident Europeans.

Their two smaller GRANITE DOCKS can receive, at spring tides, vessels drawing 12 feet.

Spars, timber, and other Dockyard material kept in stock.

Quarters for officers and a DRY GODOWN for stores of vessels under repair.

AMSTERDAM INTERNATIONAL EXHIBITION, 1869.—THE GRAND DIPLOMA OF HONOUR, being the First Prize, and superior to the Gold Medal, has been awarded to LIEBIG COMPANY'S EXTRACT OF MEAT; which likewise carried the first prizes at the Paris and Havre Exhibitions.

A single trial will at once convince the consumer of the great superiority in flavour, strength, and clearness over all other Extracts of Meat, thus fully showing the correctness of the received high distinctions.

Every genuine jar bears Baron Liebig's signature.

## KEATING'S COUGH LOZENGES.

THIS UNIVERSAL REMEDY now stands the first in public favour and confidence; this result has been acquired by the test of fifty years' experience. These lozenges may be found on sale in every British colony; and throughout India and China they have been highly esteemed wherever introduced. For COUGHS, ASTHMA, and all AFFECTIONS of the THROAT and CHEST, they are the most agreeable and efficacious remedy; they do not contain opium or any other deleterious drug, and may therefore be taken with perfect safety by the most delicate constitution.

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The great remedy for these disorders in Adults and Children can now be administered in the form of A PURELY VEGETABLE SWEETMEAT, at once agreeable and effective.

TESTIMONIAL.

"Batley, Jan 26, 1869.

"SIR,—One of my children, aged two years and four months, being troubled with worms, I was induced to try your Bon Bons. I purchased some from Mr. B. Whitaker, chemist, of Batley, and after taking two only, she voided nine large worms. Two days after another dose, she again voided three more; three of them, the worst, measuring from 8 in. to 9 in. each in length. I consider them a most invaluable remedy, and should be tried by all suffering from worms.

(Signed) "JOHN STENSON.

"Witness, B. WHITAKER.

"To Mr. Keating, London."

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This Powder is QUITE HARMLESS TO ANIMAL LIFE, but is unrivalled in destroying Fleas, Bugs, Cockroaches, Beetles, Musquitos, and every other species of insect.

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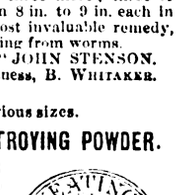
☞ The public are particularly requested to observe that all the above preparations bear the Trade Mark as herein shown.




TRADE MARK.

Sold in Hong Kong and Shanghai by Watson and Co; Singapore, Little and Co and Woodford and Schreeder; Ceylon, Piters and Co. and Mailland and Co.; Penang, *Gazette* office.

## "THE CHINA MAIL,"

No. 2, WYNDHAM-STREET, HONG KONG.

NOTICE.—THE BUSINESS heretofore carried on under the style of "Shortrede and Co." was this day purchased by the undersigned, in whose name and by whom it will henceforth be conducted, and to whom all outstanding accounts owing to the said business are to be paid.

Hong Kong, Aug. 15, 1867. CHAS. A. SAINT.

NOTICE TO ADVERTISERS.

THE DAILY CHINA MAIL.—Six pages; published every evening (except Sunday). Subscription, 24 dols. per annum. Circulates in Hong Kong and along the China and Japan coasts. Terms of advertising:—Ten lines and under, 1 dol.; each additional line, 10 cents; one-half of these charges for repetitions. In Chinese, 2 cents per character for any number of days during the current week.

THE OVERLAND CHINA MAIL.—Compiled from the *Daily China Mail*, is published twice a month on the morning of the English mail's departure, and is a record of each fortnight's current history of events in China and Japan, contributed in original reports and collated from the journals published at the various ports in those countries. It contains, besides, a Shipping List for Shanghai, Hong Kong, Canton, and Macao, and a complete Commercial Summary.

Subscription, 12 dols. per annum, payable to any of the undermentioned agents. Postage added. Terms of advertising:—Same as in *Daily China Mail*.

AGENTS.—London: F. Algar, 11, Clement's-lane, Lombard-street, E.C. San Francisco: White and Bauer, 518, Clay-street, San Francisco. Swatow: Drown and Co. Amoy: Giles and Co. Foochow: Thompson and Co. Shanghai: H. Fogg and Co. Manilla: Karuth, Heinzen, and Co. Australia: Gordon and Gotch, Melbourne and Sydney. Singapore: Locke. Hongghee, and Co. Batavia: H. Van Dorp.

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NOTICE.

MORRIS'S DIRECTORY for CHINA, JAPAN, and the PHILIPPINES, &c., to be published on the 1st Jan., 1870, contains a Revised List of the Foreign Residents at all the open Ports of the China Sea, including Saigon, which has never yet been included in any similar work; together with the Time Tables of the different Steamship Companies, Rates of Postage, Local Ordinances, and such other matter as will be useful to all interested in the China trade. No trouble or expense has been spared to make this the most accurate publication of the kind ever offered to the public.

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Advertisements to be forwarded through an Agent in Singapore, or GEORGE STREET, 30, Cornhill, London.

THE LONDON & CHINA TELEGRAPH.

THE ELEVENTH Vol. of this JOURNAL commenced on the 4th of January, 1869 The Subscription for three numbers per month is 30s, per annum, including Postage, and to the Export Supplement 12s. extra. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

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| MALTA..... | ,, ,, | — |
| ALEXANDRIA. | ,, ,, | Every Sunday, at 7 A.M. |
| ADEN ..... | ,, ,, | ,, ,, |
| BOMBAY..... | ,, ,, | ,, ,, |
| GALLE..... | | |
| MADRAS ..... | Saturday, Nov. 13, 2 P.M. | Sunday, Nov. 21, 7 A.M. |
| CALCUTTA ... | | |
| PENANG ..... | And every alternate Saturday thereafter. | And every alternate Sunday thereafter. |
| SINGAPORE ... | | |
| CHINA ..... | | |
| JAPAN ..... | | |
| AUSTRALIA ... | Saturday, Nov. 27 2 P.M. And every fourth Saturday thereafter. | Sunday, Dec. 5, 7 A.M. And every fourth Sunday thereafter. |

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For further particulars apply at the Company's Offices, 122, Leadenhall-street, London; or Oriental-place, Southampton.

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From Southampton... £72 1st class; £45 2nd class.
From Marseilles ... £70 ,, £43 ,,

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Passengers by this line are less than ten days in the tropics.

SANDWICH ISLANDS and BRITISH COLUMBIA.—The steamers of the North Pacific Transportation Company leave San Francisco at regular intervals for those countries.

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|---|---|---|---|---|
| Shanghai ... | Serica ..... | A1 13 yr | W.I.D. | Dec 10 |
| Do ..... | Juanpore ... | Brock bk | W.I.D. | To follow |
| Hong Kong | Burdwan ... | A1 14 yr | W.I.D | With des. |
| Do. ..... | Maiden Qu | A1 14 yr. | W.I.D. | To follow |
| Do., Amoy and Foochow-foo | Her Majesty | A1 12 yr. | W.I.D. | Jan. |
| Yokohama, Kanagawa | Ziba ..... | A1 13 yr. | W.I.D. | Nov. 30 |
| Yokohama | Lota ..... | A1 13 yr. | W.I.D. | To follow |
| Tientsin & Nwchwng. | Walton ..... | A1 10 yr. | W.I.D. | With des. |

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|---|---|---|---|---|
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| Do. ..... | Geraint ..... | A1 14 yr. | E.I.D. | To follow |
| Hong Kong | Guinevere ... | A1 16 yr. | E.I.D. | With des |
| Yokohama (Kanagawa) | Eleanor ..... | A1 13 yr. | W.I.D | With des. |
| Yokohama... | Min ..... | A1 13 yr. | E.I.D. | To follow |
| Colombo, Singapore, & Hg. Kg., thro' Suez Canal ..... | Wm. Miller (s.s.) ... | — | E.I.D. | With des. |

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## JOHN C. CAMPBELL will

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|---|---|---|---|---|---|
| Colombo .. | River Indus | 1045 | AA1 | W.I.D. | Dec. 20 |
| Cochin, Cannanore, & Carwar. | Q. of Ceylon | 422 | A1 10 yr. | W.I.D. | Dec. 5 |
| Malabar Coast ... | Ann Lucey | 270 | A1 11 yr. | W.I.D. | Dec. 1 |

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| Port. | Ship. | Class. | Dock. | Last Shipoing Day. |
|---|---|---|---|---|
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| Yokohama... and Hiogo | Lochnagar... | A1 | E.I.D. | With des. |

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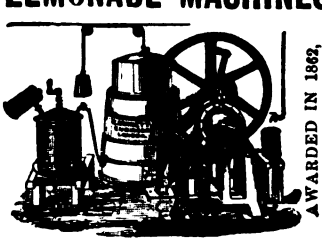

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# The London and China Telegraph.

## JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON THE ARRIVAL OF THE FORTNIGHTLY ENGLISH, AND MONTHLY FRENCH MAILS FROM CHINA JAPAN &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A SUMMARY OF NEWS FOR THE OUTWARD MAILS

VOL. XI.—No. 335.] LONDON, MONDAY, DEC. 13, 1869. [Price 9d., with Sup., 1s. 3d.—Sub. 30s. per ann., postage included. Sup. 12s. extra.


## Latest Advices.

| Ports. | | Outward. From London | Outward. Arrived out. | Homeward. Received this day. |
|---|---|---|---|---|
| Japan — | Yokohama | Aug. 27 | Oct. 19 | Oct. 24 |
| | Yedo | — | — | Oct. 25 |
| | Osaka and Hiogo | | — | Oct. 21 |
| | Hakodadi | | | |
| | Nagasaki | — | — | Oct. 24 |
| China — | Peking | — | — | Oct. 12 |
| | Tien-tsin | — | — | Oct. 15 |
| | Chefoo | — | — | Oct. 15 |
| | New-chwang | — | — | Oct. 18 |
| | Hankow | Sept. 2 | Oct. 22 | Oct. 24 |
| | Kiu-kiang | — | — | Oct. 25 |
| | Chin-kiang | — | — | Oct. 25 |
| | Shanghai | Sept. 2 | Oct. 19 | Oct. 27 |
| | Ningpo | — | — | Oct. 24 |
| | Foochow | Sept. 2 | Oct. 20 | Oct. 27 |
| | Formosa | | | |
| | Amoy | — | — | Oct. 29 |
| | Swatow | — | — | Oct. 30 |
| | Hong Kong | Sept. 10 | Oct. 21 | Nov. 2 |
| | Canton | — | — | Nov. 1 |
| | Macao | — | — | Nov. 1 |
| Philippines— | | | | |
| | Manila | Sept. 10 | Oct. 24 | Oct. 26 |
| Cochin-China— | | | | |
| | Saigon | — | — | Nov. 1 |
| Siam — | Bangkok | — | — | Oct. 25 |
| Borneo— | Labuan | | | |
| | Sarawak | — | — | Oct. 28 |
| Java — | Batavia | Sept. 24 | Oct. 28 | Nov. 2 |
| | Samarang | — | — | Oct. 30 |
| | Sourabaya | — | — | Oct. 29 |
| Malacca Straits— | | | | |
| | Singapore | Sept. 30 | Nov. 3 | Nov. 9 |
| | Penang | Sept. 30 | Nov. 5 | Nov. 11 |
| Ceylon — | Galle | Oct. 22 | Nov. 15 | Nov. 17 |
| | Colombo | Oct. 22 | Nov. 16 | Nov. 16 |

### THE MAILS, &c.

The present inward Mail left Hong Kong two days late, but is delivered on its due date. The next French mail, expected on the 20th inst., should bring the following dates:—Yokohama Oct. 31, Shanghai Nov. 3, Hong Kong Nov. 9, Singapore Nov. 17, Galle Nov. 25. Telegrams in advance of this, *via* Galle, have not yet been received. From Shanghai, telegrams *via* Kiachta, to Nov. 17, were received on the 8th instant.

## List of Passengers.

### PASSENGERS INWARD.

By this mail to Marseilles, per P. and O. steamer *Tanjore*, arrived Dec. 11.—From Yokohama: Mr. Ebynure Mr. Chapman, Mr Dapisson, Mr. F. Thomas, Signor Gatorani, and two second-class passengers. From Hong Kong: Sir H. and Lady Keppel two children, and two servants Mr. Taylor, Mr Jackson, Mr. Deacon, Mr. Schofield, Mr. Tomschy, Mr. Dean, Mr. Haslam. From Shanghai: Mr. Dawson, Mr. Drysdale, Mr. Hyde, Mr. and Mrs. Barnes, two children, and two servants. From Batavia: Mr Wolfe and child. From Singapore: Mr. and Mrs. Brickman, Miss Khron, Major Tomschy.

To Southampton, per P. and O. steamer *Nyanza*, expected to arrive Dec. 16.—From Hong Kong: Mr. P. Harris Mr. W. B. Risk, R.N., Lieut. Garnier, R.N., Commander Gurdon, R.N., Mr. J. White, D.A.S.S., and three second-class passengers. From Galle: Mr. W. Singers.

To Genoa.—From Yokohama: Mr. Cattinacci, Mr. Mulagain, Mr. Sala, Mr. Sheradatti, Mr. Vigano, Mr. Civetta, and one second-class passenger.

Per Pacific mail steamer *Japan*, from Yokohama, arrived at San Francisco Nov. 22—For San Francisco: Lieut. Commander R. F. Bradford, Lieuts. George R. Durand S. L. Wilson, H. F. Bradford, Capt. M. P. Nolan, and Surgeon S. P. Boyer. For New York: John Vandyke, James C. Frazer, Frederick Lehman, S S. Gibert and four Japanese, also twenty steerage passengers. For Europe: Baron Kosar, Dr. Synski, and Dr. Schumucker.

### PASSENGERS OUTWARD.

Per P. and O. steamer *Bangalore*, from Southampton, Dec 11.—To Shanghai: Mr. J. W. Harding. To Hong Kong: Mr. H. S. B. Usill, Mr. F. F. P. Forster, Mr R. D. Adams Mr. Buchanan. To Singapore: Miss J. Everest. To Penang: Mr. and Mrs., Miss Mr. C., Miss E., and Master De Morny. To Ceylon. Lord Elphinstone and brother, Mr. and Mrs. Staples

Per P. and O. steamer *Tanjore*, from Marseilles, Dec. 19.—To. Shanghai: Mr. R. Mackenzie. To Hong Kong: Mr M. D. Collier, Mrs. S. A. Collier.

Per P. and O. steamer from Suez, Dec. 26.—To Ceylon: Col. H. Steward, Captain Hon. Corry, Col. Glover, R.E.

Per P. and O. steamer *Pera*, from Southampton, Dec. 25.—To Hong Kong: Mr J. C. Penderea. To Ceylon: Mr. J. E. Garbutt.

Per P. and O. steamer *Ripon*, from Marseilles, Jan. 2.—To Hong Kong: Mr. John Noble. To Ceylon: Mr. J. Brown, Rev. C. and Mrs. Carter, and two children, Mr. J. F. Callaghan.

## Summary of News from the Far East.

### JAPAN.

#### YOKOHAMA.

The P. and O. mail delivered this morning brings advices from Yokohama to Oct. 24. The outward mail of Aug. 27 was received on Oct. 19. The following summary of news is from the *Japan Times*:—

The most noteworthy event of the period since we last addressed our readers has been the signature of the Treaty of Commerce and Navigation between the Austro-Hungarian Monarchy and the Empire of Japan. This was concluded at Yedo on the 18th Oct., the anniversary, oddly enough, of the Expedition's departure from the port of Trieste. The conditions, with certain necessary transpositions and modifications, are those of the North German Confederation Treaty recently made, the changes being of a beneficial character, as giving to the document a more comprehensive and logical form. Indeed, it is the most complete of the many similar contracts with Japan, and may well be taken as a text in future discussion on our treaty relations with the country.

Two days before the Treaty was signed the Mikado received the Embassy in his palace, and the reception, we are told by an eye-witness, was most cordial and satisfactory. The envoy of his Imperial and Royal Majesty, Baron Von Petz, presented his letters of credence, accompanied by his suite, the captains of the *Donau* and *Erzherzog Friedrich*, Flag-Captain Von Wipplinger, and Captain Von Pitner, Dr. Scherzer, Chief Commissioner for the commercial and scientific department, Herr Henry von Calice, the Consul-General and Chargé d'Affaires *ad interim* for Japan, Baron Herbert, Counsellor of Legation, Baron Trautenberg, Secretary of Legation, and Baron Ransonnet, Attaché. Alexander von Siebold, Esq., Japanese Secretary and Interpreter of the British Legation, accompanied the Envoy, and was also presented to the Mikado. His Imperial Majesty received the Embassy in the audience hall of the castle of Yedo, surrounded by his Ministers and the high dignitaries of the Japanese Empire. On Admiral von Petz delivering his credentials, the Mikado said a few courteous words, expressive of pleasure at receiving the Embassy, and handed to a native interpreter a paper containing a more formal reply, to which a translation in English was attached. This concluded the interview.

The Mikado's plenipotentiaries, who signed the Treaty on his behalf, were Sawa Jiusan Kiyowara Nobuyoshi and Terashima Jiu-shi-i-Fujiwara Munenori.

On the same day the presents brought by the Embassy to the Mikado were displayed in a room adjoining the audience hall, and delivered to the officers appointed to receive them. They are in great variety, and of very considerable value. Conspicuous among them are a marble statue, life size, of the Emperor and King, by Caur, an Austrian sculptor of eminence; a splendid piano, by the famous Bosendorfer, of Vienna; Hungarian harness and richly ornamented *shabraks*, and some sixty beautifully printed volumes from the Imperial press, on scientific subjects. The statue excited great admiration and wonder. The Minister for Foreign Affairs sent to the admiral a special letter, thanking him for the presents generally, and stating that he had been directed to take special charge of the statue and preserve it for time everlasting, as an Imperial treasure, and a token of the special sympathy and friendship of the Emperor of Austria. The piano was also particularly admired, and the Mikado having expressed his desire to hear its music, Baron Ransonnet, *attaché* of the Mission, a first-rate ama-

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teur, played several pieces on it, giving specimens of various schools of music, before a number of the high dignitaries of the Court, the Mikado himself listening behind a screen and repeatedly expressing his delight. It is interesting to know that his Imperial Majesty picked out a piece of Chopin's, "On the Piazetta" and an Austrian Polka, for special commendation. The piano is intended as a present to his young consort, who is expected to join him shortly in Yedo. His Majesty has expressed a wish that instruction in piano-forte playing should be given to a Japanese official musician, who will, presumably, be hereafter the Empress's teacher; but there is no royal road to proficiency in art, and we fear it will be long before her Majesty will be enabled to delight her august spouse with the strains of his favourite composer.

The most useful of the gifts, the books, are intended for the Library of the Japanese Institute for Foreign Sciences, a full-titled establishment, which has already made good progress towards teaching a large number of young Japanese of good family the languages in which a knowledge of these sciences lies at present hidden from them. The solid value of this present is, we are told, as fully appreciated as the beauty of those of a more ornamental character. Some of the books, works on medicine and surgery, have gone to the Japanese Hospital, together with some surgical instruments and scientific apparatus.

A dinner party followed, given by Admiral von Petz at his Legation, the former residence of the English Embassy, at which were present, besides Sawa and Terashima, the two Japanese Plenipotentiaries, the Prime Minister, Sanjo Udaijin, and an uncle of the Mikado, Nin waji Hiobu Kio no miya.

On the day after the Treaty was signed, an autograph letter, the first which the Mikado has ever written to a foreign sovereign, was received by the Envoy to be forwarded to the Emperor. In it he expresses his particular satisfaction at having at length concluded a treaty with a power like Austria, *whose principal object is the development of commerce.*

The Japanese Government has at last stopped the installation of merchant consuls. The Austrian Envoy made no objection when the point was raised; in fact, would probably have suggested it, had he not been anticipated by the request of the Japanese Government. It is well the point was raised; indeed, this tardy acceptance of the advice which some foreign ministers and some foreign journalists have for the last four years been pressing upon the Japanese is a most gratifying circumstance. In consequence, an arrangement has been made between the Austro-Hungarian Envoy and Sir Harry Parkes, by virtue of which English Consular officers will act at the open ports as Acting Austrian Consuls until the Austrian functionaries arrive. This subject is too large a one to discuss here, but we may express the hope that the Japanese Government will follow up their present move by the most necessary one of refusing their consent to the appointment of any more merchant consuls whatever. As the present incumbents gradually disappear from the country, the Government should insist upon their being replaced by proper officers.

### NEWS BY THE PACIFIC MAIL.

As announced in our last issue, the Pacific mail steamer *Japan* arrived at San Francisco on the 22nd ult., with dates from Yokohama to Nov. 1, or a week later than the advices received by to-day's mail. All the news from China has been anticipated, but the following items from Japan have not. The passengers by the *Japan* included 240 Chinese women. It is also mentioned that a large quantity of opium, brought by the Chinese passengers, was seized by the revenue officials at San Francisco.

In Yokohama the Mikado's *fete* day was generally observed. The ships-of-war of all nationalities displayed the Japanese ensign and fired a royal salute. The foreign representatives in Yedo were entertained at a banquet given by the Mikado's ministers.

There seems to be a renewed tendency not only to commit outrages on foreigners but to attack natives who are known to be friendly towards them. The recent attack on Sir Harry Parkes was followed by a series of murders, thus described in the *Japan Times*:—

On the 8th of October five or six unknown persons broke into the lodgings of Omura Hiobu Taiyu, in the camp of the 3rd Chosiu Regiment. They cut down Hiobu Taiyu, and also Shidzuma Hikotaro, lieutenant, Adachi Konoske, professor of foreign languages, and Yoshitomi Otonoske, Building Officer of the War Department, and then ran away. It is said that Omura was severely wounded, but is under treatment. Shidzuma and Adachi were killed on the spot, and a retainer of Omura's, named Yamada Tennoske, died of the wounds which he received. Yoshitomi was severely, but not mortally wounded. One of the brigands was cut down, and his headless trunk was found on the bank of the Higashi-kawa on the way to Nijo. The head had been thrown away in Shijogawa. He appeared to be a man of about thirty years of age. The following paper was found in his bosom:—

"OMURA MASUJIRO.—It is our humble opinion that his Majesty's resolve of encouraging talent, under the new Imperial Government remodelled on the ancient pattern, implied that he would cherish the natural vigour of his divine country, add glory to the military power of Japan in the eyes of foreign countries, give every one his due place according to his abilities, procure rest and tranquillity to all his subjects, and thus restore to his ancestors in Heaven their peace of mind. But this man (Omura), ever since he took office, has had no just conception of the true relations of matters, foreign and domestic. He has steadily conformed himself to foreign customs, and has disgraced the national character of this divine country. He has treated the Imperial laws with contempt, and has arbitrarily introduced customs of the barbarians. He has caused extreme misery to all the people, by which their morals have become lowered and a sense of shame forgotten. He remembered foreigners, but forgot his Emperor. The records of his crimes would fill volumes. The deities of heaven and earth cannot restrain their indignation, and have borrowed the hands of a few resolute men, by whom he is to be executed and his head exposed for an example to posterity. 9th Month (October)"

These murders of enlightened and useful Japanese are even worse signs of the time than an assault on a Foreign Minister, and, but for our belief in the thorough good faith of the Mikado's Government, we should almost despair of the future, or should at least have but the hope that only the next generation would see Japan developed and civilised, on the model of the civilisation of the West.

The *Japan Gazette* says:—Two foreign steamers have been despatched with (nominal) emigrants from Yedo to the northernmost portion of the Island of Yeso. The object is to preserve that island from the suspected encroachments of Russia, whose soldiers have appropriated the whole of the adjoining island of Saghalien. It is a sorry look out for the colonists, for they are all men from the mild south of Niphon or Kiu siu, and the winter, which is both long and severe up north, has already commenced.

A trial is to be made by the outgoing San Francisco steamer of sending tea forward for conveyance from San Francisco to New York by rail. We believe the rate is to be seven cents per pound. The shippers are a Hiogo firm.

It is expected that the Daimios and others, whose Parliamentary duties require their presence at Yedo, will return soon. Many important matters will be brought forward for discussion.

The steamer *China* arrived at Yokohama on the 30th of October.

Minister Delong will take immediate possession of the American mission, and Mr. Van Valkenburg will return by the November steamer.

The following was the position of the United States naval fleet on the sailing of the *Japan*:—The *Delaware*, flagship of the Asiatic squadron, with Admiral Rowan, was at Yokohama; the *Idaho*, having been dismasted during a storm, had put into Yokohama; the *Ashuelot* was cruising, the *Monocacy* was at Osaka, and the *Iroquois* was at Hong Kong, on the Southern station. The *Unadilla* had been sold for $19,500, and her officers and men transferred to the *Maumee*.

The Japan steamer *Viborg* came into Hiogo Bay on the 5th Oct. with the captain and crew of the *Mary Nicholson*, of Liverpool, which was abandoned on Oct. 1 some 100 miles south of Ki Channel. An investigation of the disaster was held at H.B.M. Consulate, and Captain Freebody was honourably acquitted of all blame for the loss of his ship.

## CHINA.

—o—

### PEKING AND THE NORTH.

We have the rather startling intelligence from Peking that the revised English treaty is to be signed on the 25th instant. The Chinese rejected Mr. Otway's suggestion that the treaty should be revised four years hence; so Sir Rutherford Alcock fell back on the treaty provision that the process should be gone through at the end of ten years. The first demand for admission to personal audience of the Emperor was refused; the principle of "Customs districts," explained by him in a despatch published early in the year, is the principal concession. We do not give this authoritatively, but believe it will be found true. The Duke of Edinburgh has paid a short visit to the capital, arriving on the 7th and leaving on the 11th. His presence was entirely ignored by the Chinese Government. It is hoped this will tend to prove to people at home the falsity of the protests that have been made as to Chinese progressiveness, and anxiety to be admitted on equal terms into the comity of nations. On the contrary, the Emperor retains the old notion of universal supremacy, and looks down on our Queen's son as an inferior.

At Tientsin the Duke also preserved his incognito. His Royal Highness returned from Peking on the 13th. Some of the residents left their cards on board the *Salamis* during the day, for the Duke, Admiral Keppel, and Captain Miller, and as it had been intimated that the Duke did not wish to receive official visits the Consuls confined themselves to a similar act of courtesy. No visits have passed between the Chinese authorities and the Duke. The *Salamis* left on the 15th for Chefoo. The *Opossum* remains in port for the protection of British interests during the winter. The weather has been very hot during the last six days, and we are beginning to be heartily tired of the summer, and long for the cold season.

An enterprising English merchant in Tientsin having applied to the Government for permission to dredge the Pehio, answer was recently sent from the Foreign-office that there was no provision in the treaty for anything of the kind; therefore the request could not be granted.

S. Wells Williams, LL.D., Secretary of the American Legation,

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and now in charge, left here with his family on the 5th inst. They go to Shanghai, from whence Mrs. Williams and children will sail for Europe at an early date. Dr. Williams proposes returning to his post of duty some time during the month of November.

## HANKOW.

(FROM OUR OWN CORRESPONDENT.)

Although the water has fallen nearly five feet, and is now off the bund, and so far apparently confined within its proper channel, the surrounding country is still flooded, and the suburbs of Wuchang, Hankow, and Hanyang have not been relieved of the crowds of refugees. Hunger has driven some of these to acts of violence, but it is astonishing that outrages are not of constant occurrence. Foreigners have occasionally been molested, but in such a manner as to show that the people had no motive save to endeavour to enforce relief. There is, however, a report, naturally kept very quiet, but authentic for all that, to the effect that four of the out-door staff of the Customs went over to shoot on the Wuchang side the other day, and killed some tame pigeons. They were immediately mobbed, and their guns taken from them, but it does not appear that they were in any way injured. The sportsmen are in full activity, although game has been driven from the immediate neighbourhood by the inundations. The hills are for this reason like preserves, and those who give themselves up to long and weary tramps bring back heavy bags. Trade continues at a stand-still, chiefly on account of the certain inability of the country people to buy from the retail agents during the winter. The interrupted communication with the interior in consequence of flooded towing paths is also a chief cause. The theatrical season will open in about a month.

## SHANGHAI.

(FROM OUR OWN CORRESPONDENT.)

SHANGHAI, Oct. 30, 1869.

The English mail of Aug. 27 arrived here on the 13th inst. by the *Sunda*, bringing telegrams, *via* Galle, to Sept. 11 from London. By Kiachta telegrams are to hand, dated London Sept 18 last, arriving here on the 21st.

By the Messageries Imperiales steamer *Dupleix* the French mail of Sept 3 came to hand on the 19th inst. The *Ottawa*, with the mail of Sept. 10, arrived on the 27th inst. We have telegrams dated Bombay Sept. 30, from London dated Sept. 23.

Business may be said to have been at a standstill since I last wrote you, in consequence of the preparations for the Duke of Edinburgh, and entertaining him after arrival.

Mr. J. Mc Leavy Brown (of the Burlingame Mission) arrived hear by the *Dupleix* accompanied by several Chinese; various rumours are assigned for his return. The most believed one is that he is on special business in connection with the American treaty, and will return to Europe in about a month. Mr. F. B. Johnson (of Messrs. Jardine, Matheson, and Co.) has published a memorandum on transit dues; it simply elaborates and states more clearly the views he expressed at one of the recent meetings of the Shanghai General Chamber of Commerce.

The North China Insurance Company has issued its report for the half year ended June 30. The report says:—

The directors have the pleasure to place before the shareholders the annexed statement of accounts for the first half-year, ending June 30, 1869, and to congratulate them upon the satisfactory position of the company, the balance-sheet showing on that date a surplus of Tls. 380,243.10, in addition to the capital paid up. The amount of Tls. 165,581.01 represents the balance of funds belonging to the company 1866-8, transferred for the purpose of distribution and payment of claims arising upon that account.

The result of the business transacted during the six months to which the accounts refer compares favourably with similar preceding periods, the total premia earned being Tls. 427,249.63, against—

| | Taels. |
|---|---|
| Jan. to June account, 1866 ... ... | 401,361.60 |
| " " 1867 ... ... | 385,301.27 |
| " " 1868 ... ... | 402,256.30 |

Up to the present date all coasting and a large proportion of the longer risks have run off, the only important casualty by which the company suffers loss being the wreck of the *Hamilla Mitchell*.

At the meeting of shareholders held on the 28th inst. the report was unanimously passed, the chairman remarking that the company had a full line on the *Devonport*, to Shanghai, which was lost near the Great Natunas on the 27th Sept.

We hear that the North-German barque *Baltimore*, of 780 tons, bound from hence to Yokohama, laden with cotton, has been burnt at sea; and that, by latest advices, only five of the crew had reached Nagasaki.

The ship *Devonport*, Kennedy, master, London to Shanghai, struck on a rock, not marked on the chart, on Sept. 27, about eleven miles from the Great Natunas Islands; it was found necessary to run her aground to prevent her sinking; she then rapidly filled with water, and became a total wreck. Assistance was got from Sarawak, and H.M.S. *Elk* took the captain, passengers and crew to Singapore, where they arrived on the 13th inst.

The Duke of Edinburgh's visit cannot be better or more fully described than by the subjoined extracts from the *North China Herald*:—

In consequence of news received from Tientsin, the S.S.N. Co.'s steamer *Moyune*, Capt. Lloyd, which had been courteously lent and placed under the English by the directors of that company for the occasion, went down to Woosung on Thursday morning, and fell in with H.M.S. *Icarus* in the afternoon beyond the lightship. From her it was learnt that the Duke of Edinburgh was on board the *Galatea*, then at anchor some five or six miles distant, preferring to bring his vessel himself to Woosung. Though blowing hard the *Moyune* proceeded to the *Galatea*, and Capt. Trollope, R.N., and Mr. Medhurst went on board the latter to offer the services of the steamer and ascertain the wishes of the Duke with regard to the various entertainments prepared in honour of his visit. His Royal Highness expressed his appreciation of the committee's kindness and courtesy in thus coming to meet him, but did not consider himself justified, as captain of the *Galatea*, in leaving her in pilotage water of a somewhat intricate nature. He would, however, be happy to avail himself of the *Moyune* next morning, coming up in her about noon and landing at the Customs jetty. The Duke did not wish to receive any public address on landing, or to hold a reception, but as addresses had been drawn up would be glad to have them presented in a quiet manner at the house set apart for his use. The *Moyune* returned to Shanghai with this information during the night, and left again for Woosung, to meet the Duke, early on Friday morning.

The uncertainty as to the time of H.R.H.'s arrival took many foreigners on to the Bund before the hour which had been suggested; but it was not till one P.M. that the preconcerted two guns announced the arrival of the *Moyune* at Woosung. The unusually gay appearance of the ships in harbour, which had dressed at an early hour, attracted crowds of Chinese to the Bund during the whole morning. There had been great curiosity among them for many days past, and it reached a high pitch as the day wore on. It was about 3.20 P.M. when H.R.H. did arrive, the *Moyune* running up the whole length of the Bund,—in order to get room to turn against the flood tide—and the *Zebra* manning the rigging and giving him three hearty cheers as he passed. Turning near Kin-le-yuen, the *Moyune* ran back alongside the Customs' jetty, where the members of the committee were waiting to receive him. The Prince was heartily cheered on landing, and courteously acknowledged the salute. Even the Chinese vented their excitement by an unearthly yell. His Royal Highness at once entered a carriage which was waiting for him, and drove with Mr. Medhurst to the latter's residence, which had been placed at his disposal during his stay, and where the addresses which had been signed by the British and cosmopolitan members of the community were laid before him. We subjoin copies of these addresses and of his Royal Highness's replies:—

THE BRITISH ADDRESS.

*To his Royal Highness Alfred Ernest Albert, Duke of Edinburgh, K.G., K.T., &c., &c.*

May it please your Royal Highness,—It is a satisfactory and grateful duty which devolves upon Her Majesty's subjects at this port to take their share in welcoming your Royal Higness.

Hitherto your voyages have taken you, for the most part, to the colonial possessions of the British Empire, where warm expressions of loyalty and affection have in every instance proved how deep-seated is the attachment of the dependencies of Great Britain to the Crown and Government. Although we reside under other institutions, your Royal Highness will find that even in this remote and alien country there are not wanting hearts loyal to your illustrious house, and sincerely rejoiced to have an opportunity of testifying their devoted sentiments.

There is one name which binds the sons of Great Britain together, wherever their lots may be cast, and that is the name of Her Most Gracious Majesty.

Her public and private virtues have united to endear her to the citizens of all nations, and it is a source of perpetual pleasure to the millions over whom she rules to feel that they possess a sovereign whose formal titles to respect comprise but a small part of her claims to the love and devotion of all her subjects.

This loyalty is of so sterling a quality that it has become a part of our national character, and it is but a spontaneous instinct of national feeling which prompts us to extend a welcome to a son of that Queen whose home may so truly be said to be in the hearts of her people.

We hope to be able to bear our part in making your Royal Highness's stay agreeable, and trust that you may find your short sojurn in Shanghai not altogether unworthy of a pleasant place in your remembrance.

Signed by 323 British Residents.

REPLY.

*To the British Community in Shanghai.*

Gentlemen,—I thank you sincerely for this address, and request you to convey to Her Britannic Majesty's subjects at this port the expression of my gratitude for the very kind language in which it is couched and the warm reception with which they have greeted me.

In the Queen's name I thank you for the expressions of your loyalty to Her Crown and person, and for myself I am grateful to you for your kind and good wishes on my behalf. (Signed) ALFRED.

THE COSMOPOLITAN ADDRESS.

*To his Royal Highness Alfred Ernest Albert, Duke of Edinburgh, K.G., K.T., &c., &c., &c.*

Sir,—We, the members of the foreign community of Shanghai, have the honour to address your Royal Highness on this occasion, and to offer to you a hearty welcome to this distant part of the globe.

Our settlements comprise citizens of nearly every civilised nationality, and we share one and all in that sentiment of profound admiration and respect for Her Most Gracious Majesty, the Queen of England, which so universally pervades the several countries to which we owe our allegiance

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We count ourselves happy, therefore, in having an opportunity afforded us of giving expression to that sentiment in the public recognition of the presence amongst us of one of the members of Her Britannic Majesty's family.

Though your Royal Highness will not find in a purely mercantile settlement, on the borders of a semi-civilised country, the facilities for a princely greeting with which other cities visited by you have abounded, yet we offer an assurance alike deep and sincere that your visit to Shanghai is a source of unqualified gratification to us, nor can we but feel assured that a visit to the first commercial emporium of China will present features of very great interest to a member of a family ruling over a great commercial country.

We have the honour to be, your Royal Highness's obedient servants.

Signed by 350 Members of the Foreign Community.

REPLY.

*To the Foreign Community of Shanghai.*

Gentlemen,—I thank you warmly for your address, welcoming me to this part of China, and expressing your admiration and respect for Her Majesty the Queen.

Accept my thanks for your kind wishes for my future happiness. In return I wish the members of the foreign community every prosperity.

(Signed) ALERED.

The Prince, accompanied by Mr. Medhurst, then drove to the latter's residence, Soochow Creek, after which he went to the rowing ground, some three miles from Shanghai, but the best events of the regatta were over, and he made a very short stay. In the evening he honoured the Lyceum with his presence to witness the performance of Dion Boucicault's comedy, "London Assurance," by our Amateur Dramatic Corps. The performance went off very well, and his Royal Highness appeared as much amused as any one during its progress. He was greeted with three, and three more hearty cheers after the orchestra had played "God Save the Queen" at the conclusion of the performance.

A race between sedan chairs with a sailor in each created rather less excitement, but still gave lots of fun. One man dropped his window glass soon after starting, and Jack insisted on his waiting and picking it up, under the impression he should be disqualified for coming in light without it.

The next thing was a pony steeple chase, which the Prince appeared to enjoy immensely.

The Prince brought Queen's weather with him, and under its influence a very pleasant day was spent on Saturday on the Race Course. A warm sun, tempered by a cool breeze, enabled people to stroll about with equal safety from cold or sunstroke, and nearly all Shanghai availed itself of the opportunity. The day's proceedings were begun by a game of cricket between an eleven of H.M.'s Navy and Civil Service, and eleven of the Cricket Club. But about three P.M. a wheelbarrow race was suggested by way of varying the amusement, and the rush of spectators who flocked across the ground to witness this new excitement fairly swept the cricketers off the field. As the object of either game was to amuse H. R. H. and the spectators, the players submitted with a good grace, and joined heartily in the new fun.

The next proceeding was to start a lot of sailors to wheel the barrows themselves; and here the grief was awful; wheels were knocked off, shins broken, and the field reduced to two competitors in less time than it takes to write it. One man continued the race with the wheel on his back, having hopelessly smashed his barrow, and two others trundled theirs in, after coming to similar grief.

Eighteen ponies had been entered for a hurdle race, and about a dozen started, the favourites being Revoke, Automaton, and Mexican. At the word "Off!" Revoke and Sink of Iniquity took the lead, clearing the first wall together in splendid style. Revoke, now far ahead of any other pony, took the double in front of the stand in grand style; but a stirrup leather giving way, his rider was thrown. The next up were Mexican and Bobby, who raced together for the rest of the journey, Mexican winning the race by half a length. A rather amusing incident occurred in the drawing for a sweepstakes among his Royal Highness's party, in connection with the race. The Prince chanced himself to draw a pony named Sink of Iniquity, after the Duke of Somerset's new epithet for the model settlement, and no one seemed more amused than his Royal Highness himself at the coincidence. A foot steeple chase was also run while his Royal Highness was on the Grand Stand; but what with the swampiness of the ground and the effect of the recent tiffin—both combining to make running hard work—the competition was not very keen. Other athletic sports concluded a pleasant afternoon

H. R. H. was entertained at the Concordia on Saturday evening, and we hear enjoyed himself there till an early hour in the morning. Everything possible was done to make the evening agreeable, and complete success was achieved. The programme opened with a chorus, Jubelchor, from "Otto," and after a short instrumental performance, Wollman's burlesque in one Act, "Einer aus der Gerichts Zeitung," was played. The Duke played several games of bowls in the course of the evening, and sat down some time after midnight to a capital supper, at which his health was enthusiastically drunk, and warmly responded to.

On Sunday the Prince was naturally left to his own devices; but he put in an appearance in the Public Garden in the course of the afternoon, where the splendid band of the *Galatea* played for about two hours, attracting nearly all Shanghai as listeners.

On Monday evening H.R.H was entertained at a ball at the Shanghai Club, and the whole length of the Bund from Astor House to Kiu-kee-yun was illuminated in his honour. Even the opium ships and Mr. Reynolds' "look-out" on Pootung were ablaze with light. The effect was very fine. The Prince reached the Club at 9.25, and was greeted by a salute of twenty-one rockets from the verandahs, which had a very pretty effect. He opened the ball with Mrs. Medhurst, the wife of H.B.M. Consul, and afterwards danced with several other ladies. The guests sat down to supper at midnight.

After supper was over H.B.M. Consul proposed the toast of "The Queen," which was drunk with three hearty cheers, the band playing "God Save the Queen."

H.B.M. Consul next proposed "The Royal Family," and coupled the toast with the name of H.R.H. the Duke of Edinburgh, our guest. The toast was drunk with tremendous cheering, and musical honours. The Duke said:

Ladies and Gentlemen,—I return you my best thanks for the kind manner in which you have drunk my health; and the gentlemen are entitled to my more particular thanks for the musical manner in which they have responded to it. I can only assure the community of which I happen to be the guest, of my high, very high, appreciation of their musical talents, which I have now heard on three different occasions; first at the charming entertainment at the Lyceum, on the evening of my arrival; next, the enchanting entertainment—for I am sure all my countrymen thought it so—which the German residents gave the night before last, and, lastly, the beautiful song which you have sung just now. Music is one of those things that must produce feelings of harmony and good fellowship in any person's breast; and I can easily imagine, from the inclination of all classes of this community towards music, how great good feeling and harmony prevail among all the classes and all nationalities in Shanghai. I will only say one thing more, in concluding these few words I have to offer you in return for the toast you have just drunk. I say that this community has a most important bearing on the commerce of all nations, and I beg you to follow me in drinking the toast, "Prosperity to the Community of Shanghai."

The toast was drunk with six hearty cheers, led by the Prince himself. H.B.M.'s Consul had one more toast to propose—"The Ladies," and would leave it to the youngest man present, whoever he might be, to respond.

This individual, however, showing a remarkable bashfulness in coming forward, the Duke called on Mr. Porter, of H.I.M.'s Customs, who replied in a humorous speech.

The Duke left shortly afterwards, and went, we believe, to the Mon-ding-fong (Chinese) theatre, which had been brilliantly lighted up for his reception.

The following day (the 26th) had been fixed as the last of the Duke's short stay. At two P.M. he re-embarked with his suite on board the *Moyune* from the Customs' jetty, many of the community availing themselves of the courteous invitation addressed to them in the following circular to accompany the steamer to Woosung:—

I am directed by H. R. H. the Duke of Edinburgh to state that, the steamer *Moyune* having been courteously placed by the directors of the S. S. N. Co. at his disposal for return to Woosung, he will embark at the Custom-house jetty to-morrow, at two o'clock P. M. precisely, and that he will be happy if the ladies of Shanghai and any of the gentlemen who have so kindly co-operated to make his stay agreeble will avail themselves of the opportunity to make the trip in his company. H. R. H. will direct the band of H. M. S. *Galatea* to be in attendance on board.

W. H. MEDHURST.

A large crowd assembled on the Bund to see H. R. H. start, and gave him several hearty rounds of cheers, which he repeatedly acknowledged.

The community invited the Admiral, Sir Henry Keppel, to share in the reception given to his Royal Highness the Duke of Edinburgh. The invitation Sir Henry was reluctantly obliged to decline.

Mr. Forbes, appointed to the newly created post of Marine Commissioner, has arrived by the last mail.

The Shanghai *News Letter* says:—"The sanitarium scheme, by which a certain number of subscribers undertake to build a first-class hotel at Chefoo, is being successfully carried out under the management of Mr. A. Bielfeld, of Shanghai; and during the early part of 1870 a fine large house on the beach will be completed, and accommodation made therein for at least thirty visitors."

## HONG KONG.

From this port we have advices to Nov. 4. The departure of the mail appears to have been postponed, as the date, according to the time-table, should have been Nov. 2, and the overland issues of the local papers bear that date. The outward mail of Sept. 10 was received on Oct. 21.

The *China Mail* of Nov. 2 says:—

The chief local event since the departure of the previous mail is the arrival of H.R.H. the Duke of Edinburgh. The *Galatea* entered the harbour soon after 7 A.M. on Sunday (Oct. 31), and exchanged salutes with the Admiral (Kellet). The harbour soon assumed a gay appearance, the ships lying there dressing rapidly. H.R.H. landed early in the afternoon, and tiffined and dined with his Excellency Sir R. MacDonnell. During the day he walked through parts of the city, and from what he saw H. R. H. is no doubt satisfied that his reception in Hong Kong is animated by a sincere spirit of welcome. In the order of things his arrival happens very opportunely. The same number of this journal which chronicles that fact also contains the statement that H. R. H. was not "received" at Peking, together with a

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tolerably full and explicit declaration of the views which the oldest and most experienced residents in Hong Kong hold as to the policy which has induced the virtual recall of Admiral Keppel. To-day the Duke will make his official landing, to do honour to which ample preparation has been made. The levee will follow. In the evening there will be a reception by Lady MacDonnell at Government House; on Wednesday, theatrical performances by English and German amateurs; and on the following day a ball at the City Hall. Under all the circumstances, therefore, we may entertain a hope that H.R.H.'s future reminiscences of the East, as derived from his experience of Hong Kong, will not be unpleasant to him, nor to her whom we Englishmen venerate as our Queen, and for whom men of all nations here who are not her subjects having feelings of the deepest and most sincere respect.

The *Overland Trade Report* states that the dinner given to Admiral Keppel on the 29th October, at the Banqueting Hall of the Freemasons' Lodge, was very largely attended, and went off most enthusiastically. There has probably never been before so striking a demonstration of public feeling in Hong Kong. Not only the largeness of the attendance, but also their enthusiasm was unparalleled upon any like occasion in China; and it may be taken as a most significant demonstration not only of the well-merited popularity of the veteran Admiral, but also of the feeling entertained with regard to the policy which he represents, and has so ably maintained. The sentiments given utterance to will meet a response in the hearts of all those who are acquainted with the career of this veteran sailor in these parts. As observed by Mr. Pollard, in his magnificent oration, he has not only displayed the qualities of a great sailor, but he has also in the course of his lengthened and eventful career shown himself possessed of the high qualifications of the head and heart, the coolness of judgment, the uprightness of design which in the troublous days of early intercourse with this nation were essentials in the naval officers placed in command; and which it will be a fatal error for the Government to imagine can be dispensed with even in the present day. Sir Henry Keppel undoubtedly deserves the credit of having proved himself beyond question a man thoroughly capable of performing his duties, and having never flinched in doing so. The Admiral in returning thanks for his health expressed his opinion that Western nations were beginning to perceive that their interests in these parts were not to be furthered by "conciliations, concessions, and apologies;" and the Hon. W. Keswick, who occupied the chair, expressed his belief that the mistaken policy adopted by the Home Government had now nearly worked itself out.

The *China Mail* has the following further remarks on the character of the speeches:—Even the cautious and non-committing though socially genial speech of H. E. the Governor found in the occasion of the banquet "a political significance." Of the chairman's speech, replete as it was with eloquence and good feeling, nothing need in the way of compliment be said. But as speakers for the community, both Mr. Keswick, Mr. Gibb, and the Acting Attorney General, are entitled to its lasting thanks for the very able manner in which the strong opinion entertained of our recent policy in China was enunciated. The latter gentleman has given a reminder to the so-called "Peace party" which may serve to mitigate the affected horror with which they will receive the tidings that a "standard bearer" of our national greatness, as Mr. Keswick happily called him, has been fêted and encouraged and cheered with an enthusiasm hitherto unknown amongst the easy-going foreign residents of China. "It is," said the learned gentleman, "by the action of such men as Keppel only that residence has been made possible in China;" and this fact, nakedly stated, lies at the bottom of our enthusiasm, and of our condemnation of the Home Government's suicidal policy.

There were, however, two other speeches which possessed a political significance of their own—those of Mr. Taylor, in proposing the health of the Foreign Consuls, and that of Mr. Overbeck, Consul-General for Austria, in reply. Mr. Taylor took advantage of the occasion to refer very pointedly to the want of official support experienced by our own officials, and such expressions on such an occasion will have much weight. Mr. Overbeck's answer was an unmistakable avowal of sympathy with the views of previous speakers; and coming from one who both in his official and social capacity occupies so leading a position, is perhaps the most valuable testimony to the general opinion entertained of our policy by foreigners which has yet been manifested in China. Mr. Overbeck spoke rather in the character of umpire than of partisan. Mr. Ross Browne has indeed inculcated similar views, but he was the Minister of a Government which is intimately interested in our relations with China. But when we find the able representative of a Power hitherto almost unmentioned in China coming forward as an independent advocate of the policy which Admiral Keppel represents, we may be sure that the feeling of sympathy has a source beyond shirtings and dollars.

The Duke of Edinburgh, as Captain of H.M.S. *Galatea*, joined most heartily with his officers in bidding good-bye to Admiral Keppel. It is a long time since an old Admiral's departure from China was regarded with so much interest as was that of Sir Henry Keppel's in the *Salsette*. H.R.H. pulled the stroke oar in the boat which took the Admiral to the steamer, the other oars being taken by officers of the *Galatea*, Commodore Jones acting as coxswain. When the boat came alongside the steamer, H.R.H. stepped aside, and gave place to the Admiral in going on board, and then (taking off his cap) cried, "Now, boys, give us a cheer." Three hearty cheers were then led off by the Duke, which were taken up and continued by those on board the mail steamer, Admiral Keppel himself replying with one cheer more as the steamer was moving. Admiral Kellet and his Excellency the Governor were both on board. About half a dozen yachts accompanied the steamer down the harbour.

In the Supreme Court on Oct 20, the Acting Attorney General announced that instructions had been received from Home to enter a *nolle prosequi* in each of the two *ex officio* criminal informations filed by the Hong Kong Government, pending against the proprietors of the *China Mail*, for alleged public libel; and also the Court was informed that leave was refused to the Hong Kong Government to apply for appeal to the Privy Council against the judgment of Chief Justice Smale, in a third similar action against the same defendant. The judgment therefore stands, although the law officers of the Home Government guard themselves against accepting it as a precedent; but the taxed costs which were awarded by the Court to defendant, in compliance with an understanding entered into by the Acting Attorney General, on behalf of the Crown, and the defendant have not yet been paid.

A coolie-broker, who has supplied a number of coolies for the Belgian ship *Frederic*, was brought up before the marine magistrate on a charge of having made false representations to certain coolies engaged to proceed in the said vessel. It is alleged that this middle-man gave it out that Messrs. Jardine were the security for the payment of their quarterly allowance to their friends when the coolies left for Peru; and as this was false and was the means of inducing many to go who otherwise would not have come down country, the broker has been charged. Mr. Smith, Registrar-General, was prosecutor, a representation of the case having been made to him by a Chinese deputation. The defendant was discharged for want of sufficient legal proof, but it was evident there had been foul play, and the magistrate warned those implicated against further malpractices.

## COCHIN CHINA.

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### SAIGON.

Letters from Saigon, dated Oct. 25, announce that the French Governor had received instructions from Paris to negotiate with the ruler of Annam for the final cession of three provinces in Cochin China, which are virtually united already to the French possessions in that region.

The *Courrier de Saigon* says:—The opium question has just received a solution, such as was hoped for and desired by the interests of the Colonial Budget. The Commission instituted to examine the different modes of taxation applicable to that article has decided in favour of the absolute liberty of trade in it, and on a simple charge by means of trade licences of different classes. The local Board of Trade, on its side, has received communication of the labour of the commission, and shares its opinion from purely commercial reasons. The system of farming out the trade is, however, to be continued for some time hence, as a special organisation to succeed the former method could not be created in a moment, and there would be a danger of diminishing by a too sudden transformation the revenue indispensable for completing the numerous public works in the colony. Merchants were consequently invited to send in tenders for the concession for a further period of three years, which may be prolonged to four if required. Four candidates presented themselves, of whom one was set aside for informality; the offers were f.2,400,000, f.2,464,200, and f.2,557,500 a year; the last, by M. Banhap, merchant of Saigon, who, in consequence, obtained the contract. The terms accepted are an advance of f.466,500 on the present concession.

## STRAITS SETTLEMENTS.

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### SINGAPORE.

Dates are down to the 9th Nov. The P. and O. mail of Sept. 24 arrived out on the 27th Oct., and the French mail of Sept. 30 on the 3rd Nov.

The principal topic was the expected visit of the Duke of Edinburgh, which had been delayed by various causes. Scarcely less exciting was the arrival of Admiral Keppel, *en route* to England, by the P. and O. steamer *Salsette*. A grand tiffin was given to the Admiral at the P. and O. Company's premises in New Harbour, at which nearly all the members of the community were present.

At a meeting of the Legislative Council on the 2nd Nov. the Governor informed Mr. Read that the Colonial steamer had not been even ordered, and the £23,000 set aside for her remains unspent.

At a meeting on Oct. 29, the *Straits Times* says:—

"The Auditor-General submitted a supplementary estimate for the year, amounting to $33,148, divided over a series of heads—none of which seem to call for any special comment. We cannot expect our expenditure to be prejudged to a nicety, and the sum named bears merely a fractional proportion to the whole. No opposition was made to the appropriation of the sum required, and an ordinance for that purpose has since been duly passed.

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The Committee on Education also presented their report at the meeting on the 29th, and the recommendations as to increased Government aid have been adopted. At the meeting on the 2nd inst., besides the final adoption of the two measures we have alluded to, a petition was ordered to be addressed to Her Majesty's Government, praying that the transmarine convicts of this settlement might be sent to Labuan in place of to India as heretofore, and *vice versa*. This, when allowed, as it doubtless will be, will not only save this colony a considerable sum for transport expenses, but will confer a very substantial boon upon Labuan, the mines of which will never be so well worked as with a leaven of forced labour."

H.M.S. *Rodney*, from China and Japan to England, arrived on the 28th Oct., some six weeks out. So much for Admiralty economy in giving orders for her not to steam.

An enquiry has been held as to the loss of the *Devonport*, and the award found by the marine magistrate and assessor is that the captain acted judiciously, and his certificate was returned to him.

The loss of the *Inarime*, from Foochow to London, is thus reported:—

Information has been received, per *Samson*, from Labuan, of the loss of the British ship *Inarime*, of London, 669 tons, Captain Robert H. Ivey, on the London reef, on the morning of the 4th Oct. The *Inarime* was bound from Foochow to London, with a full cargo of tea. After the vessel struck, the captain and crew started off in three boats for Labuan; the chief officer and five men in the cutter, the 2nd officer and five men in the gig, and the captain and the rest of the crew in another boat. The chief mate's boat was lost sight of the first night; the 2nd officer, with the gig, kept company with the captain's boat until the 3rd day, when it also was lost sight of. After being in the boat six days, the captain with his boat's crew were picked up by the French barque *St. Yves*, of Nantes, from Saigon for Japan. The shipwrecked men were treated with the greatest kindness, and landed at Labuan on the 11th Oct. It is possible the chief officer finding himself unable to keep up with the other boats may have gone back to the wreck. Capt. Ivey was awaiting the arrival of H.M. gunboat *Elk*, at Labuan, anticipating that she would visit the wreck with him, and endeavour to save some portion of the cargo, and also, if possible, ascertain the fate of the missing men.

The *Dr. Peterman* (North German), from Canton to New York, with a sundry cargo of cassia, matting, &c., has put into Singapore for repairs.

At a meeting held in Penang it was resolved that subscriptions be invited for the purpose of a memorial to the memory of the late J. R. Logan, Esq.

# Commercial Report.

(*For dates see First Page.*)

## CEYLON, STRAITS, JAVA, CHINA, AND JAPAN IMPORTS.

YOKOHAMA, OCT. 30.*—A continued decline in the value of the native coin had restricted business, and transactions had been mostly confined to Cotton Yarn, for which, however, there had been a good demand, leading to rather higher prices. Sales of Grey Shirtings had been on a very moderate scale, and the same applies to nearly all kinds of Woollen and Fancy Goods. Quotations:—G.E. Grey Shirtings, 7 lbs., $2.55 to $2.60 per piece; 8¼ to 8½ lbs., $3 to $3.05; 9 to 9¾ lbs., $3.55 to $3.60; G.E. White Shirtings, $2.80 to $3.20; T-Cloths, 6 to 7 lbs., $1.80 to $2.20; Cotton Yarn, 16 to 24, $52.50 to $53 per picul; 28 to 32, $54 to $54.50; Camlets, S and BBB, $13.50 to $14.50 per piece; SS, $13 to $14; SSS, $9.50 to $10 50; Cloth, Medium and Broad, 80c. to $1.60 per yard; Lastings, $13 50 to $14 per piece; Long Ells, Assorted, $8 to $8.75 per piece; Lead, $6.25 to $6.75 per picul; Iron, Nail Rod, $3 to $3.50; Bars, $3.20 to $3.50.

SHANGHAI.—Business had been extremely limited. For many years there had not been such a dull time in Piece Goods, and it is not easy to say whether this is due to a combination on the part of Chinese buyers or to a diminished inquiry at the outports. Grey Shirtings: Transactions confined to a few re-sales by Chinese holders to foreigners at low rates for cash. Sycee had been very scarce among the natives, and as their prompts had matured, they had been willing sellers, even at a considerable loss. Quotations: 7 lbs., Tls. 1.98 to Tls. 2.03; 8 lbs., Tls. 2.17 to Tls. 2.22; and 9 lbs. to 9.12 lbs., Tls. 2.45 to Tls. 2.75 per piece. Heavy Goods remain very dull of sale, at a decline in price. T-Cloths: Supplies had come in so freely, and the demand had been so languid, that sales had been almost impossible to effect. Quotations: Tls. 1.40 to Tls. 1.6.5 per piece for 6 lbs.; Tls. 1.7.0 to Tls. 1.9.2 per piece for 7 lbs.; and Tls. 2 to Tls. 2.40 per piece for 8 lbs. to 8¼ lbs., 36 inch. White Shirtings dull and lower, sales of a retail character. We quote 56 reed Tls. 2 1.0 to Tls. 2.1.5, 60 reed Tls. 2.2.5 to Tls. 2.3.0, 64 reed Tls. 2.35 to Tls. 2.40, and 66 reed Tls. 2.45 to 2.47 per piece. Transactions for the fortnight on a most limited scale. Drills: Sales of American Goods (Mixed Chops) reported at a decline on last figures—best chops Tls. 4 per piece, with Chinese sellers at this price for prompt delivery. English Drills in fair inquiry for the river-ports at about last prices; but holders were not inclined to realise their stocks at current rates. Jeans of all kinds neglected, quotations nominal. Sheetings: Small sales of American at last rates; English worth Tls. 3.20 to Tls. 3.25 per piece, with a retail inquiry. Fancy Goods: Only small sales reported, prices showed no material change. Woollens, &c.: Fair sales of C P H Assorted Camlets effected at the early part of the fortnight; but the demand had since died away—prices at the close being rather weaker. Metals.—Iron: There had been a good demand for Nail Rod Iron, particularly for small sizes, which had advanced in value owing to their scarceness; large sizes, on the contrary, being in heavy supply were difficult to move even at a slight concession in price. Nail Rods had changed hands to the extent of some 22,000 bundles; but of Bars only one settlement of 50 tons was reported. Lead: There had been some speculation, and an advance of 1 to 2 mace was established. L.B. Tls. 5.2.8. Coals: Sales unimportant, and prices about the same as last advised. The current quotations were:—Camlets, English, SS, per piece, Tls. 11.5.0 to Tls. 12.5.0; Spanish Stripes, per yard, Tls. 0.5.2 to Tls. 0.8.0; Medium Broad and Habit Cloth, Tls. 0.9.5 to Tls. 1.5.5; Long Ells, Scarlet, per piece, Tls. 6.2.0 to Tls. 6.3.0; Assorted, Tls. 6.3.0 to Tls. 6.3.5; Iron-Nail Rod, per picul, Tls. 1.9.0 to Tls. 2.0.8; Lead, per picul, Tls. 5.2.0 to Tls. 5.3.0; Tin Plates, per box, Tls. 4.5.0 to Tls. 5.0.0; Coals (cargo quotations afloat)—Cardiff, per ton, Tls. 8.0; North Wales, per ton, Tls. 7.7.5; English, per ton, Tls. 6.6.0; Anthracite, per ton, Tls. 9.7.5.

HANKOW.—Grey Shirtings: Few sales, and, owing to want of inquiry, the slight advance last reported had been lost. There was some demand for 7 lbs. goods at lower rates, but the market closed dull at Tls. 2.02 to Tls. 2.05 for 7 lbs.; Tls. 2.20 to Tls. 2.25 for 8¼ lbs.; and Tls. 2.75 to Tls. 2.85 per piece; nominal for 9¾ lbs. goods. White Shirtings dull of sale. T-Cloths, 7 lbs., had not been wanted; for 8 lbs. goods there had been a fair inquiry, but at the close the demand had fallen off. Drills: Good English makes asked for at Tls. 3.80 per piece; common qualities neglected. Fancy Cottons: Dyed Spots and Brocades, Chintz and Black Velvets in request; prices firm. Dyed Damasks, 5 candareens lower. Camlets: A large business had been done at about last quotations. Gentian, Green, and Purple were the colours most wanted. Lastings dull, few sales; Long Ells no inquiry. Spanish Stripes had found buyers to a small extent, and there was some demand for good Broad Cloth. Figured Orleans: Choice assortments saleable at Tls. 3.80 to Tls. 3.90 per piece. China Crapes declined to Tls. 4.60 to Tls. 4.65 per piece, with moderate inquiry. Metals.—Lead: But small sales had been made at the advanced rates, and there was a fair stock. Quicksilver unaltered, few sales.

FOOCHOW.—The following had been the transactions during the interval:—2,250 pieces 8¼ lbs. Grey Shirtings at $3.10 to $3.15; 500 pieces 7¼ lbs. at $2.90; 500 pieces 8 lbs. T-Cloth at $3.10; 2,000 pieces 7 lbs. at $2.40 to $2.45; 500 pieces T.R. Cloths at $3.10; 120 pieces Spanish Stripes at 82½ cents per yard. Lead: 500 pigs at $7—cash; 1,000 pigs at $7.25 to $7.50 against tea.

HONG KONG.—Cotton Yarn: After making heavy purchases the dealers had been in a much quieter mood, and the fortnight's sales showed a greater falling off in the quantity taken. Prices were a little weaker on the whole, but there were no decided evidences of an actual decline. Grey Shirtings: Sales were progressing very slowly at about the prices quoted in our last, when the announcement of a large quantity of ordinary qualities of 8-4 lbs. having been forced off at $2.80 to $2.82½ per piece destroyed what little confidence there previously existed. The finest qualities could hardly be quoted $2.85 per piece at the close. 7 lbs. very dull, and declined to $2.52½ to $2.55 per piece. White Shirtings: In inquiry for the lower reeds, but the better qualities quite neglected, and, to make sales totally inadequate, prices would have to be accepted. Grey T-Cloths: 6 lbs. of ordinary makes saleable at $1.97½ to $2.0 per piece, Mexicans not wanted. 7 lbs. in request only as regards the usual qualities, and the choice lots of these commanded $2.17½ to $2.22½ per piece. Grey Twills: A trifling inquiry for shipment to the North had existed, but very low prices were offered and only a few Dutch goods had been sold. A parcel of 8 lbs., 30 yards Jeans taken at $3.70 per piece for shipment. Dyed and Fancy Cotton: 600 dozen Turkey Red Flowered Handkerchiefs had been moved at $1.00 per dozen, and 250 pieces Gentian Twills at $3.15 per piece. Long Ells: Moderate sales, at about last quotations. Camlets: Inquiry extremely limited, an advance tried for having checked purchasers. Lastings firmer; the prices asked tended to keep buyers from operating. Crape Lastings had found a little favour. Metals: Nail Rod Iron difficult to move at $2.50 to $2.55 per picul for ordinary sizes; where there had been any choice of assortments, however, the dealers had bought more freely at these rates. Round, Square, and Flat Bar inquired for. Wire unsaleable. Tin Plates quiet. Quicksilver unchanged. Lead had fallen out of demand, and "L. B. and Co." was offering at $6.25 per picul. For "W. B." no reliable quotation can be given. Quotations—Cotton Yarn, per bale. 16 to 24, $145 to $148; 28 to 32, $150 to $155. Grey Shirtings, 7 lbs., $2.50 to $2.52½; 8.4 lbs., $2.80 to $2.85; White Shirtings, $2.50 to $3.60; T-Cloths, 6 lbs.. $1.95 to $2.00; 7 lbs., $2.20 to $2.25; Mexicans, $2.30 to $2.45; Long Ells, per piece, Scarlet, $7.70 to $7.80; Assorted, $7.70 to $7.90; Camlets, SSS., $13.50 to $14; SS., $15 50 to $16.25; S., $17.25 to $17.75; Lastings, assorted, $13.75 to $16; Crape Lastings, $11 to $11.75; Figured Lustres, $4 50 to $6 50. Iron—Nail Rod, $2.45 to $2.55; Bar, $2.60 to $2.75; Hoop, $2.90 to $3.10; Tin Plates, $6.10 to $6.75; Quicksilver, $62.50 to $63; Coals, English, $7 to $7.50; Welsh, $8 to $8.50.

BATAVIA.—Grey Shirtings: 8¼ lbs. not asked for; 7 lbs. low in stock: some inquiry; importers are asking an advance. Grey Madapollams. Heavier weights wanted; some demand for Sourabaya; stocks light Drills: Dutch f.9 cash. White Shirtings: The lower reeds entirely neglected, for the higher only low bids made; extensive sales of 45 inch at f.10.50 cash. Prints had attracted little attention; Pink Pads taken for Samarang to some extent at f.8¼ to f.8½. Yarn: Market for Grey Yarn spoiled by sales at auction of sea damaged goods, ex Syringa; 40's placed at. f.4.10 cash; season concluded, and quotations purely nominal.

SINGAPORE.—A good demand for grey goods during the fortnight, and prices maintained. 8¼ lbs. Shirtings cleared off in considerable quantities at $2.85 to $2.90 per piece, fair sales of 7 lbs. and 6 lbs. Long Cloths not asked for, T-Cloths being preferred at most of the outports. T-Cloths in moderate request, prices unaltered. Grey Drills, 30 yards, both Dutch and English, in inquiry, 40 yards neglected. White Shirtings: the demand for medium fine goods had subsided, and prices were weaker, but the coarser descriptions of cloth were still saleable. Imitation Irish Linens in better supply, and a shade lower. White Madapollams had also sold at easier rates. Cambrics in moderate request, quotations unaltered. Figured Shirtings not inquired for. Small sales reported of Jacconets.

* Via San Francisco.

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Brocades, Damasks, Lappets, and Mules, no business. Dyed Cloths showed little improvement. Plain and Figured Shirtings in no request, sales insignificant. Turkey Red Cambrics had sold to some extent, but at very low prices. Small sales of Prints at low rates. Sarongs in better demand, and considerable clearances made; for the finest description at fair prices, common and inferior at low rates. Handkerchiefs in some request for better descriptions. In Grey Yarn very little done; late arrivals cleared off, and market bare of the lower Nos.; prices a shade lower for the higher Nos. Small sales of Turkey Red Yarn at previous rates. Coloured Yarns in less inquiry. Woollens of all descriptions nearly unsaleable. In Metals there was no improvement to note. Iron very dull, lower rates accepted. Yellow Metal in improved demand; fair sales reported at the rates of last mail. Coals in small inquiry, and the transactions reported show a decline in price; Cardiff sold at $7\frac{3}{4}$ per ton 8 m.c., and West Hartley at $7 cash. The contract for the supply of the French Government taken at equal to $9 to $9\frac{1}{8}$ for Cardiff per ton put on board.

PENANG.—Grey Shirtings had been in but moderate request, at a decline in prices; 6 lbs., $44\frac{1}{2}$ per corge; 7 lbs., $50 to $51; 8¼ lbs., $59. In 45 inch no transactions. Grey Long Cloths not inquired for; no business; quotations nominal. Grey Madapollams: No stocks; quotations nominal. Grey T-Cloths: In moderately fair demand; sales reported of 4 lbs., at $24 to $23 per corge; 6 lbs. at $39$\frac{1}{2}$; and 7 lbs., at $45 to $44. White Shirtings not much decreased in stock; prices unimproved; small sales of fine at $86 to $108 per corge; of medium, $65; small demand for 45 inch, but stocks exhausted. White Cambrics in very weak inquiry, only unimportant sales effected, low at $20$\frac{3}{4}$ per corge, Nos. 15-16 at $32.40, being a fall on former prices. Grey Sheetings continued to work off at weakened rates; sales at $84 and $88 per corge. Sales of American Drills at $100 per corge in retail quantities; no Dutch on the market. In Dyed Goods very little business. Shirtings, Mulls, and Brocades quite out of the market. Prints: Jaconets $45 per corge; Turkey Red Cambrics dull of sale, 2 lbs. 4 oz. (invoice weight) $44$\frac{1}{2}$, 2 lbs. 8 oz. $49 per corge. Yarn of all kind inactive. Of Grey Mule the market was bare, quotations nominal; Turkey Red, $145; Imperial Red, $81 to $82; Green, $83 per bale.

## CEYLON, STRAITS, JAVA, CHINA, AND JAPAN EXPORTS.

### TEA.

YOKOHAMA, OCT. 30.*—About 9,000 piculs had been taken for the American market, and some small lots for England. Prices had been firmly maintained until near the close, when dealers showed more readiness to sell, and the market had a downward tendency. Fine Teas continued scarce, and arrivals were greatly mixed in quality, rendering the maintenance of standards very difficult. The current quotations were—Common, $19 to $21; good common, $22 to $24; medium, $25 to $27; good medium, $28 to $30; fine, $32 to $35; finest, $36 to $39; choice, none.

SHANGHAI.—Black: A large business had been transacted. Commonest descriptions, quality considered, showed scarcely any decline, but medium kinds had fallen in value a little. Supplies had come forward without stint, and, notwithstanding the heavy settlements, the stock was no less than 43,000 chests. Natives were rather desirous to sell, and the market closed weak. Settlements for the fortnight, 30,000 chests; reshipments on owners' account, 5,500 chests; stock, 144 chops, or 43,000 chests. Quotations, duty paid, exchange at 6s. 0¼d. per tael, and freight at £2:—Shanghai-packed, 11d; Hohow, common, 1s. to 1s. 1d.; Oonam, common to fair, 1s. 0½d. to 1s. 2d.; Ningchow, common to fair, 1s. 1½d. to 1s. 2½d.; Oopack, fair to good, 1s. 1¾d. to 1s. 2¾d. Green: Considerable transactions had taken place, the greater portion being on American account. Low and medium kinds again showed a small concession in price, but fine and finest descriptions had been bought at rates fully up to those previously current. The stock was increased to 78,500 half-chests. The following were the quotations: Moyune and Teenkai, Tls. 32$\frac{1}{2}$ to Tls. 34¼; Fychow, Tls. 31 to Tls. 33½; Pingsuey, Tls. 33 to Tls. 38; Shanghai-packed, Tls. 24 to Tls. 33. Settlements for the fortnight, 32,000 half-chests; re-shipments on owners' account, 2,500 half-chests; stock—150 chops, or 78,500 half-chests.

HANKOW.—The following is from Messrs. Drysdale, Ringer, and Co.'s Report:—The business done during the fortnight has been limited, the excess in our export, together with the less favourable advices from home for low class Teas, having made buyers exceedingly cautious. Teamen have been anxious to sell on this market rather than ship to Shanghai for sale, and in order to do so have offered their Teas at a decline; but as the rise in exchange and freight fully covers the reduction in price they have met with but little response from buyers, and their shipments since date of our last reach 12,700 packages. Settlements for the fortnight are about 3,900 and 1,500 half-chests, closing rates showing decline of Tl. 1 to Tls. 1½ per picul. Our export to date is in excess of last year about three million pounds. We do not see any chance of improving the position of our supplies, as the quantity yet to come is expected to equal the quantity received for corresponding period of last season. We quote Shuntam packed, Tls. 14 to Tls. 14½; Oopacks, common to fair, Tls. 15 to Tls. 16½; Oanfas, common, Tls. 16 to Tls. 17 per picul. Settlements from 6th to 20th October: 1,760 chests, 730 half-chests, at Tls. 14 to Tls. 16, at ex. 6s. 1d. and £2. 10s. frt., equal to 1s. 1d. to 1s. 2½d.; 2,100 chests, 860 half-chests, at Tls. 16½ to Tls. 18½, at ex. 6s. 1d. and £2. 10s. frt., equal to 1s. 2½d. to 1s. 3½d.; Total, 3,860 chests, 1,590 half-chests.

KIUKIANG.—Black Teas: No business had been transacted. Arrivals from the Hohow district had been rather liberal. Quotations were nominal. Export from Jan. 1 to Oct. 22, 1869, 13,171,404 lbs.; export from Jan. 1 to Oct. 22, 1868, 15,335,515. Stock, 386 packages. Green Teas: Only one transaction reported during the fortnight. Arrivals had come forward freely, but teamen had demanded extreme rates. Export from Jan. 1 to Oct. 22, 1869, 5,016,995 lbs.; export from Jan. 1 to Oct. 22 1868, 4,023,609 lbs.

FOOCHOW.—The following is from Messrs. Odell and Co.'s Circular:—Congous: In the early part of the interval only limited settlements were reported, but latterly more disposition has been shown to purchase fair to good common kinds, and we have now to report a fairly active demand at fully previous quotations. The better grades have also attracted some attention, and settlements have been made at very full rates. Australian buyers have again entered the market, and the demand on Continental account has continued. Arrivals from the country have been large, and the stock on offer is again increased. Souchongs: Those with quality find ready sale at full rates. Oolongs: Only a moderate business has been done, and some purchases of fair to good cargo kinds have been made at a reduction of about one tael per picul. The only remaining "line" of fine teas has been settled at an extreme price, say Tls. 31.5.5 per picul, ship off. Supplies have not come in very freely, and there seems but little doubt that the total for the season will show a falling off of about 30,000 to 40,000 half-chests. Scented Teas: About 6,000 boxes have found buyers at former rates. Settlements for the fortnight have been:—Congou, 31,428 chests, at Tls. 9.8 to Tls. 26.8 per picul, ship off; Souchong, 1,507 chests, at Tls. 17.8 to Tls. 28.8; Oolong, 13,612 ½-chests, at Tls. 16.3 to Tls. 31.5.5; Scented Teas, 6,016 boxes, at Tls. 8.5.5 to Tls. 25.8; Flowery Pekoe, 280 chests, at Tls. 28.8 to Tls. 35.8.

### SILK.

YOKOHAMA, OCT. 30.*—The market had been tolerably active, fully 600 piculs having been settled. Prices, more especially for Hank sorts, showed a decline of from $20 to $30 per picul, but this apparent concession on the part of the dealers was more than counterbalanced by the enhanced value of the dollar, in exchange for native coin. Arrivals had been confined in great measure to medium and common parcels of Hanks, of which the unsold stock, estimated at about 900 piculs, was mainly composed. The P. and O. steamer China, which left for Suez direct, on the 29th Oct., took forward 495 bales Silk, and 1,645 cases of Silkworm Eggs. The balance of the Silk settlements, and a further quantity of Eggs, would be shipped per M.I. steamer Labourdonnais, to leave on the 31st. Purchases of Silkworm Eggs to date exceeded 1,000,000 cards, leaving about 300,000 of inferior quality on the market. Bivoltinis were selling at 25 to 50 cents per card, according to quality.

SHANGHAI.—Messrs. C. J. Skeggs and Co.'s Report, dated 26th October, is as follows:—Since our last issue telegrams are to hand *via* Kiachta to the 28th September, that to the Chamber of Commerce reading as follows.—"Silk dull, Red Peacocks 24s. No. 3 Tsatlees 29s." The above news is generally considered very unsatisfactory, as the fact of our short export has been accepted at home without any response, either in the shape of advanced prices, or increased deliveries. Business has therefore been on a more moderate scale during the past fortnight, notwithstanding the lower current rate of exchange, which is equal to about Tls. 5 in favour of buyers. Settlements are estimated at about 1,500 bales, and prices all round may be considered unchanged, except for common Tsatlees, which being scarce and wanted have been taken at an advance of fully Tls. 5. Medium and best descriptions show no alteration in price, but the latter being also in short supply are firmly held. The following are a few of the leading settlements:—Yakee chop, Tls. 560; Donkey, Tls. 557½; Blue Flag, Tls. 520; Gold Lion, Tls. 515; Elephant, Tls. 490; and Red Peacocks, Tls. 467½. No. 2 "Fatmow" Hainins have been rejected as very common, at Tls. 480. The market is quite bare of common Taysaams, which are being used for native consumption, whilst the medium and good grades are held for very full prices.

### STRAITS, JAVA, AND CEYLON PRODUCE.

BATAVIA.—Arrack (4 per cent. overproof)—Transactions at f.120 per leaguer. Coffee—Java: For ordinary Green Java deliverable at Samarang, the nominal quotation was f.32, and for Blue Bean f.35 to f.37 per picul. The Government will sell 50,000 piculs by auction early in December. Padang: The Government had sold at auction 49,000 piculs No. 1 and 2,200 Triage, which averaged respectively f.37.12 and f.14.04½ per picul. Cubebs: Offering at Samarang at f.16 per picul. Gum Damar, f.47 to f.48 per picul. Indigo: Sales of prime quality at Samarang at f.5.25 to f.5.40 per Dutch pound. India-rubber scarce; sales at f.90 to f.100 per picul. Gutta Percha: Market bare. Tin, Billiton: Some 5,000 piculs sold by auction at an average of f.74.48 per picul. Nutmegs—In brisk request at f.105 to f.110 per picul for nuts of 110 to the pound. Mace—Much run upon at f.110 to f.115 per picul. Pepper—Black: Market bare; last sale of Lampongs at f.18 per picul; White—None offering. Rattans—Padang, f.8 to f.9; Borneo, f.9.75 to f 12 per picul. Sugar—No. 14, f.16.50 to f.16$\frac{3}{8}$ per picul. The Government sold by auction on 9th October 95,000 piculs, of wh ch 30,000 piculs were No. No. 14 and lower, and 65,000 piculs Nos. 15-20. The average of the two assortments was f.16.31 and f.15.24 per picul respectively.

SINGAPORE.—The market for produce generally had further declined. About 1,100 tons Gambier taken at $3.12½ to $3.10 per picul, but the price had declined to $3.05 to $3 Rhio, No. 1, $3.70 per picul. White and Black Pepper out of season, no parcels offering. Pearl Sago quoted $3.15 for medium Grain. Sago Flour $2.55 to $2.40 per picul. Bontyne Coffee offered at $12.35 per picul. Tapioca in small request, at $4.50 per picul. Gutta-percha lower. Tin lower, and had been taken up to some extent at $30.10 per picul.

PENANG.—The Produce Market had been quiet at this season. The price of Tin opened at $29½ per picul, since which it declined to $28, the last price paid. There was a considerable quantity on the market, but holders were not willing to sell at less than $28¼ per picul. No Black Pepper had come forward, but some remains of former stocks realised $7.50 for West Coast and $7 30 for Acheen; a small quantity of White taken at $10 per picul. Tapioca: Contracts nearly filled, and arrivals secured at former rate, $4.55 per picul. Sugar in excellent demand, former prices maintained. Penang Coffee $12 per picul; season just beginning. Cloves season not yet opened. Cutch, in boxes, $4.80 per picul.

COLOMBO.—The weather had been somewhat broken, unmistakeable evidence of which will be found in the deficiency of over 2,700 tons of

* *Via* San Francisco.

* *Via* San Francisco.

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plantation, and of over 1,200 tons of native shipped as compared with the previous year. An adverse telegram reporting a fall of 5s. in Plantation and 2s. in Native had not been met by any corresponding reduction, it being given as a reason that heavy contracts are in hand which will occupy dealers for several weeks who, in the meantime, are not over anxious to deepen engagements except at what may be called an insuring margin—11s. was asked for anything like a presentable parcel of parchment. We have not heard of any transaction in an estate crop under 11s. 9d Native the little offering was taken at about 34s., with 10 per cent. picking Cocoanut Oil: The last transaction reported was at 27s. for a small parcel. The article attracted no local attention. Cinnamon: Without change, at previous quotations; Chips in good demand, and advanced to 4½d. Plumbago was taken readily at full rates for desirable parcels; inferior quality neglected, and holders rather than accept the reduction preferred to ship. Coir: Good Yarn readily saleable. Coals quite unsaleable

## EXPORT OF TEA AND SILK, SEASON 1869-70.

### TO GREAT BRITAIN.

| Date. | From Yokohama & Nagasaki. | From Shanghai and Hankow | From Foochow. | From Amoy. | From Canton, Macao, &c. | Total lbs. | SILK Total Bales & Cses |
|---|---|---|---|---|---|---|---|
| From June 1 to Sept. 30, 1869 | ... | 46980383 | 32337489 | 1151545 | 7641225 | 88110542 | 25808 |
| Corresponding period last season | 605753 | 52233715 | 43904801 | ... | 9215225 | 105959494 | 808 |

*Particulars of Shipments;*

| | | | | | |
|---|---|---|---|---|---|
| Oct. | 18 | per Lorton | From Shanghai | 682,814 | |
| — | 18 | ... Wylo | ... Do. | ... 1,027,924 | 409 |
| — | 18 | ... Wimmera | ... Do. | ... 1,298,764 | |
| — | 20 | ... Northampton | ... Do. | ... 1,452,006 | 195 |
| — | 22 | ... Ornate | ... Do. | ... 886,312 | |
| — | 22 | ... George Shotton | ... Foochow | ... 778,000 | |
| — | 22 | ... Glenavon | ... Do. | ... 1,063,400 | |
| — | 23 | ... Gauntlet | ... Canton | ... 768,686 | |
| — | 30 | ... Tycho Brahe (str.) | ... Shanghai | ... — | 35 |
| — | — | ... Kavik | ... Amoy | ... 198,373 | |
| — | — | ... Osprey | ... Foochow | ... 787,295 | |
| Nov. | 2 | ... Salsette (ml. str.) | ... Shanghai, &c. | ... — | 1,496 |

### TO UNITED STATES.

| | | Pcls |
|---|---|---|
| From June 1 to Sept. 30, 1869 | 5145580 | 498 |
| Corresponding period last season | 7784595 | 504 |

*Particulars of Shipments;*

| | | | | | |
|---|---|---|---|---|---|
| Sept. | 29 | per America | From Yokohama | 32,624 | |
| Oct. | 16 | ... Atma | ... Shanghai | ... 551,647 | |
| — | 19 | ... Japan (str.) | ... Do. | ... — | 16 |
| — | 20 | ... Willy Rickmers | ... Do. | ... 871,917 | |
| — | 21 | ... Queen of the Seas | ... Foochow | ... 541,900 | |
| — | — | ... Dr. Peterman | ... Canton | ... — | 35 |
| — | 22 | ... Mary Whitridge | ... Foochow | ... 844,700 | |
| — | 22 | ... Nettie Merryman | ... Shanghai | ... 33,820(addl.) | |
| — | — | ... Dacre | ... Amoy | ... 466,517 | |

### TO THE CONTINENT.

| | | Bales |
|---|---|---|
| From June 1 to Sept. 30, 1869 | 739846 | — |
| Corresponding period last season | 282061 | — |

### TO AUSTRALIA.

From June 1 to Sept. 30, 1869 ... ... ... ... ... 8,476,813 lbs.
Corresponding period last year ... ... ... ... ... 11,180,876

### TO GREAT BRITAIN.

| | Tea—lbs. | Silk bales China & Japan. |
|---|---|---|
| From 1843 to 1844 | 51,022,600 | ... |
| „ 1845 to 1846 | 57,334,200 | 18,604 |
| „ 1850 to 1851 | 63,972,000 | 22,143 |
| „ 1853 to 1854 | 77,327,800 | 61,280 |
| „ 1855 to 1856 | 92,240,300 | 50,481 |
| „ 1857 to 1858 | 76,990,255 | 68,315 |
| „ 1858 to 1859 | 65,789,792 | 83,134 |
| „ 1859 to 1860 | 85,560,452 | 64,159 |
| „ 1860 to 1861 | 90,066,160 | 70,644 |
| „ 1861 to 1862 | 109,854,040 | 79,199 |
| „ 1862 to 1863 | 121,273,580 | 72,887 |
| „ 1863 to 1864 | 117,463,586 | 46,603 |
| „ 1864 to 1865 | 121,236,870 | 32,313 |
| „ 1865 to 1866 | 118,333,042 | 62,890 |
| „ 1866 to 1867 | 118,423,220 | 50,052 |
| „ 1867 to 1868 | 116,890,430 | 57,449 |
| „ 1868 to 1869 | 142,789,804 | 70,917 |

### VESSELS EXPECTED.

| 1869. | | Ship. | Port. | Tea lbs. |
|---|---|---|---|---|
| July | 17 | ... Maiden Queen | ... Shanghai | ... 1,116,479 |
| „ | 24 | ... Juanpore | ... Shanghai | ... 559,413 |
| „ | 5 | ... Dilkhoosh | ... „ | ... 1,214,713 |
| „ | 5 | ... Charmian | ... „ | ... 657,918 |
| „ | 5 | ... J. R. Worcester | ... „ | ... 1,092,807 |
| „ | 5 | ... Challenge | ... „ | ... 782,106 |
| „ | 6 | ... Gleam | ... Amoy | ... 381,685 |
| „ | 7 | ... Min | ... Foochow | ... 871,800 |
| „ | 12 | ... Silver Eagle | ... „ | ... 1,155,900 |
| „ | 17 | ... Chusan | ... „ | ... 1,122,800 |
| „ | 19 | ... Conqueror | ... Shanghai | ... 714,528 |
| „ | 19 | ... Joseph Sprott | ... „ | ... 736,569 |
| „ | 19 | ... Geriant | ... „ | ... 1,520,247 |
| „ | 19 | ... Yangtsze | ... Foochow | ... 929,700 |
| „ | 20 | ... Magellan | ... „ | ... 769,600 |
| „ | 27 | ... Flying Spur | ... „ | ... 895,600 |
| „ | 27 | ... Corona | ... „ | ... 1,677,900 |
| „ | 27 | ... Creswell | ... „ | ... 551,235 |
| „ | 28 | ... John Milton | ... „ | ... 788,700 |

| 1869. | | Ship. | Port. | Tea lbs. |
|---|---|---|---|---|
| Sept. | 1 | ... Veronica | ... Canton | ... 418,977 |
| „ | 1 | ... Vanguard | ... „ | ... 834,670 |
| „ | 1 | ... Mary Moore | ... Shanghai | ... 798,655 |
| „ | 2 | ... Prudhoe | ... „ | ... 727,876 |
| „ | 4 | ... Devana | ... Foochow | ... 1,025,200 |
| „ | 7 | ... Sir Harry Parkes | ... Shanghai | ... 1,041,510 |
| „ | 7 | ... Grasmere | ... Canton | ... 555,228 |
| „ | 10 | ... Tamerlane | ... Shanghai | ... 1,063,937 |
| „ | 10 | ... Polar Star | ... Amoy | ... 218,625 |
| „ | 12 | ... Queen of the Ocean | ... Foochow | ... 739,200 |
| „ | 13 | ... St. Andrew's Castle | ... „ | ... 881,900 |
| „ | 13 | ... Hindostan | ... Shanghai | ... 1,143,553 |
| „ | 14 | ... Windermere | ... Foochow | ... 690,800 |
| „ | 14 | ... Pegasus | ... Shanghai | ... 677,090 |
| „ | 16 | ... Inarime (lost) | ... Foochow | ... 856,400 |
| „ | 17 | ... Empress | ... „ | ... 559,900 |
| „ | 17 | ... L'Imperatrice | ... Shanghai | ... 945,243 |
| „ | 24 | ... Fiery Cross | ... „ | ... 745,434 |
| „ | 30 | ... Chetah | ... Canton | ... 921,106 |
| „ | 30 | ... E. P. Bouverie | ... Foochow | ... 1,321,800 |
| Oct. | 1 | ... Lord Macaulay | ... „ | ... 1,151,000 |
| „ | 2 | ... Lord Rollo | ... Shanghai | ... 676,966 |
| „ | 6 | ... Cathaya | ... Canton | ... 650,108 |
| „ | 7 | ... Invincible | ... „ | ... 885,899 |

## EXCHANGES, &c.

[*For dates, see first page.*]

### ON LONDON.

| At | Bank Bills. | Credits. | Documentary. |
|---|---|---|---|
| Yokohama, 6 m. s. | 4s. 6⅝d. | 4s. 6⅝d. | 4s. 6⅝d. |
| Hiogo & Osaka | — | — | — |
| Shanghai | 5s. 11½d. | 6s. 0d. | 6s. 0½d. |
| Canton | 4s. 6½d. | 4s. 6½d. | 4s. 6½d. |
| Hong Kong | | | |
| Macao | | | |
| Singapore | 4s. 6½d. | 4s. 7½d. | 4s. 7½d. |
| Manila | — | 4s. 4d. | 4s. 4½d. |
| Colombo | par. | — | 1 to 2 dis. |

### MISCELLANEOUS.

| — | At Shanghai. | At Hong Kong. |
|---|---|---|
| Bills on India | 300 | 226½ |
| „ Hong Kong | 24½ to 24⅝ dis. | — |
| Bar silver | 111.5.0 | 7½ prem. |
| Mexican dollars | 78.4.0 | par to ⅛ prem. |

Bous, at Yokohama, 335 to 347 per 100 dols. Niboos, 395

### SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, New, 14; Old, 23 per cent. premium
Hong Kong Gas Company, 44 dols. per share.
Hong Kong and Whampoa Dock, 15 to 16 per cent. discount.
Union Dock Company, 50 per cent. discount.
China Traders' Insurance, 1,000 dols. premium.
Hotel shares, 50 to 60 per cent. discount.
Hong Kong and Macao Steamboat Company, 19 per cent. premium.

# Shipping Intelligence.

## ARRIVALS.

At YOKOHAMA.—From London, Oct. 13, Miako; from Liverpool, Malacca; from Cardiff, 25, Varuna; from Baltimore, 13, Helen Hood; from New York, 25, Volunteer.

At HIOGO.—From London, Oct. 26, Westbury; from Liverpool, Frederica.

At NAGASAKI.—From London, Sept. 21, Esperanza; from Liverpool, Sept. 7, Ensign.

At SHANGHAI.—From London, Oct. 20, Elizabeth Nicholson; from Newcastle, 25, Elizabeth Douglas; from New York, 31, Etha Rickmers; from London, reported by telegram, Nov.—Oberon (str.), Lammermuir, Dilpussund; from Newcastle, Oct.—Nyassa.

At HONG KONG and CANTON.—From London, Oct. 22, James Shepherd; 27, Ferndale, from Portland; Onward, from Cardiff; 28, Henry Reed; 29, Venus; from Hamburg, 19, Herzog Ernst.

At MANILA.—From Liverpool, Oct. 24, Doriga, from Cadiz, 22, Florida Blanca.

At SINGAPORE.—From Rotterdam, Oct. 27, A. Johanna.

At PENANG.—From Hamburg, Oct. 30, Tony.

At SINGAPORE.—Reported by telegram—from Liverpool, Oct. 20, Cora Linn; from London, 22, Otter.

At BATAVIA.—From Amsterdam, Oct. 24, President van Ryckevorsel; 27, Batavia; 28, Ensgezindlierd; Nov. 1, Zeenymph; from Rotterdam, Oct. 30, Robertus Hendricus; from Shields, Nov. 1, Golden City, from Liverpool, Perpetua.

At COLOMBO.—From London, Nov. 7, Palestine.

At GALLE.—From Cardiff, Nov. 7, Alice; reported by telegram, 28, Vigilant.

## DEPARTURES.

From YOKOHAMA.—None.

From SHANGHAI.—For London, Oct. 19, Wimmera; 21, Lorton; 22, Wylo, Ornate; for New York, 23, Willy Rickmers.

From FOOCHOW.—For London, Oct. 22, Glenavon, George Shotton for New York, 21, Queen of the Seas.

From AMOY.—For London, Oct., Kavik, for New York, Dacre.

From HONG KONG and CANTON.—For London, Oct. 23, Gauntlet; for Callao, 24, Argo; for New York, Oct. 7, Dr. Peterman (put into Singapore).

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From MANILA.—For London, Oct. 21, James Aikin, for Falmouth 14, Angela; 23, Hope, for Channel, via Ilo Ilo; 19, Joaquina Victoria, for Cadiz, via Ilo Ilo; Pedro Plandolit, for New York, 14, George Peabody.

From SINGAPORE.—For Liverpool, Oct. 29, Norham Castle; 3, Affghan, for Boston, Nov. 6, J.W.A. Lorenzen.

From PENANG.—For London, Nov. 7, Benvenue, for Boston, via Padang, Oct. 30, Argonaut.

From BATAVIA.—For Holland, Oct. 22, Indian Empire; 23, Somerset, William Poolman; 27, Mina; 28, Mary and Hillegonda, Herman de Ruyter, Wallace, Norna; 29, Schelde; 31, Walcherin Dordcht; for United States (*via* Padang), 25, Regina Maria; 27, Zeebloem, Inglewood; for Channel, 25, Thusnelda.

From BANGKOK.—For Europe, Sept. 15, Solid; 16, Thusnelda; 17, Mikado; 27, Indiana; Oct. 6, Preciosa.

From COLOMBO.—For London, Nov. 8, Helen Finlayson; 11, Elfin; 12, Ocean Rover; for Boston, Asphodel.

## VESSELS LOADING.

At YOKOHAMA.—For London, Crown; for New York, Phæton, Herbert Graham, Janet Ferguson.

At HIOGO.—For New York, Ravensbourne.

At SHANGHAI.—For London, Annesley, Barbadian, Corea, Dhollerah, Dundonald, Fluellin, John Lidgett, Lizzie Iredale, Tavistock, Wm. Chandler; for New York, Horatio, Jas. S. Stone, U. B. Palmer, Tynedale, W. E. Gladstone.

At FOOCHOW.—For London, Carmarthenshire, Ceylon, Albert Victor, England's Glory, Earl Dalhousie, Polar Star, Tyburnia, Beemah, for New York, Resolute; for Boston Jeanie.

At AMOY.—For New York, Craigie, Lea, Raleigh.

At HONG KONG and CANTON.—For London, Pakwan. Vanguard; for Liverpool, Veronica; for Continent, Faike; for Hamburg, Sea Mew; for Havana, Neva; for New York, Oliver Cromwell, Arracan.

At MANILA.—For London, Hindostan; for Cadiz, Espana, Cervantes, Elena; for Boston, Archer, Bunker Hill, Messenger; for New York, Western Chief, Franklin.

At BANGKOK.—For Europe, Crimea, Geverland, Johanna Augusta, Luzon, Oscar Mooyer, Ravenscliffe, Ravensworth, Ruhtinas, Sebastian.

At SINGAPORE.—For London, Tyco Brahe (st.), Chusan, Roxburgh Castle; for Boston, Siam; for New York, Gemsbok.

At PENANG.—For London, John Paul, Knighton.

At BATAVIA.—For Rotterdam, Hoek van Holland, Graafstroom, Maria and Sarah, Maria and Elizabeth, Libertas, Jedo, Johanna and Maria, Jason, Æolus, Henr, Adriana, Voorlichta, Alblasserdam, Kaap Hoorn, Copernicus, Ida Elizabeth, Walcheren, Sussana; for Amsterdam, Louis Meyer, Johanna Christina, Leopold G. V. L. Stirum, Orient, County of Stirling, Benlomond; for Copenhagen, Signe, Freya; for Holland, County of Nairn, County of Argyle; for Channel, Krimpen, A. d. Lek, Annie Fleming; for United States, Nevada, Herald, Noord Braband, Wildeman, Zeebloem, Regina Maris.

At COLOMBO.—For London, City of Paris, Ocean Beauty, Victor Albert, Wynaud, Lincells.

At GALLE.—For London, Peter Denny, Percy Douglas.

## FREIGHTS AND CHARTERS.

At YOKOHAMA.—To London, £4 per ton, of 50 feet; to New York, £2 5s. per ton, of 40 cubic feet.

At SHANGHAI.—To London £2; to New York, £2 10s. The Tycho Brahe loaded at £3 10s. per ton.

At FOOCHOW.—To London, £1 10s. to £2 per ton.

At HONG KONG and CANTON.—None.

At MANILA.—The only settlement to report is that of the Pedro Plandolit, 834 tons, taken up by Government to load 15,000 quintals Tobacco, at Ilo Ilo for Cadiz, at 30 reals vellon per quintal.

At AMOY.—For London and New York, £2 per ton.

At SINGAPORE.—To London, £2 5s. to £2 10s. The Tycho Brahe, steamer, took about 1,000 tons cargo, at £2 10s. to £3.

At PENANG.—There is no alteration to report.

At BATAVIA.—To Continent, sugar and rice, f.35 to f.40; to Channel £2 10s.; rice, to New York, £2 10s.

At COLOMBO.—To London, coffee in casks, 60s.; cinnamon and sundries, 45s. to 50s.

## SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—Nov. 27, at New York, from Manila, Sonora; from Hong Kong, A. W. Stevens; H. Upmann; Dec. 10, at Falmouth, from Saigon, for Rotterdam, Nereus; 13, at London, from China, Seawfell; 12, in the Downs, from Singapore, Sultan, at Queenstown; from Akyab, Emily; 13, at London, from Foochow, Clara; from Shanghai, J. R. Worcester; 12, at Liverpool, from Singapore, Kinfauns Castle; 12, at London, from Manila, Verona.

DEPARTURES.—Dec. 10, from London, for Cardiff, Yokohama, and Vancouvers Island, Golden Age; from Liverpool, for Galle, Peckforton Castle.

LAID-ON.—At London, for Hong Kong, Hopewell; at Liverpool, for Mauritius, Penang, Singapore, Hong Kong, and Shanghai, Ajax (str.).

MISCELLANEOUS.—At St. Helena, Nov. 2, Seamew, from Canton, and sailed 3, for Hamburg; Condor, from Macao, and sailed for Falmouth; 4, Eleanor, from Padang, and sailed 6, for London; 6, Bangkok, from Glasgow, and sailed 7, for Singapore; 8, Dharwar, Penang to London; 10, Maid of Glanwern, Colombo to Philadelphia. Off St. Helena, Oct. 29, Shooting Star, Colombo to London; 31, Maiden Queen, Shanghai to Liverpool; Nov. 10, William Fruing, Manila to London, out 91 days.

## BIRTHS, MARRIAGES, AND DEATHS.

### BIRTHS.

BUSH—On the 26th Sept., at Newchwang, the wife of Henry Edward Bush, Esq., of a daughter.

CLARK—On the 29th Nov., at Instow, North Devon, the wife of Thos. Clark, Esq, of Point de Galle, Ceylon, of a son.

COLLINS—On the 9th Oct., at Yokohama, the wife of Mr. Henry Collins, of a son.

COGGINS—On the 5th Nov., at Galloway Knowe, Pussilava, the wife of J. Coggins, Esq., of a daughter.

GLOVER—On the 30th Nov., at Burburn, Aberdeenshire, the wife of A. J. Glover, Esq., of Nagasaki, of a son.

JAMIESON—On the 20th Oct., at Hankow, the wife of R. A. Jamieson, Esq., M.A., M.D., of a son.

MACKINNON—On the 26th Oct., at Kandy, the wife of F. D. Mackinnon, Esq., of a daughter.

PYKE—On the 7th Oct., at Hong Kong, Mrs. T. Pyke, of a daughter.

STILL—On the 4th Nov., at Colpetty, Mrs. H. Lloyd Still, of a daughter.

RANGEL—On the 7th Dec., at 13, Lansdowne-crescent, Kensington-park, the wife of F. A. Rangel, late of Hong Kong, of a son.

WILLIAMS—On the 26th Oct., at Yokohama, the wife of Mr. J. C. Williams, of a son, still-born.

### MARRIAGES.

COPE—HOLDERNESS.—On the 9th Oct., at Hankow, Herbert Cope, Esq., to Blanche Mary Hughes Holderness. No cards

HARTLEY—RUDD.—On the 1st Nov., at St. Paul's, Kandy, by the Ven. the Archdeacon Mooyaart, George Tillotson Hartley, Esq., of Kandy, to Louisa Oteline, eldest daughter of William Rudd, Esq., of Uplands, Kandy.

KINNEAR—LARKEN.—On the 30th Nov., at Burton-by-Lincoln, by the Rev. E. R. Larken, father of the bride, assisted by the Hon. and Rev. Evelyn J. Monson, vicar of Croft (her cousin), William Balfour Kinnear, Esq., of Foochow, China, son of the late James Kinnear, Esq., Writer to the Signet, Edinburgh, to Emily Maria, third daughter of the Rev. E. R. Larken, Rector of Burton.

KUNG—GANNO.—On the 3rd Nov., at St. Andrew's Church, Singapore, by the Rev. J. A. Beckles, M.A., Hermann Kung, Esq., of Heiden, Switzerland, to Mary, youngest daughter of John W. Ganno, Esq.

MORAN—FINCH.—On the 20th Oct., at St. John's Cathedral, by the Rev. Canon Beach, M.A., M. M. Moran, Commander British barque *Nile*, to Elizabeth Sarah, youngest daughter of the late Jos. Finch, Esq., of Sunderland.

NAPIER—CHETTLE.—On the 9th Oct., at Hankow, the Rev. Fred. Napier, B.A., to Annie Maria, second daughter of the late W. M. Shettle, Esq., of Trowbridge, Wilts.

ROSS—MILNE—On the 23th Oct., at Auquhirie, Ceylon, by the Rev. Alex. Silver, of Dunnottar, Alexander Ross, Esq., of Kawudupœlella Estate, Ceylon, to Isabella, only daughter of John Milne, Esq., Auquhirie, Stonehaven, Kincardineshire, Scotland.

SMITH—BROOKE.—On the 30th Oct., at the British Consulate, Yokohama, before F. Lowder, Esq., H.B.M. Consul, and subsequently at Christ Church, by the Rev. M. B. Bailey, William Henry Smith, Esq., formerly of the Royal Marines, and eldest son of the late Rev. W. H. Smith, vicar of Tuddenham, Norfolk, to Gertrude, eldest daughter of J. H. Brooke, Esq., formerly Minister of Lands, Victoria, Australia.

### DEATHS.

BATES—On the 13th Oct., at Shanghai, Frederick W. Bates, engineer of steamer *Chihli*, aged 40 years.

BOYD—On the 27th Nov., at Blandfield House, Edinburgh, Mabel Katherine, aged seven months and nine days, daughter of T. D. Boyd, Esq. merchant Amoy, China. Friends will please accept this intimation.

CROWE—On the 27th Oct., at Kandy, George Crowe, Esq.

HOWELL—On the 6th Dec., at 122, Leadenhall-street, Charles Henry Wellington, only child of Charles Wellington Howell, Esq., Secretary to the P. and O. Company, in his ninth year.

HUMPHREYS—On the 25th Oct., at Hong Kong, Jessie, daughter of J. D. Humphreys, aged 1 year and 13 days.

NACKEN—On the 21st Oct. at Hong Kong, Arthur, son of the Rev. Johannes Nacken, aged 1 month and 5 days.

RANGEL—On the 10th Dec., at Oaklands, Dulwich-wood-park, Isabella, the wife of R. Rangel, Esq., aged 47.

VAN LANGENBERG—On the 4th Nov., at Lake-view, Kandy, Cyril, infant son of Mr. James Van Langenberg, age 9 months and 7 days.

WILLIAMS—On the 27th Nov., at the residence of his cousin, Dr. D. I. Allen, Wellington House, St. John's-wood, David Walter Williams, Esq., Army Medical Staff (late of Ceylon), aged 40.

## THE BANK OF CALIFORNIA.

*The San Francisco News Letter* gives a summary of the last annual report of the officers of the Bank of California. The Bank organised with a paid-up capital of $5,000,000. Surplus after paying dividends and writing off losses, $1,609,356. Reserve and insurance funds, $800,000. The balance on hand at the credit of the depositors is $3,600,000. The total assets after deducting all liabilities amount to $8,400,000. The total discounts are $9,600,000. Its paid-up capital is held by 136 individuals and firms, who are personally liable on their private means to the extent of double their stock, and the aggregate of whose private fortunes are, at an under estimate, $40,000,000. The *Bulletin* says:—In the face of such statements as these, which can be verified and are well known among our leading business men, the absurdity of the reports prejudicial to the Bank, as to the general business and finances of San Francisco, will be apparent. And it should be remembered that this sound condition of our leading monetary institution has been maintained through a period of reaction following one of remarkable expansion. Many of our people have been overtrading and speculating, partly in anticipation of the benefits expected from the Pacific Railroad, which cannot be immediately realised. The finances of the city are in an excellent condition, and San Francisco will begin the new year with the brightest prospects. There is every reason for confidence and none for distrust.

THE P. AND O. COMPANY'S SERVICE.—The death of Mr. Patterson the superintendent at Calcutta, has been filled by the re-appointment of Captain Lovell, who has for some time been in the London office. Captain Henry has returned to his post as superintendent at Bombay; as, also, Captain Davies to Aden. Captain Kirton, for some time acting at Aden, has been appointed joint agent with Mr. Tonner at Malta, *vice* Captain Tronson, retired. Captain Guthrie, who for many years has held the post of nautical inspector, retires, and Captain Jamieson, of the *Pera*, who has been for twenty-five years in the service of the Company, and well known in China, takes the post, in conjunction with the duties lately performed by Captain Lovell. The directors have made an excellent choice in Captain Jamieson, and it is a fitting acknowledgment of their confidence in him. We trust he will long enjoy his "shore berth." We hear that the employés of the company intend erecting a monument in Bombay to the memory of those lost in the *Carnatic*.

THE KING OF SWEDEN AND NORWAY has conferred on Sir John Bowring a Knight Commandership of the Order of the Polar Star.

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# Literature.

—o—

## LORD ELGIN'S SECOND EMBASSY TO CHINA.

Nearly ten years have passed since Lord Elgin took upon himself, for the second time, the task of endeavouring to place our relations with China upon a satisfactory footing; and yet (if we except the official despatches published in the Blue-books of the time) no succinct account of the occurrences of that most eventful year—1860—has yet appeared. The duty of placing them on record in a permanent form would doubtless have been worthily performed by Mr. Bowlby, the special correspondent of *The Times*, had not that gentleman unhappily fallen a victim to Chinese treachery and cruelty; but his untimely fate threatened to leave this memorable campaign without a historian. Fortunately, Mr. Loch, Lord Elgin's Private Secretary, now comes forward to do for his second embassy what Mr. Lawrence Oliphant did so well for the first, and presents us with so concise and carefully-written a narrative that it leaves nothing to be desired.* The work is comprised in one small, and by no means showy volume, and is commendable for a total absence of the diffuseness and the egotism that generally mark "personal narratives" of this kind. Indeed, so many events were crowded into the short period treated of, that the author might well have been excused for making them the subject of a much larger book; but he contents himself with a clear, comprehensive narration, entirely devoid of any extraneous matter. At this critical juncture, when our position in China is so precarious, and our Government persists in an attitude so dangerously incompatible with a continuance of peace, it is well to look back, and reflect on the experience of the past; and for this Mr. Loch's work affords ample materials.

A preliminary chapter is devoted to the circumstances that necessitated Lord Elgin's second visit to China. The refusal of the Government to receive Mr. Bruce at Peking, or to ratify the treaty; the attack on the Taku Forts, with its disastrous results; the consequent retirement of the Ministers to Shanghai; and the preparations for a campaign against the capital, are all rapidly touched upon, preparatory to a general review of the position of affairs on the arrival of the Embassy in China. The humiliating failure of Mr. Ward, who had attempted to gain by diplomacy what Mr. Bruce and Admiral Hope had failed to obtain by force, proved to Lord Elgin that the utmost firmness and decision on his part would be necessary; and these qualifications he exhibited in an eminent degree throughout all his subsequent proceedings. The assembling of the allied forces at Pehtang, the landing and capture of the Taku Forts (that had successfully defied Admiral Hope the previous year), and the subsequent march on Peking, are matters of history; but Mr. Loch gives numerous interesting details hitherto unknown. As an example we may quote his account of a clever stratagem by which Sang-ko-lin-sin obtained horses for a large body of his troops:—

> At Peking a force of 20,000 cavalry is supposed to be always kept in readiness to meet any emergency. The general in command draws the pay for the men and horses, and is answerable for the proper and efficient equipment of the force; but of late years the General found he could borrow or hire horses for a few days when the periodical review came round, and, therefore, instead of maintaining the requisite number, he put the money received for that purpose into his own pocket. However, when we landed, and it became necessary to collect every available soldier for the defence of the country, the Emperor ordered a review of the garrison, which included this body of horseless cavalry. The General was in despair—he feared all would be discovered; but, having recourse to his old plan, was able to parade his men on the day appointed, all fairly mounted on their borrowed steeds. A whisper of the true state of the case, however, reached the ears of San-ko-lin-sin, the Commander-in-Chief, who, thinking it too good an opportunity of horsing his cavalry to be lost, moved them at once by forced marches down to the sea-coast.

Details of warlike operations are generally dry food for the non-military reader, but this is by no means the case with Mr. Loch's narrative of the movements of the allied armies. His careful record of every step of the advance towards Peking is so interspersed with lively incident that it makes the pleasantest sort of reading, besides being instructive; for almost every page bears witness to some fresh example of the lying, deceit, and treachery with which the Chinese persisted, to the very last, in trying to outwit our Ambassador. Strongly as we are tempted to dwell on this part of the narrative, we must leave it to pass to another, and in one sense a more important part; for it is a relation of sufferings that can only be told by the two men who experienced them—Mr. (now Sir Harry) Parkes and the author. It is pretty generally known that, when the allied armies were closely threatening Peking, the Chinese suddenly ceased their obstinate resistance to Lord Elgin's demands, and offered to make peace on his terms; that, deceived by their protestations, the Ambassador sent Mr. Parkes with a small escort, under a flag of truce, to meet three newly appointed Imperial Commissioners, and make arrangements for his entry into Peking; that this party was treacherously surprised and carried away into captivity, from which most of them never returned alive. These facts are, as we have said, pretty well known, but we have now, for the first time, full particulars of this atrocious crime from the pen of one of the sufferers. Mr Parkes was accompanied on his fatal errand by Mr. Loch, Mr. De Normann (of the Legation), Mr. Bowlby, the special correspondent of *The Times*, who had obtained Lord Elgin's permission to go; Colonel Walker; Mr. Thompson, of the Commissariat; and Lieut. Anderson, in command of the escort, consisting of six of the Dragoon Guards, and twenty "sowars" of Fane's Horse. Tung-chow, the town appointed for the meeting, was reached in safety, and the conference duly took place. In returning to Ho-se-woo, where the Embassy was quartered, the party suddenly found themselves surrounded by Tartar troops, and concluded at once that some treachery was intended, for these troops occupied the very ground on which it had been arranged that the allied forces should encamp while Lord Elgin and Baron Gros proceeded to Peking. After a hasty council it was decided to avoid showing any mistrust, and that Col. Walker and Mr. Thompson, with five dragoons, should move quietly about the spot, at the same time being ready to gallop off on any appearance of hostilities, while Mr. Parkes, with one dragoon and one Sikh, returned to Tung-chow under a flag of truce to demand of the Commissioners the reason for this breach of faith. Meanwhile, Mr Loch volunteered to make his way to the Allies, escorted by the remaining Sikhs, to acquaint them with the state of affairs, and succeeded in reaching the advance-guard in safety. Having given Sir Hope Grant all the information in his power, Mr. Loch gallantly asked permission to return and join Parkes and the others, and aid them to escape in the short interval that remained before the commencement of active hostilities. With equal gallantry Captain Brabazon determined to accompany him, with an escort of only two Sikhs, one of whom carried a white flag. With little hindrance they reached Tung-chow, where Parkes, De Norman, Bowlby, Lieut Anderson, and the Sikh escort were waiting, quite ignorant of any impending danger. It having been explained to them that a collision was now unavoidable, and might occur at any moment, an immediate effort to reach the allied camp was determined on; but they were soon stopped by a mandarin, who said they could not be permitted to pass through the lines without a pass, which he would get from the Commander in-Chief if two of the party would accompany him to head-quarters to get it. By this time they were surrounded, and there seemed no alternative but to accept the proposal. What followed is thus graphically described:

> We agreed that two of us should accompany the mandarin, and Parkes said, "I will go if Loch will accompany me." At this time we had *two* flags of truce flying, one belonging to the escort, the other my handkerchief on Nal-sing's spear-head. I called to him to come with us and with a hasty good-bye to the others, galloped off with the Chinese officer. I shall never forget my last view of that party. . . . . Anderson, Brabazon, and De Norman were talking together in a group, while Bowlby, about a horse's length distant, looked exhausted and anxious, and was drawing his revolver from its case. He had often expressed a wish to see how the Chinese could really fight, and as I passed him I said, "I think, Bowlby, you'll soon have your wish fulfilled." . . . We had not left our party half a mile when, on turning the corner of one of the millet-fields, we were in the midst of a large body of infantry, who seized our bridles and pressed their matchlocks against our bodies. No time was to be lost, the Chinese officer, under whose safe-conduct we were, rushed between us. . . . We halted, the Chinese soldiers at the same time raising the cry, "Sang, Sang!" and down to the opposite galloped Sang-ko-lin-sin, surrounded by a numerous staff. Parkes immediately addressed the Prince, pointing to our flag of truce, and requested a free pass for our party. His only reply was a derisive laugh, and a torrent of abuse. . . . Parkes turned to me and said, "I fear we are prisoners." One glance told us how hopeless any resistance would be, and as we attempted to push forward we were half pulled, half knocked off our horses. We were scarcely on the ground when our arms were seized and twisted behind us . . and shoved down on our knees before Sang-ko-lin-sin, who threatened and stormed at us, the men behind cuffing us on our heads and faces, one man seizing me by the back of the neck and rubbing my face in the dirt.

Escape was now hopeless, and as the engagement had now begun, and the Chinese were getting frightened and correspondingly vindictive, the lives of the captives did not seem worth five minutes' purchase. However, they (Parkes and Loch, with Nalsing, the Sikh) were put into a cart, and sent off to Peking. Mr. Parkes, we are told, suffered much both in mind and body, yet maintained an appearance of calm indifference both to insult and bodily pain. Stopping at an encampment, quite exhausted by a jolting in springless carts over a rough road, they were subjected to an "examination"—that is, forced on their knees before some Mandarins, and brutally kicked and cuffed because their answers were not satisfactory. Suddenly some soldiers rushed in, bound them, and carried them away.

> Parkes told me he thought from their remarks we were about to be beheaded. . . . We said a few parting words, for we now considered death as certain. . . . While thus speaking a man suddenly seized my arms, and with one "God bless you" to Parkes I found myself hurried forward, two or three men on either side brandishing their swords.

The timely interference of some official saved them from immediate decapitation, and they were once more bundled into the cart, with two French prisoners and the old Sikh, and carried on to Peking, suffering frightfully on the long journey from want of water and the tight cords that bound them. Arrived at the capital, they found themselves in the prison of the "Board of Punishments," the worst even of Chinese prisons; and here they were heavily ironed, and after more kicks and beatings were thrust into a loathsome dungeon among a horde of criminals of the vilest class.

> On one side of the room, running its whole length, was a wooden bench, extending about eight feet from the wall, sloping a little towards it; this was the sleeping place; chains hung down from several of the beams, reaching nearly to the bench, with the use of which I was soon to be made practically acquainted. . . . My hands were handcuffed, the short chain which connected them being passed through a link in the one that descended from my neck to my feet. . . . I was then laid down on the bench I have described, directly under one of the chains hanging from the beam above; to this the chain round my neck was attached, and I was thus only able to lie flat on my back, and even this was painful with my elbows pinioned. . . . I was utterly exhausted, and fell into a heavy sleep. I awoke about two hours afterwards, chilled and shivering;—so crowded was the prison that my neighbours on either side touched me, and the one on my right hand feeling me shaking with cold drew his tattered, vermin eaten rug over me—and I was thankful

Separated from his companion in misfortune, chained, tortured, and half-starved, a more miserable lot could hardly be imagined, yet there was a horror yet to be endured worse than all these:—

* *Personal Narrative of Occurrences during Lord Elgin's Second Embassy to China.* By Henry Brougham Loch. London: John Murray, Albemarle-street.

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There is a small maggot which seems to infest all Chinese prisons; the earth at the depth of a few inches swarms with them; they are the scourge most dreaded by every poor prisoner. Few enter a Chinese gaol who have not on their bodies or limbs some wounds either inflicted by blows, or caused by the manner in which they have been bound; the instinct of the insects I have alluded to seems to lead them direct to these wounds. Bound and helpless, the poor wretch cannot save himself from their approach, although he knows full well that if they once reach his lacerated skin there is the certainty of a fearful lingering, and agonising death before him. My right-hand neighbour on the bench was dying from the inroads of these insects; his suffering was great, and the relief his fellow-prisoners could afford was of no avail. The crowded state of the gaol brought me in such close contact with this poor fellow that our heads rested on the same block of wood, not a foot apart.

With all his courage, it is not surprising that Mr. Loch found it hard work to maintain that calmness and appearance of indifference that seemed necessary, when brought into contact with this sickening horror. These maggots, it seems, eat into the wounds, and increase a thousandfold in a day, so that nothing avails to save the victim from a living death. The deliverance of Mr. Loch from this place of torment, and of Mr. Parkes from a similar one, was eventually brought about by a clever stratagem on the part of the latter, which we have not space to describe in detail. For a while they were again together, in better quarters; and after more vicissitudes and many days of harrowing suspense they at length obtained their liberty, just as they had once more made up their minds to a sudden and cruel death. Indeed, so narrow was the escape that, within fifteen minutes after they had passed the city gate, the Emperor's order for their immediate execution arrived! This, of course, was found out afterwards.

Once restored to their friends, Messrs. Parkes and Loch learnt for the first time that they were the only two of the party who had escaped. During their captivity, the Chinese authorities had met every movement of the allies with the threat that any attack on their part would be the signal for the immediate execution of the prisoners; but by this time Lord Elgin knew his foes too well to be frightened by this, and retorted that if the prisoners were harmed he would utterly destroy the capital. The stronger the threats of the Chinese, the more determined was Lord Elgin, and the result proved he was right. With the exception of these two the prisoners had been dead for some time; and the treachery and cruelty of the Mandarins was justly punished by the destruction of the Summer Palace, which with the occupation of Peking by the Allies, brought the campaign to an end. Mr. Loch and Sir Harry Parkes of course entered the capital with Lord Elgin, and on this second visit to the city where they had been so barbarously treated, they witnessed the ratification of the treaty, and the crowning humiliation of their persecutors.

The bodies of their less fortunate companions, Messrs. De Normann, Anderson, Bowlby, Phipps, and nine of the Sikhs, were recovered, and received funeral honours; some months later the remains of Captain Brabazon were found; he had been beheaded shortly after his capture. Ten of the Sikhs escaped, and their evidence revealed the fate of the rest. One of them was imprisoned with De Normann and Lieutenant Anderson, and the following is an extract from his deposition:—

We were kept so tightly bound we could not move. . . . After the first day Lieut. Anderson became delirious, and remained so until his death, which occurred on the ninth day. Before his death his nails and fingers burst from the tightness of the cords, mortification set in, and the bones of the wrist were exposed. While he was alive worms were generated in his wounds, and ate into and crawled over his body . . . five days after this a sowar died in the same state . . . three days after this Mr. De Normann died.

Another Sikh trooper, who was imprisoned in company with Mr. Bowlby, Phipps (one of the Dragoon Guards), and a French officer, deposed as follows:—

They took us away in carts; travelled all night, gave us no food or water, and beat us when we asked for any. . . . We were taken into a fort, and for three days were out in the open air in the cold. They then put us into an old kitchen, and kept us there eight days. . . . Mr. Bowlby died the second day after we arrived; he died from maggots forming in his wrists. . . . His body remained for nearly three days, and the next day was thrown over the wall to be eaten by dogs and pigs. Next day the Frenchman died; he was wounded slightly on the head and hand, apparently by a sword. Maggots got into his ears, nose, and mouth, and he became insensible. . . . Two days after this Jawalla Sing (a Sikh) died; his hands burst from his rope wounds, maggots got into them and he died. Four days afterwards Phipps (King's Dragoon Guards) died; for ten days he encouraged us in every way he could, but one day his hands became swollen, like Mr. Anderson's, and maggots were generated the next—one maggot increased a thousand-fold in a day.

No wonder the majority of the captives sank under these accumulated horrors, on which perhaps we have dwelt too long. Not however without an excuse, for, although much has been written about Chinese prisons and punishments, this is the only instance (as far as our knowledge goes) in which Englishmen have gone through so dreadful an ordeal, and lived to tell the tale. The constancy and fortitude exhibited by both Mr. Parkes and Mr. Loch was nothing short of heroic, and as far as we can judge from the necessarily imperfect accounts of the deaths of the other captives, they seem to have met their fate in a similar spirit; so that even this sad page in the history of our relations with China, dark as it is, reflects nothing but honour on the English name.

What, on the other hand, shall be said of the Chinese Government? Or, rather, where shall we find words sufficiently strong to express our detestation of the part they played in this tragedy? Certainly, they were consistent. From the commencement to the end of the chapter they showed themselves, as they are, and always have been, base, cruel, and treacherous. Dead to all sense of honour or justice—every act a stratagem, every word a lie, every promise broken as soon as made—Lord Elgin soon found that to treat with them as with the Government of any civilised country was absolutely impossible. The subsequent experience of Sir F. Bruce and Sir R. Alcock has fully confirmed this, and to those who re not wilfully blind to facts, it is more patent than ever at the present time. The English Government of the present day is so blind. Taking for granted the truth of all Mr. Burlingame's misrepresentations, they allow their imaginations to revel in a vision of a paternal (Chinese) Government, guileless and confiding, eager to embrace foreign civilisation, and plant "shining crosses" everywhere—longing, in fact, to throw themselves into our arms, and only asking a little time to allow of their people becoming familiarised with the novelties of foreign intercourse.

Lord Clarendon and his colleagues are apparently dazzled by this picture; its reverse—the dark and terrible side portrayed in Mr. Loch's book—they will not see. Men who know the truth tell them again and again that it is the people, not the ruling classes, who would be our friends. They—the misgoverned, oppressed, "squeezed," Mandarin-ridden people—are ready enough to welcome foreigners, and Englishmen above all foreigners, if only permitted to do so by their oppressors. Recent events have shown clearly enough, that while throwing dust in our eyes through the medium of Mr. Burlingame's false flattery, the Government has been sedulously stirring up strife against us, making use of the *literati* to excite groundless animosity against foreigners. Repeated outrages are the result, yet those who direct our policy in China continue wilfully to ignore the true cause of this state of affairs. We regret to note that in a concluding chapter on the future policy to be pursued towards China our author fully endorses the instructions transmitted by Lord Clarendon to Sir R. Alcock. This seems to us a most "lame and impotent" conclusion, for the whole tenor of his work, up to this point, seems to us to lead to a very different inference. It was entirely owing—as Mr. Loch carefully impresses on his readers—to Lord Elgin's uncompromising determination that his Embassy was crowned with such satisfactory results; over and over again it was manifest that the least faltering or weakness of purpose would have been fatal. Now, we are pursuing a "policy of conciliation"—a policy, in fact, diametrically opposed to that of Lord Elgin. Does Mr. Loch wish us to believe that in ten short years—in the history of nations an almost infinitesimal space of time—the ruling party in China has so entirely changed its character as to justify a total reversal of our policy? Unless this is so, it is very difficult to reconcile the experiences on which his narrative is founded with the opinions expressed in the final chapter. Apart from this—which, from our point of view, we cannot help thinking a little inconsistent—we cannot too strongly recommend Mr. Loch's work as one that should be carefully read by all who are interested either in the past or the future of our relations with China; and even those who have no such interests will, if they once open the volume, find it difficult to lay it down until the last page is reached.

## Naval and Military.

The Donegal, screw line-of-battle ship, 800-horse power, has been commissioned at Portsmouth for special temporary service, by Capt. Hewitt, V.C., Flag-Captain to Vice-Admiral Sir Henry Kellett, K.C.B. the successor to Vice-Admiral Sir Henry Keppel, K.C.B., in the command of Her Majesty's ships on the Chinese and Japanese coasts. Sir Henry Kellett will fly his flag on board the present flagship on the station, the ironclad frigate Ocean. As announced in our issue of the 22nd Oct. last, the Donegal will take out to China Captain Hewitt and the officers, marines, and seamen to form the new complement of the Ocean, under the flag of the new Commander-in-Chief, and will return to England manned by the officers and crew that have served in the Ocean under the flag of Sir Henry Keppel. She also takes out crews for the Rinaldo, Sylvia, and Zebra, and those now on board will return to England with the crew at present on board the Ocean. The Donegal will sail to-day, weather permitting.

The following appointments have been made to vessels on the China station, in addition to those reported in our last issue:—

*Commander*—Richard E. Tracey (1864), to Avon, vice Fitzroy.

*Lieutenants*—Gerald A. Ellis (1866), to Princess Charlotte at Hong Kong; Edward Chichester (1869), additional, to Ocean; and W. M Annesley (1868), to Ocean.

*Paymaster*—John Kiddle (1865), to Princess Charlotte, for Shanghai Naval Yard.

*Chief Engineers*—Fred. H. Hodd (1854), to Ocean; Thomas Sagar 1865), to Rinaldo; and R. L. Canney (1861), to Zebra.

*Staff Surgeon*—J. R. Holman, M.D. (1868), to Ocean.

*Acting Assistant Surgeons*—John B. Isaacs (1869), and James D. Harvey (1869), to Ocean.

*Sub-Lieutenants*—B. J. S. O. Carter (1867), and W. D. Walker (1869), additional, to Ocean.

Last week was published the *Guide to Sericulture*, by Mr. Thomas Dickins, President of the Silk Supply Association. It is issued in pursuance of a resolution of the Association, that a book of instructions for silk cultivation should be published at such a price as would place it within the reach of all interested in silk culture. Mr. F. O. Adams's "Report on the Silk Districts of Japan" (which we have already noticed) is included in the pamphlet. The price is one shilling.

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JAMES WEST, PUBLISHER,
2, COWPER'S-COURT, CORNHILL, LONDON.

# The London & China Telegraph.

*LONDON: MONDAY, DEC.* 13, 1869.

## THE "SPINDRIFT."

WHEN a fine clipper ship, well appointed and manned, carrying an experienced master and pilot, goes ashore on a clear, fine, moonlight night, with the wind off the land, it would appear to ordinary observers that somebody must be to blame, and that there ought to be no difficulty in ascertaining the identity of the blamable person or persons, and punishing them. But this, it seems, is quite a mistaken notion. The court of inquiry that has been sitting at Greenwich to investigate the case of the *Spindrift* teaches us that under all these favourable conditions a noble ship may be destroyed—just because no one takes the trouble to keep her in her proper course—without anybody being held responsible. So startling and (to our, perhaps, ill-informed minds) so dangerous a theory as this seems to require some explanation. The responsibility of the master, as far as the navigation of the vessel is concerned, is held to be entirely in abeyance so long as the pilot is on board, *unless* the pilot should be plainly incompetent from intoxication or other causes, and endanger the vessel, when it is incumbent on the master at once to resume charge. Clearly, therefore, a ship-master having a due sense of his responsibility, and of duty to his owners, would make it his business to keep a sharp eye on his pilot, so as to be sure that he was not in such a condition as to be inefficient. In the present instance there is very strong evidence against the sobriety of the pilot. The pilot says he was sober, and in full possession of his faculties; but this is not evidence, it is the simple plea of "not guilty," which might be expected. The master corroborates the statement, certainly; but, then, if the master admitted that the pilot was intoxicated, he would be charging himself with the loss of the ship, for in such a case it would have been his duty to interfere. The steward, on the other hand, gives strong circumstantial evidence of a directly opposite tendency. Several times he saw the pilot drinking grog, and twice he found him vomiting; while two seamen prove that he was warned of a light being on the wrong side, but took no notice of it. All this looks, to say the least, very suspicious; but a countercharge of intoxication is brought against the steward to throw discredit on his statement, and—without seeking further evidence, without subjecting the pilot to any further examination having special reference to the steward's charges, without any *vivâ voce* examination of the captain, who had simply put in a written statement—the Court accepted their assertions, and declared "upon the evidence adduced," the pilot must be considered to have been sober. This appears to us to be a most lame and impotent conclusion. If he was sober how came he, a channel pilot of unquestioned experience, to run the vessel on shore when every circumstance of wind and weather was favourable? On the other hand, if we acquit him of the charge of intoxication he stands self-convicted of culpable negligence, for which, it is satisfactory to reflect, he is still amenable to another tribunal (the Trinity Board), whose action in the matter we await with much interest.

Captain NUTSFORD apparently has no further ordeal to encounter except that of public opinion. As far as the Board of Trade inquiry is concerned he stands acquitted. There was a duly qualified pilot in charge; that pilot was, in the opinion of the Court (and how much we consider that worth has already been indicated) sober; therefore the master was exonerated from all responsibility. This is tolerably intelligible, but what follows is not so clear:—"The Court, however, deems it right to notice the fact, *though it did not contribute to the loss of the vessel*, that there was considerable laxity on board. No watches were set, and no orders whatever seem to have been given by the master or chief mate. Everything seems to have been left to chance." A vessel is unaccountably lost; no immediate cause for her loss can be found; it is shown that there was no order or discipline on board; "everything was left to chance"—and yet it is held that this disgraceful state of things had nothing to do with the catastrophe! This Board of Trade inquiry, as far as its results are concerned, seems to have been nothing better than a solemn farce; it has, however, thrown some little light on what is undoubtedly a grave scandal, and one that English shipowners and underwriters are deeply concerned in.

## THE POST-OFFICE IN CHINA.

THE "Report on Postal Agencies in China and Japan," by Mr. F. W. MITCHELL, Postmaster-General of Hong Kong, which has lately been printed by order of the Hong Kong Government, is an interesting and instructive document. The English Post-offices at the principal ports in China and Japan are of a hybrid nature, being subordinate to the Hong Kong Post-office, and partly supported by the colony, while the Imperial Post-office also contributes to their maintenance; and at all ports, except Shanghai and Yokohama, the postmaster is one of the assistants in the British Consulate. Such being their nature, it is not very wonderful that the Postmaster-General should have considered a personal inspection of these branches desirable; and this inspection has evidently been performed in a very careful, pains-taking manner, which cannot but result in a greatly-increased degree of efficiency. Most of the branches Mr. MITCHELL found very well managed; Yokohama—one of the two places that support a special agent—being almost the only exception; and by means of certain reforms inaugurated by Mr. MITCHELL where he found them needed, and a very precise and copious set of "Instructions for Post-office Agents," since compiled by him for the guidance of those officers, there is little doubt that such irregularities as have existed will for the future be avoided. Perhaps the most interesting section of the report is that relating to Foochow, at which port it seems there is a growing tendency to use Shanghai, rather than Hong Kong, as a medium for exchange transactions and other business, chiefly arising from the greater proximity of the former port, and the inconvenient time at which the steamers are despatched for the latter. To remedy this, Mr. MITCHELL proposes that a subsidy be offered to Messrs. DOUGLAS LAPRAIK and Co., the proprietors of the principal steamers on the line, on condition of their carrying the mails under the usual arrangements, and making the arrivals and departures of their vessels assimilate with those of the English mails at Hong Kong. This seems to us a most desirable arrangement, and we hope to see it acted upon; the decision, however, does not rest with the Hong Kong Government, as the Imperial Post-office would have to bear a share of the proposed subsidy, and the consent of the Home Government must therefore be obtained.

THE Post-office department of the United States' Government keeps a register of the time occupied in the transmission of the mails between San Francisco and the chief eastern cities. The average time between New York and San Francisco is seven days two hours twenty-three minutes; but frequent trips have been made in less than six days and sixteen hours. It is intended to reduce the schedule time, so as to bring it down by half a day on the average.

THE latest accounts from the Suez Canal report that the *Peruvian*, which had discharged more than half her cargo, got through to Suez in six days. The *Babel* had to lighten up to 16 feet 3 inches (or 5 metres); this was done at the expense of the company into lighters. The underwriters do not look on the risk with any more favour, and in most cases charge even a higher rate than round the Cape. They will not allow stranding in the Canal to be taken as an ordinary case of stranding. Vessels, however, continue to leave with cargoes for ports in India and China.

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## THE UPPER YANGTSZE.

A LONG report has been adopted by the Bradford Chamber of Commerce on the subject of trade on the Upper Yangtsze, together with a memorial from the Chamber to Lord CLARENDON, praying that measures may be adopted to afford access to these regions. This has formed the subject of a leading article in *The Times*, which as usual, while professing "not to have a word to say against the proposal," throws cold water on it, and adopts the Chinese view entirely. We have so often combated the stale arguments adduced in support of this view that it would be a waste of time to go over the ground again. The final conclusion arrived at by the writer is, that by a long course of "patience and forbearance" we must give the Chinese time to "find out their advantage in the market we offer," and that *then* they will be "as anxious to buy as we to sell." It is proverbial that nothing short of a surgical operation will get a joke into some people's heads, and it seems to be even more difficult to instil common sense into the brains of others. Of course it is hopeless to make a writer of this class understand that his arguments fall to the ground, because the Chinese, as a people, have long since found the advantage of our market, and already avail themselves of it to as great an extent as a meddling, obstructive Government will let them; and because they are already as eager to buy as we are to sell, if the said pig-headed Government would abolish its vexatious restrictions on such buying and selling, and cease to plunder both our merchants and their own by a dishonest system of "squeezes." At an adjourned meeting of the Bradford Chamber, held on the 8th inst., the subject again came under discussion, and the chairman, Mr. JACOB BEHRENS, made some pertinent remarks protesting against the assumption that the Chamber wished to force our trade on China by tyrannical or oppressive measures, and showing that firmness in maintaining Treaty rights was necessary, because every omission to insist on them was regarded as an indication of weakness, and subjected us to fresh injury and insult.

## THE P. AND O. COMPANY.

FOR the twenty-ninth time the directors of this company have met their shareholders to report a year's progress; and considering all the adverse circumstances to be combated, the account they render must be pronounced a satisfactory one. The capital account shows a surplus of assets over liabilities of nearly £353,000; the revenue account shows a profit for the year which, after paying a dividend of six per cent., leaves over £7,000 to be carried forward; and the underwriting account, after paying £90,300 for the *Carnatic*, still leaves a surplus of £18,600 to be added to the general reserve fund. Such is an outline of the present position of the company, while its prospects may be considered decidedly more encouraging than they have been for some years. Their present contract with the Post-office, it will be remembered, stipulates that whenever the profits of the year's working shall not enable a dividend of six per cent. to be paid to the shareholders, the company shall be entitled to receive from Government such a sum as will make up the deficiency, provided that it shall not exceed £100,000; whereas, should their dividends at any time exceed eight per cent., the Government is to receive one-fourth of such excess. It is needless to say that the condition of affairs provided for by this last stipulation has not yet been reached, but at any rate some steps have been taken towards it. In 1867 (when the new contract had not yet come into operation), the shareholders received no dividend at all. In 1868, even with a large temporary increase of revenue arising out of the employment of their vessels in the Abyssinian expedition, the directors were only enabled to pay six per cent. by claiming from Government the full proportion of their contribution in excess of the subsidy. Now, in 1869, we find that without any extraneous help, such as employment in the transport service, and without any aid from Government beyond the regular subsidy, they are enabled to pay six per cent., and carry forward a small surplus. These facts speak for themselves. They not only show that under the careful management of the directors the position of the company is steadily improving, but also that the provisions of the new contract, involving a sort of partnership with the Government, were eminently wise and prudent. At the time it was entered into we were at a loss to understand the dissatisfaction which was loudly expressed in certain quarters, and which appeared to us utterly groundless and unreasonable; and the course of events has entirely justified our view.

With regard to the general efficiency of the company's service, there is nothing left to be desired. Taking into consideration the wide-spreading organisation to be controlled, the gigantic dimensions and complicated nature of the service, it is a matter of surprise how so great an amount of regularity is achieved. It must be remembered that this is not a single line of communication, having Marseilles at one end, and some port in the Far East at the other; if it were, no great praise would be due for the observance of punctuality. The P. and O. service, on the contrary, has two termini at this end, and, as it extends eastward, a number of branches and ramifications, all needing much careful adjustment to bring them into an harmonious whole. At Galle, a point of convergence and divergence for three great trunk lines, the harbour accommodation is miserably inadequate, and until the lately resolved-on improvements are completed this junction must continue to present great difficulty in working. We are glad to note that the Brindisi route is not neglected by the company, one of the directors being now engaged in an examination to ascertain how far it can be made available for their postal service.

There is no room for doubting that the manner in which the service is carried on reflects the highest credit, not only on the managing directors, but on the agents abroad, and in fact all concerned. Of course, there is no company in existence occupying so wide a field of operations, but we doubt if even any of those that approach the P. and O. Company in dimensions are so uniformly well served by their agents and employés. The loss of the *Carnatic* is a sad drawback to the results of the year, but we must not forget that last year two vessels shared the same fate. We hope the ensuing twelve months may be exempt from any such disasters, and that the shareholders may then receive a yet higher dividend—no one will deny that they deserve it.

## FURTHER EXTENSION OF TELEGRAPHS TO THE EAST.

THE great system of direct submarine telegraphs to the East will very soon be extended to China. The Falmouth, Gibraltar, and Malta, the Anglo-Mediterranean, the British Indian, and the British Indian Extension Companies, have already combined to lay an unbroken series of cables from our own shores to the Straits Settlements, and the China Submarine Company now undertakes to continue that series to Saigon, Hong Kong, and Shanghai. Like its predecessor, this company is brought out under the auspices of the Telegraph Construction and Maintenance Company, who will manufacture and lay the cables. The board of directors is exceedingly influential, comprising Mr. JOHN PENDER (chairman), Lord WILLIAM HAY, Mr. MASSEY, Mr. J. H. CRAWFORD, Mr. T. FAIRBAIRN, Lieut.-Colonel GLOVER, R.E., Mr. H. N. LAY (late Commissioner of Chinese Customs), and Mr. R. D. SASSOON. The required capital is £525,000, in 52,500 shares of £10, of which £100,000 will be taken in fully paid shares by the contractors, leaving for general subscription 42,500 shares, for which it will be necessary to pay a deposit of £1 per share on application and £1 on allotment. The remainder of the instalments are spread over the period from the 1st of July to the 1st of Nov., 1870. A contract has been entered into between this company and the Telegraph Construction and Maintenance Company for the manufacture and laying of the cable from the Straits of Malacca to Hong Kong for the sum of £508,000. The cable is to be shipped from England in 1870, and is to be completely laid by June in the following year. The second section, from Hong Kong to Shanghai, with intermediate stations at Amoy and Foochow, is to be commenced as soon as the directors shall think it expedient, and is to be made and laid by the same company as the first, for the sum of £250,000, which will be raised by a second issue of shares. The cables are to be of similar type to that of the British-Indian Extension Telegraph Company, but will be considerably heavier, on account of the lesser depth of water in which it is to be submerged. Satisfactory working arrangements have been entered into with the companies forming the other links in the system; and with the enormous advantage of one organisation throughout, entirely in English

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hands, the efficiency of the entire scheme, and consequently its success, cannot for a moment be doubted. An ultimate extension of the line to Japan is intended. Arrangements are also in progress for the intended lines connecting Burmah, the Tenasserim Provinces, and Siam with Penang, so as to bring the traffic from those countries into the British Indian lines. In less than two years we shall have such a complete system of communication with and between all important seats of trade in the East as will be really creditable to British enterprise.

## THE COOLIE TRADE FROM CHINA TO PERU.

An interesting paper with the above title was read by Mr. Y. J. Murrow, on the 28th ult., at a meeting of the Council of the Social Science Association. The question of the mortality on board Chinese coolie ships, the author justly observes, is not well understood in this country. The emigration of Chinese to San Francisco was conducted for years with an average mortality of less than one per cent.; that to Australia with very little more, while that among the coolies shipped to British Guiana has been comparatively insignificant, though of course somewhat larger than in the first-mentioned cases, owing to the greater length of the voyage. The Peruvian trade presents a horrible contrast to these statistics. The average mortality in it is set down at upwards of 25 per cent.; in one case it reached 55 per cent., and in another—doubtless the worst ever known, for anything worse is impossible—it is stated to have been 100 per cent., only five coolies having been landed alive out of 300, and these died in hospital within a fortnight. Nor is this the full extent of the evil. Cruelty, excessive toil, insufficient food and clothing, loathsome diseases generated by the foul air and filth of the Guano diggings, make a life of hopeless misery always ending in premature death, even when not cut still shorter (as it often is) by suicide. In a very fairly written history of the traffic, from its commencement in 1849, to its stoppage by Governor Souza's recent prohibition, the author narrates these and many other iniquities that have characterised it. He shows, clearly enough (to use his own words), that this slave trade has been carried on "in open "defiance of the laws of China, and in utter disregard of "all national obligations; that an organised system of "shameless kidnapping and deception has been practised "on the coolies, who have been coerced or cajoled into emi-"grating thither; that the most barbarous and murderous "cruelties have been practiced on the victims of this system, "and that the destruction of probably 100,000 innocent lives "has been the result. I seek to show that the Peruvian Go-"vernment has been a party to this system of sanguinary "fraud, partly through culpable apathy, . . . partly by placing "the matter in the hands of their guano contractor, who evi-"dently enjoyed a perfect immunity from the performance "of his share of the so-called coolie contracts; and still "more culpably in appointing a notorious man-stealer as "their Consul-General in China." One other thing Mr. Murrow seeks to prove would, if the charge were substantiated, reflect no little discredit on the Government of Hong Kong; it is that "after the coolie traffic to "Peru had been utterly stopped in China by the weight "of its notorious infamy, the Government of Hong Kong "lent, or were publicly supposed to lend, or appeared "to lend, the sanction of British support and protection to "a deliberate attempt made by the agent of the guano con-"tractor to revive it." The stringent provisions of the Chinese Passenger Act had prevented Hong Kong being used as a depot by the coolie contractors; but Mr. Murrow states that very recently a ship under Belgian colours, called the *Frederic*, was loading coolies in Hong Kong for Peru, and that this was made possible by Governor MacDonnell having, after some secret correspondence with the agent of the guano contractors, consented to relax the provisions of the Act, and instructed the Emigration officer to be "indulgent" in the execution of his duty, so that in the case of the *Frederic* the strict operation of the ordinance might be evaded. Mr. Murrow's statements—and they are very plain and circumstantial—point to a grave scandal which will need prompt investigation. Of course these statements present only one side of the question; but they certainly call for a reply from the Governor, and this we look for with much interest, trusting that it will be in his power completely to refute the charge brought against him.

## STRAITS AFFAIRS.

A copy of a very important despatch from Sir Harry Ord, in which his Excellency replies to the various representations made by the Straits Settlements Association to the Colonial Office, has been forwarded by Earl Granville to the Honorary Secretary of the Association; and a meeting is to be held on Wednesday next to take it into consideration. The document and the reply to it will no doubt be published in due time, and will we hope mark another step in the progress of reform in the Government of Crown Colonies. It is gratifying, at any rate, to find that the present Chief of the Colonial Office evinces a disposition to thoroughly investigate the alleged causes of complaint; and the Straits Association has already evidenced the advantage to be gained by an influential body of colonists acting in this country as the representatives of a distant community of British subjects. Other Crown Colonies may learn a useful lesson from what has been achieved by this Association. We understand that it is the intention of the Committee to seek another interview with Earl Granville on the subject of the finances, as they cannot agree with the statements of the Governor as to a surplus; the half-million expected from India being illusory. The attention of Lord Granville will be called to the sum remitted for the gunboat, which, as we stated in our issue of the 20th Sept., has not been even laid down.

## MR. ROSS BROWNE ON CHINA.

Mr. Ross Browne has made an effort to counteract the effects of the persistent misrepresentations by which it is sought to uphold the Burlingame policy, by a letter to the *San Francisco News Letter*. In this he combats the opinions of Mr. Wade, who still holds to the belief that the governing party in China really wishes to initiate a policy of progress, by adducing those of Mr. Hart, as enunciated in a letter addressed to himself. Mr. Hart candidly admits that the Peking College has collapsed, and that the Foreign-office grows more illiberal every day; and he significantly adds, "I have not ceased to warn Mr. Burlingame how far from making good his words are the Chinese." Unfortunately these representations are not likely to prove any great check on the fervid eloquence of Mr. Burlingame. He goes on, and (in his own way) prospers. He has caught the Dutch Foreign Minister with the prospect of "a largely increased trade," just as he caught larger fish with the "shining cross" bait; what lure is he holding out to the Czar of all the Russias? Some political or territorial advantage over other Powers, no doubt, for he evidently exercises a nice discrimination in his choice of inducements. At Berlin he is said to have been much gratified by the reception he met with. Besides a treaty of Commerce between China and Prussia, he is to conclude a treaty of amity, whereby China, so far as the North German Confederation is concerned, will be placed upon the footing of Christian nations, and this, it is said, will probably be concluded before the new year. We append the full text of Mr. Browne's letter, as it cannot be too widely circulated:—

The following telegraphic despatch, dated Washington, Oct. 30th, appears under the above heading in the *Bulletin* of Saturday:—

"Mr. Wade, English Chargé d'Affaires to China, is reported to have said recently that J. Ross Browne was in error in stating that the Chinese made no progress. They recently established foreign affairs, provided for the education of youth abroad, and this, with the appointment of the Burlingame Mission, indicates considerable progress. Mr. Wade thinks all the Burlingame treaties will be ratified."

Like every despatch on the Chinese question, dated Washington, published since my arrival here, the above is calculated to mislead the public.

I have said, and I repeat it, that if any progress has been made by the Chinese since the reign of Kang-he, it has been under the influence of force or pressure. They have advanced whenever they have been compelled to do so, and not before. Mr. Wade says, according to the report; "They recently established foreign affairs." Mr. Wade knows perfectly well that the foreign affairs of China were established by foreigners. The Chinese would gladly get rid of their "foreign affairs" if they could. They had not "provided for the education of youth abroad" up to the date of my departure from Peking, and I have good reason to believe that they have not done so since. Mr. Robert Hart, Inspector-General of Maritime Customs, admits "the College has collapsed" (meaning the University of Peking); and in a letter received by last mail, informs me that he has "not ceased to warn Mr. Burlingame how far from making good his words are the Chinese." He

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further says: The Yamen (foreign office) is more illiberal every day.' I have reliable information, direct from Shanghai, to the effect that Dr. Martin, "Professor of Political Economy and International Law in the University of Peking"—an institution which does not exist, and never did—is going to make an effort to revive the project in another shape, viz., by trying to prevail upon the Chinese to send pupils abroad. It has not yet been done, and, judging by past experience, it probably never will be done.

Mr. Wade has been absent during the past three years in England, and knows nothing by personal observation about progress in China during that time. He is now on his way to Shanghai, *via* California, having sailed by steamer of Oct. 4. It is very natural for Mr. Wade, in his present position, to think that "the appointment of the Burlingame Mission indicates considerable progress." If he can convert anybody in China to his opinion, it may help the cause. It certainly pays better to think that than it does to know the contrary and prove it.

As to the probability of "all the Burlingame treaties" being ratified, I would like to know with what powers "all the treaties" have been made. So far as I have heard, and to the best of my belief, no treaty has yet been made, except with the United States.

Permit me to express the belief that Chinese progress is in exactly the opposite direction to that intimated by Mr. Wade.

Sir Rutherford Alcock says (Feb. 19, 1869):—

"Whatever may be the desire of the best friends of China and of foreign merchants to see her advance in the path of progress, and enjoy the increased prosperity which the adoption of the several improvements referred to would do so much to secure, I cannot feel justified, in the present aspect of affairs, in holding out any hopes of material modification in the policy or disposition of the Chinese Government in regard to telegraphs and other similar innovations on established customs."

Is there any sign of progress in this? Mr. Hart says in a recent letter to myself:—

"Leaving aside what has been said about Mr. Burlingame, the addresses presented to you [by the American and British merchants of Shanghai] are reasonable, truthful matters of fact, and to the point. Your reply is a fair *résumé* of history and a just exposition of the situation. I cannot see anything to disagree with."

Is progress indicated either in the addresses or in my reply?

The truth is, Mr. Low is sent to China to represent as existing there that state of things which I am permitted to remain at home for proving does not exist. If the friends of progress in Washington can succeed in opening up China by means of such telegraphic despatches as that quoted, they will be entitled to the credit of having devised a very effective substitute for gunpowder.

I think all such despatches ought to be transmitted to the Emperor of China.—Respectfully yours, J. ROSS BROWNE.

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IN the *Illustrated News* of the 4th inst. we notice an engraving and description of the monument that has been erected in Calcutta to the memory of the late Lord ELGIN. It is satisfactory to find that the nature of its design is such as to commemorate his valuable services, not only as Governor-General of India, but as the honoured representative of Great Britain in China and other countries, where he did good service at an earlier period. Of course Calcutta is the fitting place for a monument; but, taking into consideration his varied and almost world-wide achievements, it seems to us that a niche in Westminster Abbey might be worthily filled with a statue or bust of the late earl.

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THE arrangements for laying the British Indian Telegraph Cable progress satisfactorily. The *Great Eastern*, according to last advices, had reached St. Vincent on the 19th, and was to leave for the Cape on the 25th Nov. The *Chiltern* was at Teneriffe on the 17th Nov.

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IT is announced that the Pacific Mail Company have altered the date of departure of their steamers from San Francisco to the first day of the month, instead of the fourth, as formerly. This seems to us a much more convenient arrangement.

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BREAKFAST.—EPPS'S COCOA.—GRATEFUL AND COMFORTING.—The very agreeable character of this preparation has rendered it a general favourite. The *Civil Service Gazette* remarks:—"The singular success which Mr. Epps attained by his homœopathic preparation of Cocoa has never been surpassed by any experimentalist. By a thorough knowledge of the natural laws which govern the operations of digestion nd nutrition, and by a careful application of the fine properties of well-selected Cocoa, Mr. Epps has provided our breakfast tables with a delicately-flavoured beverage which may save us many heavy doctors' bills." Made simply with boiling water or milk. Sold by the trade only in ¼lb., ½lb., and 1lb. tin-lined packets, labelled—JAMES EPPS & Co., Homœopathic Chemists, London.—ADVT.

# Foreign Intelligence.

## GERMANY, &c.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, Dec. 8.

The recent case of another piratical attack on a German merchant ship, the *Apenrade*, in the Chinese seas has shown the necessity of taking some steps for the protection of trade there. The German ships of war hitherto sent to China and Japan (the *Arcona*, *Gazelle*, and *Vineta*, and even the *Medusa* and the *Nymph*) were found to be too large and heavy, and with too great a draught of water to enable them to cope successfully with the pirates, and follow them up into their almost inaccessible lurking-places. On the other hand, the gunboats employed on this service were too small and confined for the health of the officers and crews in a tropical climate. It has been, therefore, thought expedient to devise a new class of vessels, called steam-avisos, being something between a corvette and a gunboat, of a light draught of water, and roomy. The Prussian official organ, the *Staats Anzeiger*, of the 24th inst., contains the following announcement:—"For the protection of the German trade against pirates in the China seas the King has been pleased to give orders for the immediate construction of two steam-avisos, to be called the *Nautilus* and the *Albatross*. They will each be of 600 tons, with engines of 150-horse power, and an armament consisting of two rifled twenty-four pounders and two rifled twelve-pounders.

Mr. Koopmanschap, the Californian contractor for the delivery of Chinese coolies, has proposed to the North German Lloyd Company at Bremen to charter some of their steamers for the conveyance of Chinese, not from China to California direct, but *via* the Suez Canal to New Orleans. The steamers are admirably adapted for the purpose, being built and fitted up for the conveyance of German emigrants from Bremen to New York, Baltimore, and New Orleans, and often carry over 900 to 1,000 in a single vessel; but we understand that, as that branch of business is so remunerative, and they are, moreover, under contract with the different Governments to carry the German, French, and United States mails every week, they were obliged to decline the offer.

Mr. Burlingame and his Chinese companions appear to be continually in motion and travelling about the Continent in the most peculiar zigzag fashion imaginable. Scarcely had they returned from Copenhagen and Stockholm than they turn up at the Hague. Last week they arrived at Berlin, "*en route* for St. Petersburg," as it was stated with a great flourish of trumpets, and are at present staying at the "Grand Hotel de Rome" in that city; but the Berlin papers now announce that they are about to leave for Brussels, and will subsequently go from thence to Russia.

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## HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, DEC. 8.

The members of the First Chamber met some days ago, and will discuss the India Budget, now under examination in the sections very soon. The question of the influence of the Suez Canal upon our trade with India is being earnestly discussed, and there is a great deal more paper expended in the controversy than money in building steamers suitable for the new route. Indeed, absolutely nothing is heard with regard to any project for establishing a direct line between Holland and India *via* the Canal, and the schemes for a steam line between our country and America seem likewise to have miscarried. In the meantime the papers continue to demonstrate, day after day, that it is the duty of our capitalists to back these enterprises, by which means alone can our depressed trade be revived. Amongst the new ideas put forward, is one to the effect that the Trading Company should establish *filiales* at Trieste, where Java produce could be imported and sold. Undoubtedly this suggestion will remain a *pia vota*. The Trading Company has seen its best days, and the endeavour to maintain its system of consignments by the means referred to would prove, in all probability, abortive.

In the last number of the *London and China Telegraph* you made mention of a rumour, spread by German newspapers, that negotiations were on foot between our Government and that of Prussia for the cession of the Banda Islands to the North German Confederation. These *on dits* have been contradicted in the most positive manner. You will remember that for some years they have been periodically brought on the *tapis* by German journalists. There is, however, much talk of the intention of our Government to get rid of our colony on the West Coast of Africa. In my last letter I spoke of the inauguration of a monument for 1813; I have now to add that the editor of the official journal, *De Staats Courant*, was invited to the banquet, in order to report the toasts, but was compelled to decline the invitation because the Minister of the Home Department had forbidden him to be present at the banquet. The Conservative paper, *De Noord Star*, terms this news "incredible."

I stated in my last that Mr. J. C. van Lier, parliamentary reporter, had been appointed editor of the *Bataviaasch Handel-blad*, in the room of the late Mr. Lion. It, however, appears that this was not exactly the fact, Mr. Van Lier really proceeding to Batavia in order to take the place of Mr. L. W. C. Keuchenius, ex-editor of the *Nieuw Bat. Handelsblad*. Mr. Van Lier was for a long time private secretary of Mr. Van de Putte, ex-Minister of the Colonial Department. In a short time Messrs. J. Doornick, J. D. Rash, G. van der Jagt, C. Rash, and A. L. Clignett, will leave for Batavia, where they have been appointed judicial functionaries.

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## THE ETHNOLOGICAL SOCIETY.

Mr. Hyde Clarke wishes to state that his remarks on Mr. Gardner's paper went beyond the subject of the general study of comparative philology. He gives his support to Mr. Gardner's statement of the similarity of some of the Chinese early characters with hieroglyphics and the Semitic alphabets, and he also referred to other examples of a similar kind. He did not, however, adhere to the conclusion that the other systems of signs and letters were derived from the Chinese, but rather believed that the Chinese, being a comparatively later people, adopted these and other elements of civilisation from some older people. He also dissented from the assertion that a resemblance of some characters supports the theory of Mr. W. W. Hunter, that the Aryan languages are derived in some way from the Chinese. Traces of similarity may, he stated, be found even in languages so remote as English and Turkish, but these are not the results of immediate translation, but of the identity of human thought under the like circumstances, or of derivation from some very remote source. Mr. Clarke considers, with Mr. Gardner, the Chinese to be of comparatively late settlement in China, and he considers them intrusive on an area formerly occupied or traversed by the Tamulo-Japanese, and perhaps before that by a ruder race, to which the Kamchatdales in the north, and the Sours in the south belonged, and of which, perhaps, intermediate relics may yet be found among the hill tribes of China.

# Monetary and Commercial.

The annual meeting of the P. and O. Company was held on the 10th inst., and the directors' report was adopted with many expressions of satisfaction. The meeting, the report, and the general position of the company are fully noticed in another part of our paper.

The prospectus has been issued of the China Submarine Telegraph Company (Limited), to complete the communications with the East already in progress. The proposed capital is £525,000, in shares of £10, and its first operation will be to lay a cable of 1,640 miles from the Straits of Malacca to Hong Kong, with an intermediate station at Saigon. The scheme is more fully noticed in our leader columns.

*The Times* announces that an exclusive concession has been granted by the Spanish Government to Messrs. Graham and Hean, of London, for forty years, for a submarine cable from Manila to Hong Kong and Singapore, and for a telegraph system for the whole of the interior of the island of Luzon; also for all the communications from the island of Luzon to the whole of the other Spanish possessions in the Philippine Islands.

Messrs. Samuel, Montagu, and Co. received on the 6th instant subscriptions for a Dutch Indian Railway Loan of £398,300 (the balance of eleven millions of florins), in bonds, to be issued at £77 11s. per 1,000 florins—or £84 15s.—and bearing interest at the rate of 4½ per cent. Reckoning the value of the reimbursement at par, the investment will yield nearly 5¼ per cent. The remainder of the loan, with the exception of two million florins reserved by the Dutch Government for conversion, has been allotted in Holland and Belgium. The object of this loan is to complete the necessary funds for finishing certain lines of railway in Java, and for converting the Four and a Half per Cent. Obligations, issued by the company in 1867. Interest and redemption of the bonds at par are guaranteed by the Dutch Home Government, so that the security will rank next to a Netherland State loan. The applicasions reached double the required amount

The underwriters in the China trade are being hit rather severely. To the loss of the *Devonport*, *Bella Rosa*, and *Spindrift*, we have now to add the *Inarime*, which left Foochow for London on the 16th Sept. with 856,400 lbs. Tea. The vessel was almost a new one of 665 tons, owned by Messrs. Glover Brothers.

Tenders for £387,500 in bills on India were received on the 1st inst. at the Bank of England. The amounts allotted were:—To Calcutta, £347,300; and to Madras, £40,200. The minimum price was fixed as before, viz., at 1s. 11d. on Calcutta and Madras. Tenders on those presidencies at 1s. 11 3/32d. will receive about 17 per cent.; above that price in full. A reduction of 1/32d., or ½ per cent., is shown, as compared with the rates paid on the last occasion; but this reduction seems to be owing rather to the increased amount of these drawings than to any falling off in the demand.

The amount of bullion by the P. and O. Company's steamer *Bangalore*, from Southampton, on the 11th inst., was—in gold, to Alexandria, £10,000; to Aden, £80; to Galle, £1,320; to Bombay, £26,600; to Madras, £5,585; in silver, to Bombay, £10,000; to Singapore, £23,800; to Shanghai, £1,980; total in gold, £43,585; in silver, £35,780.

The Ceylon currency question is considered here to be practically settled, and, in anticipation of the impending change, the banks connected with that colony are now sending out rupee notes instead of pound notes.

The report of the Ceylon Company (Limited), to be presented on the 21st instant, recommends an interim dividend at the rate of 6 per cent. per annum, and states that in Mauritius the prospects this year show a great improvement, while in Ceylon a period of injurious weather has been followed by a favourable change.

In reference to the representations made by the residents in Ceylon for a reduction in the rates of premium on life insurance charged by the "Standard Insurance Office," we understand it is the intention of the directors to adhere to their present tariff, which—considering the injury already inflicted by low rates—is the best course for the "Standard" and for the assured.

Mr. W. J. Haslam, of the firm of Haslam, Appleton, and Co., has joined the board of the Metropolitan Bank.

## THE P. AND O. COMPANY.

The annual meeting of shareholders in the P. and O. Company was held on Friday last, the 10th inst., when the twenty-ninth annual report of the directors was presented. James Allen, Esq. was in the chair.

The Chairman said he was very sorry to say that Mr. Hadow, the chairman of the company, was suffering from a severe attack of bronchitis. Three of their directors—Mr. Thornton, Mr. L'Estrange, and Mr. Melville—had gone to Egypt to represent the company at the opening of the Suez Canal. Mr. L'Estrange and Mr. Melville were now engaged in looking after the interests of the company in the East, and Mr. Thornton in examining the Brindisi route, to see how far it could be made available for the postal service. He was sorry to say that Mr. Howell, their excellent secretary, was absent in consequence of the death of his only child.

Mr. Hill then read the notice convening the meeting. The report, an abstract of which appears below was taken as read.

The Chairman, in moving the adoption of the report, said the revenue had improved considerably, but the expenditure had somewhat increased. Their ships had conveyed £3,000,000 of specie from Australia in the past year. They had carried £1,336,000 of the specie out and home, against £1,061,000 in the previous year. They had used up nearly all the expensive coal sent out during the Abyssinian Expedition, and had been lately able to obtain coal at a much cheaper rate than during last year. When the expensive coals were used up and the cheaper coals came into operation the net returns would look better. An effort had been made to utilise the native coal at Calcutta by mixing it with English coal. An experiment was tried at Calcutta with the mixed coal, and satisfactory results were obtained. He hoped they would be able to get the native coal delivered at Calcutta at a cheaper rate than they had paid for it, and the Welsh coal also, so that the average cost per ton of coals might be considerably reduced in future. Although the Suez Canal was open, their ships must still go to Alexandria, because in all probability passengers would still go by rail. They were not unmindful of the advantages of the Canal, and would use it if possible for the benefit of the proprietors. He might mention that the silk traffic had been very satisfactory, and that the company had carried ninety per cent. of the whole of the silk traffic from China to Europe. The freights were keeping up remarkably well. They carried a great deal, although they did not get much for it; but it was satisfactory to know that it was on the increase.

The Hon. H. Tracy, M.P., seconded the motion for the adoption of the report. He would have been pleased to see a larger dividend than 6 per cent., and a larger increase in the reserve fund; but when they considered the tremendous competition which the company was undergoing he thought they must consider the operations of the year satisfactory. In his opinion the reserve fund ought to amount to £500,000. It was very satisfactory that the postal service had been so well performed, and with perfect regularity.

Mr. Gliddon said he did not consider the operations so satisfactory. It was true the receipts had increased by £73,000, but the expenses had increased by £76,000. The capital had increased, and the dividend had diminished. Since 1858 the capital had increased by £1,500 000, and they had to pay dividend on that extra capital, and he thought, therefore, that the extension of capital had been carried to the utmost limit. The value of the stock of ships was in 1858 £1,886,000, but now it was £2,948 000. The tonnage of the ships at the former period was £23 per ton, but now it was £30 a ton; so that if the ships had not increased in value, the outlay of the additional £700,000 was not profitably expended. It was not satisfactory to see the working expenses increase and the dividend diminish.

Mr. Jones said he considered the report satisfactory. With a depression of trade they had increased the receipts, and therefore the directors must have done something to look up freight. In the face of the competition it was a great matter for the company to increase their income by £500,000 in the year.

Mr. Murray considered the coal question one of the most important for the company. Everything that reduced the consumption of coal, or the cost of it, would add to their dividend. They had purchased 282,000 tons of coal this year, and only 1s. a ton upon that amount

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would be above £14,000. If they could run their colliers through the Suez Canal they might save something important on the freight.

After some further observations,

Mr. W. F. DE SALIS, a director, explained that everything was being done to economise expenditure. Since 1858 they had been subjected to considerable competition. It was most unfair to compare the state of things in 1858 with those of the present year. They had immense quantities of specie to carry then, which paid well; but that business had greatly fallen off. He believed that the Suez Canal would make trade for the company. Their large ships would be able to bring large cargoes of wool from Australia, which would be remunerative; also the trade with China and Japan would increase, and instead of having only sixteen passengers per month to and from Australia, he trusted they would before long have a hundred passengers per month.

The CHAIRMAN explained that the company's fleet now consisted of larger and better ships than in 1858, and that fully accounted for their increased value alluded to by Mr. Gliddon.

Resolutions were unanimously passed adopting the report, and declaring a dividend of 3 per cent. for the past half-year, free of income-tax, payable on the 28th inst. The retiring directors and auditors were re-elected; and the proceedings concluded with a vote of thanks to the chairman and directors.

EXTRACT FROM THE REPORT.

"The *Bombay*, withdrawn for repairs at the date of the half-yearly report, having received new boilers and been otherwise completely refitted, is again in active service. The *Hindostan*, which was launched in June, has been completed, and after a satisfactory trial in the Channel, was despatched to Calcutta *via* the Cape of Good Hope, on the 3rd ult. Rapid progress has been made in the new ship contracted for with Messrs. Caird and Co., of Greenock. This vessel has been named the *Australia*. The directors have issued invitations for tenders for two new vessels of about 3,000 tons each, which are to combine the speed and other requirements of the mail and passenger services, with a large capacity for the conveyance of cargo. The *Sultan* and *Indus* (sailing ship) have been sold, the former in China, and the latter in this country.

"The directors have a very painful duty to perform in recording the wreck of the *Carnatic*, and they deeply regret that this casualty was attended by the loss of life. The *Carnatic* ran upon a reef near the entrance to the Gulf of Suez, at 1.30 A.M., on the 13th of September, and unhappily slipped down into deeper water while the passengers and crew were in the act of embarking in the boats on the morning of the following day. The evidence taken at the Court of Inquiry, which was held at Greenwich on the 23rd to the 25th ult., and fully reported in the newspapers, will have placed the proprietors in possession of all the particulars of this distressing event.

"The company was represented by three members of the board at the recent ceremonials in Egypt in connection with this great work, and one of its steamers, the *Delta*, proceded up the Canal as far as Ismailia. The directors are careful to keep themselves supplied with the best information on all points relating to the Canal; and the proprietors may feel assured, that whenever it may be for the advantage of the company to make use of it, the opportunity will not be neglected.

"The unfortunate loss of the *Carnatic* has created a charge to the underwriting account of £90,300, and the company's contribution to the general average consequent on the grounding of the *Surat* in 1867 has turned out to be larger than was estimated when the accounts for 1868 were made up, and the sum of £9,411 12s. 1d. has to be debited to this year's account. These charges, with a smaller contribution to a general average on the *Candia*, absorb £101,392 17s. 10d. of the annual premium on the estimated value of the floating property of the company, namely, £120,000, and the balance, £18,607 2s. 2d. has been carried to the general reserve fund

"The share capital of the company stands at the same amount as at the date of the last annual report, namely, £2,700,000, leaving £800,000 available, and it may be convenient to the proprietors to know that no call is likely to be made during the next twelve months. The amount borrowed on debentures is £799,000, and those which fall due from time to time are readily renewed at 4½ per cent.

"The operations of the year may, on the whole, be considered satisfactory. In the last annual report the proprietors were reminded that in 1867 there was a heavy loss, and that a considerable portion of the profits available for dividend in 1868 was due to the Abyssinian expedition. The balance at the credit of the profit and loss account this year is only enhanced to a trifling extent by the winding-up of the accounts for the transport service, and the available profit arises, therefore, chiefly from ordinary sources of revenue.

"The directors have now to recommend a dividend of three per cent., free of income-tax, for the six months ending 30th September last, making, with that declared in June, six per cent. per annum. The warrants will be issued on the 28th inst.

## ARTICLES OF IMPORT.

—o—

### TEA.

At the sales of 7,500 packages this week good medium new red and black-leaf sold at 1s. 1½d. and 1s. 1d., being a fall of 1d.; private sales are very small. Young Hyson lower.

### SILK.

A marked improvement has taken place in the Silk market within the last fortnight; during that time the symptoms of revival which had just then shown themselves have strengthened into a very active market, and a general recovery of prices to the extent of 1s. to 2s., according to description and quality, in all classes of Silk. In Chinas the demand has been really large, especially for Tsatlees, the lower grades of which have received unusual attention.

| | |
|---|---|
| CHINA. | |
| Tsatlee, No. 1 | 31s. 0d. to 31s. 6d. |
| " " 2 | 30s. 0d. to 30s. 6d. |
| " " 3 | 29s. 6d. to 30s. 0d. |
| Red Peacock | 24s. 6d. to 25s. 0d. |
| Yuenfaa | 21s. 0d. to 26s. 0d. |
| Taysaam | 20s. 0d to 24s. 0d. |
| Long Reel | 19s. 0d to 21s. 0d. |
| Canton | 14s. 0d. to 21s. 0d. |
| Chinese Thrown | 22s. 0d. to 26s. 0d. |
| JAPAN. | |
| Maibash | 24s. 0d. to 31s. 0d. |
| Ida | 22s. 6d. to 31s 0d. |
| Sodai | 22s. 0d. to 27s. 0 |
| Oshiu | 23s. 0d. to 32s. 0d. |
| Koshiu | 22s. 0d. to 27s. 0d. |
| Eichizen | 21s. 0d. to 23s. 6d. |
| Mashta | 20s. 6d. to 23s. 6d. |
| Hatchoji | None. |

### COFFEE.

The interval has again been characterised by the absence of any material change in the market for Ceylon. The supplies offered at the auctions have been moderate in quantity, and have gone off at prices showing but little variation from those current at the date of our last report. The absence of business in East Indian descriptions of Coffee other than Ceylon continues; in Java and Singapore no transactions are reported. Of Manila 193 bags were bought in at 50s., except 27 bags fine, which sold at 60s.; 1,844 bags sea-damaged pale sold, first class, 50s. 6d. to 51s.; second, 48s. 6d. to 49s.; third and repacked, 46s. to 47s.

### SUGAR.

The market generally is fairly active, and prices are steady. Penang: At the public sales of 1,621 bags offered the greater part sold at and after the auction, ordinary to middling brown (duty 8s) at 29s. to 31s. 6d., good to fine brown and middling yellow (9s. 7d.) at 32s. to 37s., and good yellow (10s. 6d.) at 37s. to 38s., 1,025 baskets low brown being bought in at 26s. 6d. to 27s. 6d. By private contract 670 baskets (100 tons) low brown sold chiefly at 26s. Manila: At the auctions 19,968 bags clayed (duty 8s.) were bought in at 30s. 9d. to 32s.; and 1,856 bags unclayed, Taal, at 26s. 6d.; 12,390 bags unclayed Zebu sold, the bulk at 26s. 9d., superior 27s. to 27s. 6d. By private contract 82,000 bags have been sold, 70,000 bags clayed (duty 8s.) at 30s., a small quantity 30s. 6d. (duty 9s. 7d.) at 31s. 6d., and 12,000 bags unclayed, Zebu at 27s., low quality 26s. to 26s. 3d. Java: At auction 3,559 bags low brown were offered and withdrawn. By private contract 600 baskets have been sold at 36s. 9d. No transactions in China or Siam.

COCOA NUT OIL.—Shortly after the date of our last report a parcel consisting of 237 casks Ceylon was offered by auction, and 162 casks sold, good to very fine with a small part yellowish and yellow at £40 to £40 5s.; common, £39 to £39 5s.; dark and rather dark, £35; dark and very dark, £33 10s. to £34 5s. The inquiry has since this sale become more active, and the quotation for Ceylon is now £41 per ton. The quantity of Ceylon afloat for Great Britain on the 30th Nov. was 31,074 cwt., against 30,927 cwt. at the corresponding date last year.

TIN.—Prices are again lower, Straits being quoted £112 to £113, and Banca £113 to £114. The business doing is extremely limited.

The reports upon the condition of the market for the following articles of produce are from Messrs. Brookes and Faith's Circular, dated 2nd inst.:—

CINNAMON.—The quarterly sales of Ceylon Cinnamon on the 29th ult. comprised the total quantity of 2,504 bales, 32 parcels, and 60 boxes, being an excess of 1,300 bales not generally looked for, arrived per Ocean Belle. The assortment was particularly good, and orders from all quarters being strong, a better spirit prevailed than might have been looked for. Under these circumstances the highest decline submitted to (as compared with last quarterly sales' prices) was about 2d. to 4d. per lb., noticeable more particularly upon the very good and finest qualities. Fair middling (shipping) qualities brought former prices, to 1d. and occasionally 2d. decline; good 3rds were well competed for, and showed but little variation in price; good 4ths were very firm, and fine ditto went dearer. Low and inferior qualities brought full prices. Flavourless kinds (as is generally the case) sold most irregularly. Nearly everything offered was sold. Broken was in strong demand, from 1s. 8d. to 1s. 11d. per lb. for fair to good. Chips were sparingly offered, but nevertheless met only a limited demand. Prices ranged at 5d. to 5¼d. for Bark; inferior mixed quality, 6d. to 6½d.; good, 6¾d. to 7½d.; fine in quill, 12½d. to 13d.; tips, 1s. 7d. to 1s. 9d. The offers were:—New import, 1st Superior, 67 bales; 1st quality, 411 bales; 2nd do., 1,034 bales; 3rd do., 613 bales; 4th do., 272 bales; Old import, superior, none; 1st quality, 14 bales; 2nd do., 58 bales; 3rd do., 32 bales; 4th do., 3 bales; 32 parcels 60 boxes Ceylon broken; 482 bags and 8 cases Ceylon Chips. Prices ranged as under:—Superior quill, 3s. 5d. to 3s. 7d.; 1sts, good to fine, 3s. 3d. to 3s. 6d.; do., middling to fair, 2s. 9d. to 3s. 2d.; do., very low and ordinary, 1s. 6d. to 2s. 8d.; 2nds, good to fine, 3s. 1d. to 3s. 7d.; do., middling to good middling, 2s. 6d. to 3s.; do., very low to ordinary, 1s. 3d. to 2s. 5d.; 3rds, good to fine, 2s. 10d. to 3s. 3d.; do., middling to fair, 2s. to 2s. 9d.; do., coarse and inferior, 1s. to 1s. 11d.; 4ths, good to fine, 2s. 2d. to 2s. 6d.; do., ordinary to middling, 1s. 5d. to 1s. 10d.; do., very low unassorted, 8d. to 10d.; Jungle, 1s. 10d. to 2s.; broken, 1s. 9d. to 1s. 11d.; Chips, good to fine, 8d. to 1s. 2d.; ordinary to middling, 4½d. to 7½d.

CUTCH.—Position was well maintained until within the last week, when it became weaker, and sales were effected at a decline of 6d. per cwt. There appears to be evidence (especially from prices having so considerably given way in Liverpool, sales of fine having been made there at 23s. per cwt.) that market has a downward tendency. At auction have been offered 3,005 boxes Rangoon, partly sold at 24s. 6d. to 25s. fine, and Fish mark per Gloucester, mixed, at 23s. to 23s. 6d.; Calcutta, 601 bags retired: Penang, 320 bags good, rather mixed, 21s. to 22s. 6d. per cwt.

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CHINA PRESERVED GINGER.—With large arrivals the article is almost unsaleable. Where sales have been effected, prices are lower, very good having been quitted at 8½d. to 8¾d., common at 7d. to 7¼d.; 600 cases at auction and only 210 cases sold. Chow Chow in small quantities has realised 1s. to 1s. 0½d. Orange 9½d. to 9¾d.; and 20 cases fine plump dry Ginger (Chyloong Brand) 1s. 1d. to 1s. 3d. per lb.

CAMPHOR.—Immediately following our last good Japan was again quitted at 95s. and fine held for 97s. 6d. Market then became quiet, and the Dutch sale of 5,000 tubs being advertised, forced sales were effected privately at 87s. 6d. for China, being a decline of 6s. to 7s. per cwt. Stagnation again prevailed until it was known that the prices obtained in Holland were equal to about 89s. delivered here, whereupon market hardened, and quite recently sales of Japan have been effected at 95s. per cwt. Large arrivals have lately occurred.

GALLS.—China: Still without any improvement in demand. Arrivals have occurred, part of which will be brought to sale this day. The article meanwhile is extremely dull, and tendency of prices downwards, meanwhile quotations are nominal. Japan also quiet: 223 cases placed at auction, very fine bright clean sifted 51s. 6d.; good part bold, 50s.; ditto slightly broken, 49s.; and rather more broken, 47s. to 48s. 6d.

GAMBIER.—Remained pretty steady for a few days after our last; but arrivals being heavy, and coming closely together, has caused the market ex ship to fluctuate. Sales have been made from 16s. 10½d. to 17s. per cwt., and a large quantity 16s. 9d. On the spot there has been little done; 17s. per cwt. is the nearest price. At auction 1,862 bales pressed cubes have been offered, and 670 sold at 18s. per cwt. for good, being quite 1s. to 1s. 6d. per cwt. decline. Cubes: Demand continues most quiet, and sales extremely difficult to effect; 4,475 packages at auction, and very few sold, fine, 21s. 6d.; common, 19s. 3d. to 19s. 6d.

HEMP.—Manila: for a few days after our last issue remained dull, but with no alteration in value, arrivals being rather heavy, and market being met, a decline of £2 to £4 per ton was submitted to at the subsequent auctions; a further fall of about £1 per ton was also made. There is but little inquiry, and market closes dull. The most recent transactions are: good roping £62 to £62 10s.; common to fair, £57 15s. to £59 10s.; superior, £64.

JAPAN WAX.—Extremely little doing, and there are appearances of prices giving way. 670 cases at auction very good saucer sold at 77s. 6d., and fine slab 75s. to 76s., this latter being certainly lower.

MUSK of good quality and shape is scarce, and for a few caddies of such higher prices have been realised, 32s. to 33s. per oz. being freely paid.

RICE.—Market has shown sundry fluctuations during the past month, but no very marked change has occurred. Low priced Rice has been the description most sought after. Bengal, Siam, and Madras have been in improved demand, whilst soft grain qualities have been neglected. The business afloat has been on a very limited scale. Prices are now low, and although stock is heavy, the quantity of East Indian Rice afloat for Europe shows so heavy a deficiency that, with any improvement in trade, a rise in price might justly be looked for. Stock, 49,606 tons of all kinds, against 33,744 tons last year. Afloat for Europe, 33,010 tons E. I. Rice, against 97,008 tons last year.

RHUBARB.—An arrival per Tanjore, consisting of 171 cases, was brought to auction early in the month, and sold at 2s. 11d. to 3s. 4d. per lb. for middling to very good bright coated, well-trimmed root, of generally good pinky break, being steady prices, to a slight advance; a few lots preferable break realised 3s. 6d; remainder withdrawn. At the last auction, when 202 cases were offered, chiefly of recent arrival, per Chillingham, marked quietude prevailed, and although the greater portion was placed, prices generally went easier, especially for the common kinds, which sold at 6d. to 8d. per lb. for dull dark, horny coated, grey and ordinary mixed break; fair bold, of middling coat and fracture, but slight wormy, brought 1s. 11d. to 2s. for flat, the round being held for 2s. 3d.; very middling coat, half fair, rest ordinary break, 1s. 5d. to 1s. 7d.; common, 11d. to 1s. 1d.; good, a little mixed, 3s.; and similar in appearance, but better break, 3s. 8d.; dust, 2d.

SPICES.—Nutmegs: An inquiry has sprung up, and about 80 cases have changed hands, including 67 to lb., at 3s. 10d.; 75 to lb., at 2s. 10d.; 80 to 81 to lb., at 2s. 6d. to 2s. 7d.; 82 to 89 to lb., at 2s. 5d.; 129 to lb., at 1s. 7d.; small Javas held for 1s. 5d. The position of the article is such, that with any revival in trade price may readily advance. Mace has been in improved inquiry, and about 60 cases have changed hands at very full prices. At auction, all parcels sold with good spirit at 2s. 8d. to 3s. 1d. per lb. for middling bold, rather reddish Penang; good flat at 3s. 3d. to 3s. 6d.; broken, from Melbourne, at 2s. 9d.; and 5 casks fair Java retired at 2s. 11d. Quantity afloat s decreasing, being 39½ cwt. against 124 cwt. last year, but stock is small, only 215 packages. Cloves: Penang scarce, and none lately offered. Value of good, 11¾d. to 1s. per lb.

SAGO.—The very important quantity of 2,330 boxes and 2,118 bags has been offered at auction since our last, but only 2,000 packages found buyers, the supply being far in excess of the demand. Fine small in boxes sold at 18s. 6d., being for this quality 6d. lower; good, 18s. 3d.; and middling to very good in bags, 17s. to 17s. 6d. per cwt. Large grain, following our last, realised 22s. 8d. to 23s., then 20s. for fair of old import; but at the last sale good bright, per Dewa Gungudhur, GH in triangle, L under, was quitted in bags at 19s. 6d. to 20s., being fully 2s. to 2s. 6d. decline. Sago Flour: Is steady for Singapore kind, but a shade lower for Borneo or fine quality, there being sellers of the latter at 14s. 3d. in small lots, and at auction 210 bags sound repacked were quitted at 13s. 9d. per cwt. For Singapore 13s. 9d. has been bid and refused; but afloat, near at hand, sales have been made at 13s. 9d.; 913 bags at auction, but all retired at 14s.

SAPANWOOD.—Most quiet, and sales difficult to effect. Ceylon, 62 tons retired; Manila, 24 tons sold, £8 7s. 6d.; and Bombay, 23 tons sold, £8 5s to £8 15s. per ton.

TAPIOCA.—Penang: Only 119 bags good quality offered. These sold at 2¼d. per lb. together, with 300 bags privately at same figure. Remainder, 1,053 bags, consisted of common and good middling quality, and the sound being held for 2½d., only the damaged portion was quitted, viz., 380 bags at 1½d. to 2d. per lb., for 3rd to 1st class sea, being very cheap. Malacca: Meets no demand over 2¼d., at which really fine has been sold privately; at auction 1,109 bags offered, but only 180 bags placed at time of sale, these at 2¼d. for fine white well made, common retired at 1¾d.

## ARTICLES OF EXPORT.

### WOOLLEN GOODS.

The following is Messrs. Hayter and Howell's monthly statement of the estimated exports of Woollens shipped to China and Japan from London and Liverpool:—

| — | Pieces Long Ells. | Pieces Camlets. | Pieces Spanish Stripes, Broad Cloths, &c. | Pieces Stuffs. | Pieces Inferior Woollns. |
|---|---|---|---|---|---|
| Shipped to 30th Nov. during the present year ... ... ... ... | 177,520 | 81,410 | 95,093 | 443,569 | 202,359 |
| Shipped to the same date last year ... | 139,140 | 72,450 | 66,104 | 387,010 | 76,123 |
| Total shipped during the year 1868 .. | 146,540 | 80,190 | 70,554 | 423,980 | 86,047 |
| Do. do. 1867 ... | 140,420 | 79,717 | 56,002 | 638,665 | 41,585 |
| Had arrived in China when the last accounts left of this year's shipment | 100,420 | 43,700 | 53,023 | 243,149 | 131,724 |

QUOTATIONS.

| | s. | d. | | |
|---|---|---|---|---|
| HH Long Ells ... ... ... ... | 31 | 0 | per piece | Scarlet |
| HH Spa: Stripes ... ... ... ... | 2 | 10 | „ yard | „ |
| HH } SS } Camlets ... ... ... ... ... | 63 | 0 | „ piece | „ |
| SS Do. ... ... ... ... ... | 61 | 6 | „ „ | „ |
| HH Lastings ... ... ... ... ... | 57 | 0 | „ „ | entian |
| HH Crape Lastings ... ... ... ... | 46 | 0 | „ „ | „ |
| LL Do. do. ... ... ... ... | 42 | 0 | „ „ | „ |
| HH China Figures ... ... ... ... | 21 | 0 | „ „ | Scarlet |
| HH Crape Lustres ... ... ... ... | 19 | 9 | „ „ | Black |
| China Blankets ... ... ... ... | 1 | 9 | „ lb. | Scarlet |

*(These prices include tilleting and packing, and are subject to a discount of 1¼ per cent for cash.*

## NEW YORK MARKETS.

### TEA.

There has been a slight improvement in the demand since we last reported upon the condition of the market, chiefly noticeable in Greens. Only a moderate amount of activity, however, as yet exists, but prices for all descriptions exhibit considerable firmness, and there is every prospect of the enquiry becoming more extensive. The following are the current quotations:—Taeping and Twankay Young Hyson, 46c. to 90c.; Gunpowder and Imperial 60c. to $1; Hyson, 45c. to 60c.; Fychow and Moyune Young Hyson, 52c. to $1; Gunpowder and Imperial, 63c. to $1.15; Hyson, 55c. to $1; Hyson Skin, 46c. to 60c.; Foochow Oolongs, fair 50c., superior 53c. to 56c., fine 65c. to 70c.; Amoy Oolongs, fair 47c. to 48c., superior 51c. to 53c., fine 60c. to 63c.; Congou and Souchong, good common 54c. to 55c., superior 60c. to 68c., fine 70c. to 80c.; Japans, fair 55c. to 57c., superior 61c. to 63c.; fine 65c. to 68c. The sales have been 700 half chests Uncoloured Japan per N. B. Palmer, 500 do. per Crested Wave, 950 do. Green and 550 do. Uncoloured Japan, vessels not named. 4,000 half chests Green, part per Anglo Saxon, 60 per Chinaman, 690 per Etha Rickmers, 325 per Horatio, 333 Oblong, per Surprise, 6,000 Uncolored Japan, to arrive per Doon, 2,200 do. Oolong, and 1.100 do. Green, vessels not named.

From Jan. 1 to Nov. 19 the imports were—Greens, 19,364,400 lbs., against 14,977,000 lbs. in the corresponding period of 1868; Japans, 10,234,600 lbs., against 6,759,400 lbs.; Oolongs, 11.298,200 lbs., against 12,592,300 lbs.; Souchong and Congou, 2,491,200 lbs., against 1,638,000 lbs.; total of all description, 43,388,400 lbs., against 35,966,700 lbs.; the deliveries were—Greens, 19,100,800 lbs., against 15,319,300 lbs.; Japans, 9,776,700 lbs., against 6,678,700 lbs; Oolongs 113,474,000 lbs., against 10,163,500 lbs.; Souchong and Congou, 2,308,800 lbs., against 1,752,700 lbs.; total of all descriptions, 42,533,700 lbs., against 33,914,200 lbs. The stock on Nov. 19 was of Greens, 2,847,500 lbs., against 2 595,600 lbs. at the corresponding date last year; of Japans, 2,374.300 lbs., against 1,763,500 lbs.; of Oolongs, 4,777,600 lbs., against 5.787,000 lbs.; of Souchong and Congou, 488.100 lbs., against 256,300 lbs.; and of all descriptions, 10,417,500 lbs., against 10,402,400 lbs.

COFFEE.—There is a fair inquiry for Brazil from the Trade, the market remaining steady and uniform at the values so long previously current. The demand is still confined to the low and better grades, which are scarce, while the medium grades, which are plenty, remain neglected. Java, is inactive, the Trade being mostly supplied from dealers' hands; 126 bags Government, and 4.150 mats, a speculation lot, brought 22⅛ cents., gold; the sale is also reported of 16,246 mats per Jean Von Galen and 9,078 mats per Royal Berkshire on private terms. In other descriptions of East India there has been no business. The quotations are Singapore, 20c. to 22½c.; Ceylon, 17½c. to 19½c. gold. The stock of Manila on the 1st Nov. was estimated at 3,775 bags, against 4,679 bags on Nov. 1, 1868; of Java (Government) at 943 bags, against 1,436 bags; of Java (mats) 43,391 mats, stock 1868 *nil*, of Ceylon *nil*, against 100 bags in 1868.

CORDAGE.—The quotations are: Manila Cordage, 24c.; ditto 6-thread and 9-thread (¼ inch and 5-16 inch diameter), 25c.; ditto, 12-thread (⅜ inch diameter), 24½c.; Manila Hay Rope, 24½c.; Manila Cordage, Bolt Rope Yarns, 26c.; ditto, 6-thread and 9-thread, 27c.; Tarred Manila, 23½c.; Fine Tarred Manila Lath Yarn, 25c.; and Sisal Rope, 21c. cash.

CAMPHOR.—Quotation for China, 23c. gold per lb. 3,000 piculs afloat from Hong Kong.

GAMBIER.—Quotation 3⅞c. gold. Stock, 5,000 bales.

HEMP.—Manila is entirely out of demand, and there has been no business; the nominal quotation is 14½c. gold. The stock of Manila on

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the 1st Nov. was estimated at 5,357 bales, against 10,936 bales at the corresponding date of 1868, and 8,061 bales in 1867.

INDIGO.—Manila has slightly declined, 30 cases having been sold at $1.10 to $1.40 currency; stock, 1,200 chests.

SPICES.—Cassia is lower; sales of 10,000 mats at 42c. to 43c. gold. In other kinds there is nothing of moment to report, though, with a less active demand, prices favour buyers; sales 160 cases No. 1 Nutmegs at $1.05 to $1.10; 850 bags Pepper, 25c. to 25½c.; 400 bales Cloves, 26c.; and 60 to 70 do. Bird Peppers, 25c., all gold.

SUGAR.—The dulness which has characterised the market for East India descriptions for some time past has continued without relief; the only sale to report is that of 1,396 bags damaged Manila at 8c. to 8⅞c. cash. The current quotations are:—Java, Nos. 10 and 12, 11¼c. to 11⅞c.; Manila, current clayed, and superior, 10⅜c. to 11½c. per lb gold. The stock of Java on the 1st Nov. was 310 baskets, against 810 baskets at the corresponding date last year; of Manila 96,700 bags, against 31.283 bags. Out of the cargo of Manila per Zephyr 26,533 bags have been shipped to Canada.

TIN.—The market for Banca is dull and rates are lower; Straits is in moderate inquiry at steady rates. We note sales of 5 tons Banca on private terms and of 150 pigs and 50 slabs Straits at 33½c. to 33¼c. gold; the nominal quotation for Banca is 35c. to 36c. gold.

OILS.—Aniseed is quoted $3.87½ currency; Cassia, $2.50 gold.

PRESERVED GINGER.—The current quotation is $10.50 to $11 currency; stock, 1,500 cases.

RICE.—A dull tone continues to prevail, especially with reference to East India descriptions. Rangoon is in limited inquiry for export, and we note the sale of 650 bags at $2.93¾ to $3.25 gold (in bond).

RHUBARB.—The quotation for China is $2 to $3 currency.

## SAN FRANCISCO MARKETS.

TEA.—Imports from Jan. 1st to Nov. 16th: China, 678,681 lbs., 1,878 packages; Japan, 884,999 lbs., 2,663 packages. There is a good demand in a small way for all the high grades of Japans and Oolongs; but otherwise trade is slack, with no disposition to purchase beyond current wants. Quotations: Young Hyson, country made, 75c. to $1 15c.; country packed Gunpowder and Imperial, 75c. to $1 15c.; Hyson do., 75c. to 85c. Foochow Oolong, 75c. to $1 50c.; Ponchong do., 60c.; Souchong do., 65c. to 80c.; Japan, 1st quality, 72½c. to 90c.; do., 2nd qual., 60c. to 65c.

COFFEE.—Imports from January 1 to Nov. 16: Java, 1,010,532 lbs., 1,906 packages; Manila, 359,255 lbs., 2,593 packages; Ceylon, 3,650 sacks. There is no life to the trade; the few sales making partake largely of a jobbing nature—so small, indeed, that importers are apparently ashamed to report progress, for fear they would be called retailers. Stocks of Greens, as well as of old Government Java, far exceed the usual average for the season, rendering it necessary to carry over heavy supplies. Prices are, at best, more or less nominal. Quotations: Ceylon, 19c. to 20c.; Java O.G., 22c. to 23c.; Manila, 17c. to 17½c.

CHINA MATTING.—Imports form Jan. 1 to Nov. 16: 74 bales, 8,807 rolls. We have no sales to record, the trade being liberally supplied with cargo and contract, selling at prices within range of our quotations, viz.—China, 4-4 cargo, $5 to $5.50; 5-4 cargo, $5.50 to $6; 6-4 cargo, $6.50 to $7; 4-4 contract, $8 to $12; 5-4 contract, $9 to $14; 6-4 contract, $11 to $16.

RICE.—Imports from Jan. 1st to Nov. 16th: China, 22,326,695 lbs., 28,743 packages; Siam, 3,637.783 lbs.; Batavia, 110.271 lbs., 660 packages. The only sale reported is of 4,200 mats China, at 5¼c. to 5⅜c.

SUGAR.—Imports from Jan. 1st to Nov. 16th: Manila, 15,383,622 lbs.. 25.715 packages. China, 1,633,400 lbs.. 874 packages. Batavia, 1,659,457 lbs.. 731 packages. Siam, 40,133 lbs. 5,428 packages. No. sales of East India reported.

TIN.—We note a sale of 50 pigs Banca on private terms.

## SHIPPING.

ARRIVALS.—Nov. 22. at Boston, from Singapore, Ahkera; 23, from Padang, Fearless; 23, at New York, from Hong Kong and Canton, Peter Rickmers; 25, at Boston, from Padang, W. A. Farnsworth.

DEPARTURES.—Nov. 16, from New York, for Shanghai, Benefactor; 17, from San Francisco, for Hong Kong, Great Admiral.

LOADING.—At San Francisco, for Hong Kong, Panther.

# Shipping Intelligence.

## ARRIVALS.

| Date. | Ship. | Captain. | From. | At. |
|---|---|---|---|---|
| Nov30 | C. C. Horton | Taylor | Bassein | Dartmouth |
| Dec. 1 | City of Aberdeen | Gerrie | Shanghai | London |
| — 1 | Aboyne | Grant | Colombo, &c. | Do. |
| Nov30 | Caller Ou | Joass | Shanghai | Deal |
| — 30 | Star of China | — | Do. | Off Dungeness |
| Dec. 1 | Diomed (str.) | Crompton | China, Singapore, &c | London |
| Nov. 6 | Tamaris | Cazalis | Padang, &c. | Havana |
| Dec. 2 | Susan A. Blaisdell | Sawyer | Bassein | Falmouth |
| Nov30 | Cornelius Smit | Wiedenaar | Batavia | Brouwershaven |
| Oct.23 | Frav Ventos | Mota | Macao | Callao |
| Dec. 2 | Queen of India | Ware | Singapore | Deal |
| — 3 | Asia | Webster | Batavia for Rottrdm. | Falmouth |
| — 2 | Margaret Galbraith | | Rangoon | Liverpool |
| Nov27 | Ceres | Schwartz | Macao | Bremerhaven |
| Dec. 1 | Athena | Wark | Rangoon | Do. |
| — 1 | Kortenaar | Pott | Batavia | Brouwershaven |
| — 4 | Widlow | Cooper | Galle, &c. | London |
| — 3 | Argosy | Welfare | Rangoon | Falmouth |
| — 4 | Sree Singapura | Mackenzie | Singapore | Deal |
| — 1 | Jupiter | Kievit | Batavia, for Amstdm. | Off Folkestone |
| — 3 | Adelaide | | Rangoon | Liverpool |
| — 6 | Charles | Owens | Penang | London |
| — 6 | Ringleader | Hamblin | Manila | Do. |
| — 4 | Emilia | Muller | Akyab | Falmouth |

## ARRIVALS—*Continued.*

| Date. | Ship. | Captain. | From. | At. |
|---|---|---|---|---|
| — 3 | Aracan | Legarcon | Singapore | Bordeaux |
| — | Sultan | Ross | Do. | Off Penzance |
| — 6 | Argo | Timmermans | Batavia, for Rotrdm. | Plymouth |
| — | Zorida | | Akyab | Gironde |
| — 7 | Antje | v.d. Hoog | Batavia, for Amstdm. | Dartmouth |
| — 3 | Nyassa | Hutchison | Singapore, via Livrpl. | Glasgow |
| — | Auguste Gustave | Bertaud | Saigon | Gironde |
| — 6 | Jane Henderson | Polson | Moulmain | Clyde |
| — 8 | Cornelia | de Boer | Batavia, for Rotrdm. | Plymouth |
| — 3 | Maria Fidela | | Manila | Cadiz |
| — 8 | War Cloud | Irvine | Colombo | Off the Owers |
| — 10 | Turkish Empire | | Do. | Off Plymouth |
| — 10 | Hopewell | | China | Downs |

## DEPARTURES.

| Date. | Ship. | Captain. | For. | From |
|---|---|---|---|---|
| Nov29 | Black Watch | Kevenish | Yokohama | London |
| — | Catherina | Fokkes | Hong Kong | Hamburg |
| — 29 | Glance | Imprevry | Galle | Plymouth |
| — 29 | Royal Visitor | Green | Do. | Cardiff |
| — 30 | Taeping | Dowdy | Shanghai | Plymouth |
| Dec. 2 | Kaisow | Anderson | Shanghai | London |
| — 2 | Guurtje Maria | Jans | Cardiff and Singapore | Do. |
| — 3 | Frances | Hill | Singapore | Do. |
| — | Haimlota | Firman | Nicolajefsk | Cronstadt |
| — | Philips v. Marnix | | Batavia | Amsterdam |
| — 2 | Racehorse | Huntley | Singapore | Sunderland |
| — 4 | Granville | Gallichan | Colombo | London |
| — 4 | Windhover | Orr | Shanghai | Do. |
| Oct.20 | Surprise | Hamilton | China | Buenos Ayres |
| Dec. 7 | Huntley Castle | Stewart | Shanghai | London |
| — | Henriette | Brouwer | Padang | Amsterdam |
| — 6 | Kenilworth | Johnson | Galle | Cowes |
| — | Penguin | Goslar | Hong Kong | Hamburg |
| — | Hendrik Ido Ambacht | Byl | Sourabaya | Amsterdam |
| — | Aztec | | Japan | London |
| Oct.25 | Louis de Geer | Dannberg | Batavia | Monte Video |
| — | Bezoekie | Rekkers | Do. | Rotterdam |
| — | Petronella | Leicher | Samarang | Do. |
| Dec. 6 | Hans | Queden | Batavia | Liverpool |
| — 9 | Ziba | Bowes | Yokohama | London |
| — | Gerard Ptr. Servatius | de Goede | Java | Amsterdam |
| — 7 | Gatesisle | Mathison | Colombo | Glasgow |
| — 7 | Eastern Isles (str.) | Knight | Singap., Hong K., &c. | Do. |
| — 10 | Wild Curlew | Steere | Bangkok | London |
| — 9 | Andromeda | Dakers | Shanghai | Liverpool |

*(See Commercial Postscript and Correspondents' Letters.)*

## LOADING.

At LONDON.—For Yokohama: Eleanor. For Yokohama and Hiogo Lochnagar. For Tientsin and Newchwang: Walton. For Shanghai: Helen Nicholson, Weymouth, Whiteadder, Whinfell, Falcon, Serica, Wild Deer, Melbrek. For Hong Kong: Dunmail, Guinevere, Black Prince, Burdwan. For Singapore: Ocean Belle. For Singapore and Penang: Volunteer. For Penang: Benvoirlich. For Batavia and Sourabaya: New Brunswick. For Colombo: Prince Alfred, River Indus. For Colombo, &c.: Golden Fleece.

At LIVERPOOL.—For Yokohama and Hiogo: Albatross. For Shanghai: Doune Castle. For Singapore: Lizzy, Ogir. For Manila: Loyola, Estrella, Aurora.

At GLASGOW.—For Shanghai: Cutty Sark. For Singapore: Edinburgh Castle. For Penang: Annie Braginton, Nyassa. For Batavia, Samarang, and Sourabaya: County of Berwick. For Batavia and Sourabaya: Dunmore. For Colombo, &c. (*via* the Suez Canal): Afrique (str.)

## SPOKEN.

W. A. FARNSWORTH, Padang to Boston, Oct. 14, 16 S., 9 W.
EVEREST, London to Hong Kong, Oct. 25, 5 N., 25 W.
NABOB, Boston to Batavia, Oct. 6, 26 S., 30 W.
HOPEFUL (barq.), London to Singapore, Oct. 6, 25 S., 32 W.
ADOLPHE LECOUR (Fr. ship), Nantes to Ceylon, Oct. 9, 20 S., 34 W.
SOPHIA, Havre to Cochin China, Oct. 15, 23 S., 28 W.
OCEAN GEM, Cardiff to Japan, Sept. 12, off Direction Island.
ZANZIBAR, Samarang to London, Oct. 9, 35 S., 18 E.
ALICE (of London), for Galle, 56 days out, Sept. 11, 39 S., 5 E.
MARY LEE, Yokohama to New York, Oct. 4, 25 N., 129 E.
DHARWAR, Penang to London, Sept. 8, 1 S., 92 E.
CATHAYA, Macao to London, Oct. 17, off Louba Island.
ADA, Foochow to New York, Oct. 17, off Louba Island.
SAN FERNANDES, Cardiff to Hong Kong, Sept. 25, off Pulo Sapato.
ST. MAGNUS, Colombo to London, 54 days out, Oct. 12, 29 S., 9 E.
BELLE OF SOUTHESK, London to Singapore, Oct. 30, 4 N., 24 W.
VESTA (Russ. ship), Samarang to Rotterdam, Nov. 3, 9 N.. 26 W.
AGRA (? Argo) (Dut.), Batavia to Rotterdam, Nov. 5, 10 N., 26 W.
JUPITER, Batavia to Rotterdam, Nov. 6, 10 N., 26 W.
AN ENGLISH SHIP, showing F. I., No. 970, Cardiff to Japan, Oct. 12, 26 N. 29 W.
CONSTANTINE (Norw. barq.), for Singapore, Oct. 20, 11 N., 27 W.
SIR LANCELOT, London to Hong Kong, Nov. 26. 44 N., 12 W.
SIR HENRY HAVELOCK, London to Singapore, Nov. 24, 47 N., 12 W.
ADELA, Batavia to Amsterdam, Nov. 20, 46 N., 12 W.
TURKISH EMPIRE, Colombo to London, Nov. 3, 9 N., 24 W.
BOLINA, Madeira to Galle, Oct. 13, 26 S., 26 W.
GEORGE TREAT, Penang to London, Nov. 10, 17 N., 29 W.
JURGEN BRUHN, Charleston to Singapore, Oct. 28, 7 N., 23 W.
CHATHAM (Span. barq.), Manila to Cadiz, 33 N., 32 W.
CONDOR (N. G. brig), Macao to Falmouth, Aug. 20, on the line, 130 E.
H. UPMAN, Hong Kong to New York, Oct. 5, 27 S., 9 E.
DELPHIS (?) (barq.), Shanghai to London, 73 days out, Sept. 29, 32N., 26W.
PYRMONT, Antwerp to Shanghai, Oct. 12, 27 S., 28 W.
COLUMBINE (Span. barq.), Clyde (?) to Manila, July 30, 45 N., 17 W.
Q. C. T. V. (Dut. barq.), Amsterdam to Batavia, Oct. 12, 27 S., 25 W.
GRACE PEILLE, Clyde to Hong Kong, Oct. 12, 27 S., 25 W.

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ZANZIBAR, Samarang to Queenstown, Oct. 27, 8 S., 15 W.
PHILLIS, Shields to Galle, Nov. 6, 13 N., 25 W.
ALIDA, Padang to Amsterdam, Nov. 14, 25 N., 33 W.
ADA (ship), Shanghai to London, Oct. 6, 30 S., 10 E.
RACHEL, Singapore to Marseilles, Oct. 23, 11 S., 12 W.
BEATRICE (N. Ger. barq.), Amstrdm. to Sourabaya, Oct. 20, 32 N., 18 W.
GLENLYON (ship), Liverpool to Singapore, Nov. 6, 14 N., 26 W.
EDINBURGH, London (?) to Singapore, Nov. 6, 16 N., 28 W.
MADONE, Bordeaux to Saigon, Oct. 20, 2 N., 30 W.
GOLDEN STATE, New York to Hong Kong, Oct. 29, 5 N., 27 W.
CASPIAN, London to Singapore, Dec. 1, 48 N., 8 W.
ASIA, Batavia to Falmouth, Sept. 24, 28 S., 45 E.
M. W. SASS, Hamburg to Singapore, Oct. 31, 9 N., 21 W.
PARANA, for Penang, Sept. 22, 24 S., 33 W.

## FREIGHTS AND CHARTERS.

The opening of the Suez Canal has had a tendency to unsettle berth freights to the Eastern Ports, but on the whole they are somewhat firmer; in coal freights from the Northern outports there is a little more doing, but rates rule about the same.

Current rates of freight for vessels on the berth:—To Yokohama: 32s. 6d. weight, 35s. meast. To Nagasaki: 45s. weight or meast. To Newchwang: 45s. meast. To Shanghai: 40s. weight, 35s. meast. To Hong Kong: 35s. weight, 30s. meast. To Batavia: 25s. weight, 30s. meast. To Singapore: 30s. weight, 25s. to 30s. meast. To Ceylon: 20s. to 25s. weight, 20s. meast. At New York to China; $12 to $15 per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—For Singapore: £25 10s. For Galle: £23. From Newport, Cardiff, or Swansea per ton. For Yokohama: £1 18s. For Shanghai: £2 2s. 6d. For Hong Kong: £1 11s. For Saigon: £1 5s. For Singapore: £1 5s. 6d. For Galle: £1 3s.

The Admiralty have invited tenders for the conveyance of sundry small stores to Ceylon.

## CASUALTIES.

The master, Johnson, of the ship Kenilworth, from Hartlepool, to Galle, which stranded at Gurnard, Nov. 20, and was subsequently got off, has reported that the ship's bottom had been examined by divers without the discovery of any important damage, and that he would reship the part of the cargo (coals) discharged and proceed.

The following telegram, dated Nov. 17, has been received from Galle:—"Inarime, Ivey, Foochow to London, wrecked China Seas."

Advices from Amsterdam, dated Nov. 23, state that the Senior, van Det, from Batavia to that port, which put into Mauritius, Oct. 19, leaky, and with damage, would have to discharge.

The Glance, Imprevry, which sailed from Sunderland, Nov. 17, for Galle, put into Plymouth Sound, Nov. 23, in tow, with part of crew refusing to proceed, but sailed again Nov. 29.

The Citadel, Stewart, from Cronstadt to the Amoor River, with rye, flour, &c., caught fire off Christiania, and was scuttled.

The Australie, Lucas, from Amsterdam to Batavia, was in collision Dec. 2, whilst going out of the Nieuwe Diep, but only sustained slight damage, and proceeded.

Advices from Rotterdam, dated Dec. 4, state that the Cornelis Smit, Wiedenaer, from Batavia, which arrived at Helvoet, Dec. 3, had been thrown on her beam ends during a hurricane off the Cape of Good Hope, when she sprung a leak, lost sails and part of copper; she pumped up much sugar, and it was feared that the cargo would be seriously damaged. The steam pumps were continually kept going, which rendered it unnecessary to put into any port.

The Kortenaar (Dutch ship), from Java, got aground near Oude Fonge, on her way from Brouwershaven to Helvoet, but was got afloat with the assistance of tugs and lighters; she lost much copper and sustained other damage.

The Jupiter, Kiewit, from Batavia to Amsterdam, stranded on the Zuid-wall, whilst entering the harbour at Texel, but was towed off and arrived at Nieuwe Dieppe, Dec. 8, without any apparent damage.

The Wyk aan Zee, De Looper, from Amsterdam to Batavia, put into Vigo, Nov. 28, with damage, having been in collision.

## MISCELLANEOUS.

Advices from Ismailia, dated Nov. 26, state that the Godavery, Messageries steamer and the Asie (str.), for India, met on that day in Lake Timsah with the Curacao (Dutch ship), from Java, the mail steamer from Reunion, and three merchant ships from the Red Sea.

At Table Bay, Oct. 14, Georges and Mary (str.), Leprovost, sailed for Yokohama; 19, Iho Sho Maru (str.), James, from Aberdeen for Japan; 25, Vistula, Burkett, from Liverpool, and sailed 28, for Hong Kong.

The Taeping, Capt. Dowdy, from London to Shanghai, put into Plymouth Sound on the 27th ult., owing to a south-west gale. The Belted Will, Capt. Locke, from London to Hong Kong, arrived off Plymouth the same morning, and landed pilot.

The following telegram has been received from New York, per Atlantic Cable:—"Nightingale, Hong Kong, San Francisco, delayed Yokohama."

The Mexicana, Jeffries, from Helvoet to Shanghai, put back to Helvoet Roads Nov. 28, but sailed again Dec. 2 for her destination.

The Catherine, Fokkes, from Hamburg to Shanghai, put into Ramsgate, Nov. 29, with crew sick, but sailed thence Dec. 5 for her destination.

At Gibraltar, Dec. 3, Rocket (str.), from Shields for Shanghai.

At Port Said, Nov. 19, Viajante, Gonsalves, from Lisbon, for Macao.

The Messageries Imperiales str. Thabor, for Japan, arrived at Suez Nov. 19, having passed through the Canal.

The Hunze (schooner), of Rotterdam, for Bangkok, slipped from an anchor and fifteen fathoms of chain, off Broadstairs.

SALVED CARGO EX "SPINDRIFT."—A large portion of the stores and materials, including all the copper sheathing out of water, besides many packages of cargo, have been recovered from the Spindrift, wrecked off Dungeness; the latest report states that her fore and mizen masts were still standing. The first salvage sale is advertised to take place on the 15th inst.

## THE "EASTERN ISLES."

In our issue of the 25th October we reported the launch of the Eastern Isles, a steamer for the China and Japan trade. This vessel was built by Messrs. A. M'Millan and Son, Dumbarton, and her dimensions are:—Length, 170 ft.; breadth, 25½ ft.; depth, 20 ft.; registered tonnage, 600. She is built on the composite principle, with iron topsides and copper bottom, and is classed A 1 at Lloyd's for sixteen years. Her saloon and cabin accommodation—of a very elegant and superior kind—is designed for about thirty first-class passengers, and there is ample accommodation forward for steerage passengers and the crew. The ship has been engined by Messrs. John and James Thomson, Finnieston Engine Works, Glasgow, this being the maiden effort of that firm. The engines are on the compound principle, the diameter of the cylinder being on the high pressure 26½, and on the low pressure 46 inches, by 2 feet 9 inches stroke, with surface condensers of large cooling surface, and circulating water and air pumps worked horizontally. The boilers, two in number, are 10 ft. 6 in. diameter, and 8 ft. 6 in. in length, having two furnaces of 3 ft. 3 in. diameter. The working pressure of each steam is 60 lbs. On the 27th ult. the steamer made a satisfactory trial trip. Leaving the Gareloch, where she had lain from the previous evening, for the purpose of adjusting her compasses, she proceeded down the river, attaining in the passage a speed of about ten knots, notwithstanding that she was in indifferent trim, being two inches by the head, with her propeller fully eighteen inches out of the water. The consumption of fuel was found to be within five hundred weight per hour, being three hundred weight less than the quantity stipulated for in the contract. The engines attained a speed of ninety revolutions per minute. The Eastern Isles has left the Clyde for China and Japan, under the command of Captain Knight.


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BRABY & CO. ALSO MANUFACTURE SHEET AND PERFORATED ZINC, ROOFING FELT, GALVANIZED BUCKETS, AND ALL OTHER ZINC AND GALVANIZED IRON GOODS, ILLUSTRATED LISTS OF WHICH WILL BE SENT FREE ON APPLICATION.

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C. KRAMER begs to inform the public that he has established himself at this place as NURSERYMAN and SEEDSMAN, and is fully prepared to execute any orders for Japanese plants, bulbs, or seeds for any part of the world.

An experience of four years in this business in foreign parts, two of which has been gained in this country, may ensure the confidence of customers.

Orders must be accompanied by remittances or references, and letters must be addressed to

C. KRAMER,
No. 63, BLUFF, YOKOHAMA.

COWASJEE DINSHAW.
Close to the Landing Place, Depot of
EUROPEAN, CHINA, AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality. Bombay-made Soda Water and Lemonade. Perfumery, Confectionery, Oilman's Stores, and Stationery of every description. Sola Topees and Canvas Shoes, &c., &c., &c.

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Drawing and Reading-room free to Passengers.

THE *London and China Express* ON SALE.

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AMSTERDAM EXHIBITION, 1869, FIRST PRIZE, being above the Gold Medal. Supplied to the British, French, Prussian, Russian, Italian, Dutch, and other Governments. One pint of fine flavoured Beef-tea at 2½d. Most convenient and economic "stock."

CAUTION.—Only sort warranted genuine by the Inventor, Baron Liebig, whose signature is on every genuine Jar.

Ask for LIEBIG COMPANY'S EXTRACT, and NOT for Liebig's Extract of Meat.


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# THE CHINA SUBMARINE TELEGRAPH COMPANY, LIMITED.

*In connection with The Falmouth, Gibraltar, and Malta; The Anglo-Mediterranean; The British-Indian Submarine, and British-Indian Extension Telegraph Companies.*

## CAPITAL £525,000, IN 52,500 SHARES OF £10 EACH,

**Of which £100,000 will be taken in fully paid Shares by the Contractors, leaving for Subscription 42,500 Shares.**

DEPOSIT, £1 ON APPLICATION, AND £1 ON ALLOTMENT. FURTHER PAYMENTS—£2 ON JULY 1, 1870; £2 ON SEPT. 1, 1870; £2 ON OCT. 1, 1870; £2 ON NOV. 1, 1870.

### DIRECTORS.

CHAIRMAN.—JOHN PENDER, Esq., Chairman of the British-Indian Submarine and Falmouth, Gibraltar, and Malta Telegraph Companies.
LORD WILLIAM MONTAGU HAY, Chairman of the Anglo-Mediterranean Telegraph Company.
The Right Hon. WILLIAM N. MASSEY, Chairman of the British-Indian Extension Telegraph Company.
JAMES HENRY CRAWFORD, Esq.
THOMAS FAIRBAIRN, Esq.
Lieut.-Colonel GLOVER, R.E., late Director-General of Telegraphs of India.
HORATIO N. LAY, Esq., C.B., late Commissioner of Imperial Chinese Customs.
R. D. SASSOON, Esq.

**Engineers**—LATIMER CLARK, Esq.; HENRY CHARLES FORDE, Esq.

**Bankers**—Messrs. BARCLAY, BEVAN, TRITTON, TWELLS, and Co., 54, Lombard-street; THE CHARTERED MERCANTILE BANK OF INDIA, LONDON, AND CHINA.

**Solicitors**—Messrs. BISCHOFF, BOMPAS, and BISCHOFF, 4, Great Winchester-street-buildings, E.C.

**Secretary**—THOMAS FULLER, Esq.

**Offices—No. 95, Palmerston-buildings, Old Broad-street.**

This Company has been established to extend to the Empire of China the great system of Submarine Electric Telegraphs between England and the East.

The first section will consist of a Cable about 1 640 miles in length, to be laid from a station of the British Indian Extension Telegraph Company, in the Straits of Malacca, to Hong Kong.

It is proposed to establish an intermediate station at Saigon (Cochin China), upon satisfactory arrangements being concluded with the French Government.

The second section, about 1,000 miles in length, is intended to be laid from Hong Kong to Shanghai, touching at one or more of the other Treaty Ports.

A contract has been entered into, bearing date the 10th December, 1869 between this Company and the Telegraph Construction and Maintenance Company (Limited), for the manufacture and laying by the latter of the Cable from the Straits of Malacca to Hong Kong, for the sum of £508 000, of which £100 000 in fully paid-up shares will be reserved until this Company's engineer has certified that the line has been successfully laid, and is in good working order. Upon this certificate £50.000 will be paid, and the remaining £50,000 will be retained until the line has continued in working order for thirty days.

The Cable is to be shipped from England in 1870, and is to be completely laid by June in the following year.

The contract provides for the payment by the Telegraph Construction and Maintenance Company of interest at the rate of £5 per cent. per annum upon the paid-up capital, payable half-yearly, until the date fixed by the contract for the opening of the line.

It is further agreed with the Telegraph Construction and Maintenance Company that the second section of the Company's Cables shall be made and laid for £250,000, and be commenced when required by this Company. The capital for this section is proposed to be raised by a second issue of shares, with the sanction of a general meeting.

The Cable now to be laid is of similar type to that of the British Indian Extension Telegraph Company, but will be considerably heavier, on account of the lesser depth of water in which it is to be submerged.

The Company have it in view to continue their lines to Japan.

Traffic arrangements have been entered into with the Falmouth, Gibraltar, and Malta the Anglo-Mediterranean, the British Indian Submarine, and British Indian Extension Telegraph Companies, by which these companies have agreed to give an ample rebate upon their through rate on all messages forwarded over their Cables from or to China.

It appears from recent published statistics that the English and foreign firms in Hong Kong and the Treaty Ports number 483. The Chinese firms dealing with foreigners in Hong Kong alone are 486. The foreign ships cleared and entered at Chinese ports in 1868 numbered 14,075, with an aggregate tonnage of 6,418,503 tons. The total value of the imports and exports for Hong Kong and the Treaty Ports in 1868 amounted, according to the Customs returns, to £68,000 000. From these statistics, which are exclusive of the very important local trade, it cannot be doubted that there will be as well in through messages to Europe and America, as in messages between China and India, the Straits, and the Eastern Archipelago, a very extensive Telegraphic business ensuring large dividends to the Shareholders. It is considered premature to fix this Company's tariff at present, but it will be regulated with a view to secure the largest possible amount of traffic.

Copies of the Memorandum and Articles of Association, and of the contract with the Telegraph Construction and Maintenance Company, can be seen at the offices of the solicitors of the Company, Messrs. Bischoff, Bompas, and Bischoff, 4, Great Winchester street-buildings, E.C., or at the offices of the Company.

Applications for shares on the accompanying form should be left at the Company's bankers. The deposit will be returned if no allotment is made, and if an allotment is made, will be applied on account of the amount payable on the shares allotted.

The deposits and any subsequent payments will be liable to forfeiture if the instalments on the shares are not duly met.

**The subscription list will close on Wednesday, the 15th, for London, and at twelve o'clock on Thursday for the country.**

The following is a copy of the Memorandum of Association:—

1. The name of the Company is "The China Submarine Telegraph Company Limited"
2. The registered office of the Company is to be in England.
3. The objects for which the Company is established are:—
   The contracting for, constructing, acquiring, leasing, maintaining, dealing with and working lines of Telegraph between the Straits of Malacca or the Malay Peninsula and China and Japan, and any places or points adjacent thereto, or forming or intended to form part or parts of any telegraphic route or routes between those places, or any of them, and (as and when authorised by extraordinary meeting of the members) branches from and extensions of any of those lines to such countries or places as the Company think fit; the establishment of telegraph stations, and, generally, carrying on the business of a telegraph company; the applying for, acquiring, selling, leasing, using, and disposing of such lands, telegraph lines, vessels, concessions, leases, privileges, licences, and letters patent, and any shares or interest therein respectively, as may be useful or desirable for the purposes aforesaid, or any of them; the doing of all or any of those matters or things in conjunction with any other company or person; the registration or constitution of the Company abroad as a Société Anonyme or otherwise; the subscribing for and acquiring shares of, or amalgamating with and sharing in the business or undertakings of any other telegraph company or companies, and the making and carrying into effect of working traffic and other agreements with Governments, railway, postal, steamboat, telegraph, and other companies and authorities, and the doing of all such other things as are incidental or conducive to the attainment of the above objects.
4. The liability of the members is limited.
5. The capital of the Company is £525,000, in 52,500 shares of £10 each.

### THE CHINA SUBMARINE TELEGRAPH COMPANY (Limited).

No.—— FORM OF APPLICATION.—(To be retained by the Bankers.)

To the Directors of the China Submarine Telegraph Company (Limited).

Gentlemen.—Having paid to your Bankers the Sum of £ , being a deposit of £1 per share, I request that you will allot me Shares of £10 each, in your Company, upon the terms of the Prospectus and Memorandum and Articles of Association; and I hereby agree to accept the said Shares, or any smaller number which you may allot to me, and I agree to make the payments thereon at the times specified in the Prospectus, and to become a member of the Company, and I request you to place my name on the Register of Members in respect of the Shares which may be allotted to me.

I am, Gentlemen, your obedient servant,

Name in full.....
Address in full.....
Date.....

### THE CHINA SUBMARINE TELEGRAPH COMPANY (Limited).

No.—— BANKERS' RECEIPT.—(To be retained by Applicant).

Received the day of , 1869, on account of the China Submarine Telegraph Company (Limited), from , the Sum of pounds, being a deposit of £1 per Share on application for Shares of £10 each.

£..... For Messrs. Barclay, Bevan, Tritton, Twells, and Co.,

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TESTIMONIAL.

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(Signed) "JOHN STENSON.

"Witness, B. WHITAKER.

"To Mr. Keating, London."

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NOTICE.—THE BUSINESS heretofore carried on under the style of "Shortrede and Co," was this day purchased by the undersigned, in whose name and by whom it will henceforth be conducted, and to whom all outstanding accounts owing to the said business are to be paid.

Hong Kong, Aug. 15, 1867. CHAS. A. SAINT.

NOTICE TO ADVERTISERS.

THE DAILY CHINA MAIL.—Six pages; published every evening (except Sunday). Subscription, 24 dols. per annum. Circulates in Hong Kong and along the China and Japan coasts. Terms of advertising:—Ten lines and under, 1 dol.; each additional line, 10 cents; one-half of these charges for repetitions. In Chinese, 2 cents per character for any number of days during the current week.

THE OVERLAND CHINA MAIL.—Compiled from the *Daily China Mail*, is published twice a month on the morning of the English mail's departure, and is a record of each fortnight's current history of events in China and Japan, contributed in original reports and collated from the journals published at the various ports in those countries. It contains, besides, a Shipping List for Shanghai, Hong Kong, Canton, and Macao, and a complete Commercial Summary.

Subscription, 12 dols. per annum, payable to any of the undermentioned agents. Postage added. Terms of advertising:—Same as in *Daily China Mail*.

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NOTICE.

MORRIS'S DIRECTORY for CHINA, JAPAN, and the PHILIPPINES, &c., to be published on the 1st Jan., 1870, contains a Revised List of the Foreign Residents at all the open Ports of the China Sea, including Saigon, which has never yet been included in any similar work; together with the Time Tables of the different Steamship Companies, Rates of Postage, Local Ordinances, and such other matter as will be useful to all interested in the China trade. No trouble or expense has been spared to make this the most accurate publication of the kind ever offered to the public.

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E. M. SMITH, Manager.

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COLOMBO, PENANG, SINGAPORE, AND CHINA.

ROBERTSON and CO. will despatch the following first-class clipper VESSELS:—

| Destination. | Ships. | Class. | Dock. | Last Shipping Day. |
|---|---|---|---|---|
| Colombo, Penang, Singapore, Hg. Kg., & Shanghai (via Suez Canal) | Chu Kiang s.s.(new) | A1 18 yr. | W.I.D. | Dec. 31 |
| Shanghai | Serica | A1 13 yr. | W.I.D. | Dec 15 |
| Do. | Juan ore | Brocklbk | W.I.D. | To follow |
| Hong Kong | Bur an | A1 14 yr | W.I.D. | With des. |
| Do. | Mai Qn. | A1 14 yr. | W.I.D. | To follow |

For Freight and Passage apply at 5, Newman's-court, Cornhill, [illegible]on; or York Chambers, 55, King-street, Manchester.

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CHINA and JAPAN.—The following splendid first-class SHIPS will be despatched as under:—

| Port. | Ship. | Class. | Dock. | Last Shipping Day. |
|---|---|---|---|---|
| Shanghai | Hn.Nicholsn. | A1 12 yr. | E.I.D. | Dec. 15 |
| Do. | Wild Deer | A1 14 yr. | E.I.D. | Dec. 23 |
| Do. | Geraint | A1 14 yr. | E.I.D. | To follow |
| Hong Kong | Guinevere | A1 16 yr. | E.I.D. | With des. |
| Do. | Hopewell | A1 13 yr. | W.I.D. | To follow |
| Do. | Wm. Fruing | A1 13 yr. | E.I.D. | To follow |
| Yokohama (Kanagawa) | Eleanor | A1 13 yr. | W.I.D. | With des. |
| Yokohama | Min | A1 13 yr. | E.I.D. | To follow |
| Colombo, Singapore, & Hg. Kg., thro' Suez Canal | Wm.Miller (s.s) | — | E.I.D. | Dec. 24 |

For Freight or Passage apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

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JOHN C. CAMPBELL will despatch the following splendid VESSELS:—

| Destinatn. | Ships. | Tns. | Class. | Dock. | Sailing about |
|---|---|---|---|---|---|
| Colombo .. Cochin, Cannanore, & Carwar.. | RiverIndus | 1045 | AA1 | W.I.D. | Dec. 20 |
| Do. | Q of [illegible]ylon | 422 | A1 10 yr. | W.I.D. | Withdes |
| Do. | A[illegible] May | 392 | A1 10 yr. | S.K.D. | To fol. |

M[illegible] Great St. Helen's, E.C.

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CHINA AND JAPAN.

THE following high-classed Clipper VESSELS will be despatched as under:—

| Port. | Ship. | Class. | Dock. | Last Shipping Day. |
|---|---|---|---|---|
| Shanghai | Weymouth... | A1 12 yr. | E I D. | With des. |
| Yokohama... and Hiogo | Lochnagar... | A1 | E.I.D. | With des. |
| Nagasaki & Chefoo | Zohrab | A1 9 yr. | E.I.D. | With des. |

For Freight or Passage apply to NORRIS and JOYNER, 60, Cornhill, E.C.

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JAVA AND JAPAN.

MORS LE BLANCH and CO. intend despatching the following first-class clipper VESSELS:—

| Destination. | Ships. | Class. | Dock. | Date. |
|---|---|---|---|---|
| From LONDON. | | | | |
| Yokohama and Hiogo. | Harbottle | A1 | W.I.D | Jan. 10 |
| Batavia and Sourabaya | — | 3-3rds | — | With des. |
| From LIVERPOOL. | | | | |
| Batavia and Sourabaya | — | A1 | — | With des. |
| Singapore | Lizzy | A1 12 yr | Prnce's | Dec. 20 |
| Yokohama and Hiogo. | Albatross | 3-3rds | Prnce's | Dec. 18 |

For Freight, &c., apply at 19 to 21, The Albany, Liverpool; or 7, East India-avenue, Leadenhall-street, London.

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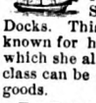
To follow the "Granville." Will meet with immediate despatch.



DIRECT for COLOMBO, the magnificent clipper ship RIVER INDUS, AA1 1,045 tons register; G. SHEARER, Commander; West India Docks. This splendid vessel, built in 1868, is well known for her rapid passages and the good order in which she always delivers her cargo, and from her high class can be strongly recommended to shippers of fine goods.

For Freight or Passage apply to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.; or to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.

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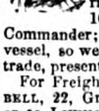
Malabar Coast. To follow the "Ann Lucey." Will meet with the usual Quick Despatch.



DIRECT for COCHIN, CANNANORE, and CARWAR, the favorite clipper ship QUEEN of CEYLON, A1 10 years, 422 tons register, R. ATKINSON, Commander; West India Docks. This magnificent vessel, so well and favourably known in the Ceylon trade, presents the finest opportunity to shippers.

For Freight or Passage apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING, and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

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Last Season Ship. Malabar Coast. To follow the "Queen of Ceylon." To be despatched about December 27.

DIRECT for BEYPORE, CALICUT, MANGALORE, and CARWAR, the favourite clipper ship AUGUSTA MAY, A1, 10 years, 392 tons register, JAMES CLARK, commander; St. Katherine Docks. This magnificent vessel, so well and favourably known, has just been reclassed by Lloyd's and newly metalled, and presents the finest opportunity to shippers.

For Freight or Passage, apply to JOHN C. CAMPBELL, 22, Great St. Helen's, Bishopsgate-street, E.C.; or to LIVINGSTON, HOLDING and BRIGGS, 31, Great St. Helen's, Bishopsgate-street, E.C.

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To sail on the 17th Dec.

FOR SHANGHAI, the well-known clipper FALCON, A1 13 years, 793 tons register; J. L. DUNN, Commander; East India Docks. Has excellent accommodation for passengers.

For Freight or Passage apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

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To sail on the 17th Dec.

FOR HONG KONG, the well-known Clipper BLACK PRINCE, A 1 17 years, 750 tons register; WILLIAM INGLIS, Commander; East India Docks. Has superior accommodation for passengers.

For Freight or Passage, apply to SHAW, MAXTON and Co., 2, Royal Exchange-buildings E.C.

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Regular Line of Packet Ship.

FOR HONG KONG, the well-known clipper DUNMAIL, A1 14 years, 771 tons register; PETER THOMPSON, Commander; East India Docks.

For Freight or Passage, apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

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## THE CHINA & JAPAN AGENCY.

For the Purchase and Shipment of Goods of all kinds to Ports in China, Japan, the Straits Settlements, &c. Orders for Furniture, Stores, Books, and Personal Requirements of every description promptly executed, either by Overland Route or Clipper Sailing Vessels. The articles in all cases are carefully selected by persons who have had personal experience of the wants of residents in China and Japan. Orders should be accompanied either by a remittance, or a reference for payment in London. All communications to be addressed, and remittances made payable, to

THE MANAGER,

CHINA & JAPAN AGENCY,

2, COWPER'S-COURT, CORNHILL, LONDON, E.C.

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FRENCH MAIL EDITION.

# The London and China 新聞紙 Telegraph.

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON THE ARRIVAL OF THE FORTNIGHTLY ENGLISH, AND MONTHLY FRENCH MAILS FROM CHINA JAPAN &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A SUMMARY OF NEWS FOR THE OUTWARD MAILS

VOL. XI.—No. 336.] LONDON, SATURDAY, DEC. 18, 1869. [Price 9d., with Sup. 1s. 3d.—Sub. 30s. per ann., postage included. Sup. 12s. extra.

## Latest Advices.

| PORTS. | OUTWARD. From London. | OUTWARD. Arrived out. | HOMEWARD. Received this day. |
|---|---|---|---|
| JAPAN — Yokohama | Sept. 10 | Oct. 28 | Oct. 31 |
| Yedo | | | |
| Osaka and Hiogo | | | |
| Hakodadi | | | |
| Nagasaki | | | |
| CHINA — Peking | | | |
| Tien-tsin | | | |
| Chefoo | | | |
| New-chwang | | | |
| Hankow | | | |
| Kiu-kiang | | | |
| Chin-kiang | | | |
| Shanghai | Sept. 10 | Oct. 27 | Nov. 3 |
| Ningpo | | | |
| Foochow | | | |
| Formosa | | | |
| Amoy | | | |
| Swatow | | | |
| Hong Kong | Sept. 24 | Nov. 4 | Nov. 9 |
| Canton | | | |
| Macao | | | |
| PHILIPPINES— Manila | | | |
| COCHIN-CHINA— Saigon | Sept. 30 | — | Nov. 13 |
| SIAM — Bangkok | — | — | Nov. 11 |
| BORNEO—Labuan | | | |
| Sarawak | | | |
| JAVA — Batavia | — | — | Nov. 12 |
| Samarang | — | — | Nov. 12 |
| Sourabaya | — | — | Nov. 10 |
| MALACCA STRAITS— Singapore | Oct. 8 | Nov. 13 | Nov. 18 |
| Penang | Oct. 8 | Nov. 11 | |
| CEYLON —Colombo | Oct. 28 | Nov. 23 | Nov. 23 |
| Galle | Oct. 28 | Nov. 23 | Nov. 24 |

### THE MAILS, &c.

The Southampton portion of the last mail arrived, per *Nyanza*, on the 17th inst. The present mail is delivered two days in advance of its due date. The next inward mail, with advices from Yokohama to Nov. 3, Shanghai Nov. 10, Hong Kong Nov. 16, and Singapore Nov. 23, is due here on the 27th inst.

*Via* Galle no later telegrams have been received from China, though Bombay and Calcutta messages come through in twenty-four hours. *Via* Kiachta Shanghai telegrams to Nov. 23 were received on the 14th inst. A message has been received by Atlantic Cable from Yokohoma, *via* San Francisco, date (supposed) Nov. 22. The ordinary Pacific steamer is not due at San Francisco until the 21st inst., so this would seem to have been conveyed by an extra vessel.

## List of Passengers.

### PASSENGERS INWARD.

By this mail to Marseilles, per Messageries Imperiales steamer.—From Yokohama: Messrs. Frigerio, Begnotti, Meloncelli, Mouriez, Rand, Champetier, and Madame de Lapeyrouse. From Hong Kong: Messrs. Rey, Maisse, Leroux, Bastioni Agostini, Everron, Minot, Simonet, Simonnot, and F. Sorensen. From Saigon: Mdme. Welles. From Shanghai: Messrs Fleuriais and Huet. From Batavia: Mr. Reuchlin.

By last mail to Marseilles, per extra P. and O. steamer *China*—From Yokohama: Signors Etyiene, Civetta, Dapison, F. Thomas, Messrs. Briancon, Berchiyene, Sommer, F Abroli, and Chapman. From Hong Kong; Mr. Taylor. To Southampton.—From Hong Kong: Messrs. P. Harris and Ledwidge.

### PASSENGERS OUTWARD.

Per P. and O. steamer *Bangalore*, from Southampton, Dec 11.—To Shanghai: Mr J. W. Harding. To Hong Kong: Mr. W. B. Uaill, Mr. F. F. P. Forster, Mr R. D. Adams, Mr Buchanan and two second class passengers. To Singapore: Miss J. Everest. To Penang: Mr. and Mrs., Miss, Mr. C., Miss E, and Master De Morny. To Ceylon, Lord Elphinstone, brother, and one servant, Mr. and Mrs. Staples, and one second class passenger.

Per P. and O. steamer *Tanjore*, from Marseilles, Dec. 19.—To Shanghai: Mr. R. Mackenzie. To Hong Kong: Mr. M. D. Collier, Mrs. S. A. Collier, Mr. J. Bernstein. To Singapore: Mr. A. Fraser.

Per P. and O. steamer from Suez, Dec. 26.—To Hong Kong: Mr. Grabe. To Ceylon: Col. E. Steward, Captain Hon. Corry, Col. Glover, R.E.

Per P. and O. steamer *Pera*, from Southampton, Dec. 25.—To Hong Kong: Mr. J. C. Penderen. To Ceylon: Mr. J. E. Garbutt.

Per P. and O. steamer *Ripon*, from Marseilles, Jan. 2.—To Yokohama: Mr. Russell Robertson. To Hong Kong: Mr. John Noble. To Ceylon: Mr. J. Brown, Rev. C. and Mrs. Carter, and two children, Mr. J. F. Callaghan.

Per P. and O. steamer *Nyanza*, from Southampton, Jan. 8.—To Ceylon: Mr. G. A. Talbot. Mr. and Mrs. Folkard.

Per P. and O. steamer *Bangalore*, from Marseilles, Jan. 16.—To Ceylon: Mr. and Mrs. J. C. Elliott.

From Suez.—To Singapore, Mr. and Mrs. G. A. Remé.

## Summary of News from the Far East.

### JAPAN.

YOKOHAMA.

Dates by this mail reach to the 31st Oct. The news has been anticipated by the Pacific mail, and given in our last number. The only item we hear of is that a loan of five millions sterling had been arranged on the Secuity of the Customs through the Oriental Bank.

### CHINA.

SHANGHAI.

(FROM OUR OWN CORRESPONDENT.)

SHANGHAI, Nov. 30, 1869.

I last wrote you by the P. and O. extra steamer *Ganges*, to Suez Since then but little of importance has transpired, the outports equally with Shanghai may be said to be in a state of almost stagnation.

Telegrams by Kiatcha, dated London, 5th and 12th Oct., to hand, the former on the 31st ultimo (27 days), and the] latter on Nov. 2 (22 days).

The festivities attending on the sojourn of the Prince had hardly come to an end, when the bi-annual holidays consequent on the races, set in. Racing in Shanghai is not now what it was of yore; the expensive English racer, the thoroughbred Australian, the fleet Arab, now give place to the China pony. The interest of the multitude, if one can so demoninate the Shanghai community, has almost vanished, what there is, is centred in the few interested in racing. Many, especially the ladies, who formerly graced the Grand Stand with their presence, avail with their husbands of the opportunity to "run up country," or make an excursion in the Ningpo district.

The Revised Land Regulations for the Municipal Government have been provisionally approved by the representatives of the Foreign Powers at Peking. One month hence Shanghai will cease to be the solitary exception of a place, though self-governed has not the power to enforce the rules that may be made. Indeed, as Sir Edmund Hornby said, "there is no place which has so thoroughly understood the object which self-government has in view, or one which greater personal sacrifices have been voluntarily made for the general good."

I enclose you a correspondence between Messrs. Jardine, Matheson and Co. and Sir Rutherford Alcock, on the subject of the "T'sung Yang claims." The correspondence, I trust, you will publish in full, that Englishmen may know from the representative of their country in China that when an act of injustice is perpetrated on an Englishman, he can hope for no redress, such is the moral of Sir Rutherford Alcock's letters of the 23rd Nov., 1868, and 15th Oct. 1869.

On the 1st inst. the new light-house on Gutzlaff Island exhibited a fixed white light at an elevation of 270 feet, illuminating in clear weather a radius of over twenty miles.

Sir Rutherford Alcock was to leave Peking on the 1st, *en route* for England. Mr. Hart was to leave on the 10th, and will most likely stay south during the winter.

Another correspondent writes us:—

The bonding system will be adopted here very soon, I believe next China New Year, as Mr. Dick is very anxious forit,

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James Porter goes home by this mail, and is to return early in 1870, to take home several Chinese, who will study in Europe—at whose expense I cannot quite make out. His schemes are ahead of the times.

Several new buildings are going up here, and builders scarce in consequence. Rice is getting dear here, and in Japan it is very dear. Northern trade is excessively dull, and though most people look for better prices for Shirtings, I can only see lower rates coming. Stocks very heavy; plenty afloat, and lower quotations. Here we have no demand, and speculators anxious to sell. Large speculations in Lead.

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The following items are from the *North China Daily News* of 2nd Nov. :—

Apparently, the two steamer companies are going to enter on a little competition, for the benefit of shippers. The agent to the Messageries Imperiales announced by an "Express," that an exceptional return of 10 per cent. would be made on freight of silk per *Duplcix*, to leave Shanghai to-morrow. And at three P.M. the P. and O. agent issued a similar notice promising a reduction of 20 per cent. on silk per extra steamer *Ganges*, which left on the 31st inst.

A short while ago the *Recorder* published the following translation of a notice which has been extensively posted in the settlement by the new Taoutai :—

Prostitutes, by far too numerous and utterly inconsistent with right, must return to their native places within one month from date. Prostitute owners and house owners warned that, if any are found after that date, the women will be taken charge of by the Government and disposed of to their friends or relations, the owners punished severely, and the houses confiscated by the Government.

New brooms are always anxious to sweep exceedingly clean, and the accession of different Taoutais to office is generally marked by a proclamation against some prevailing form of error. But the coolness of the threat to confiscate Chinese house property in the foreign settlement has never yet been equalled. We have no doubt his Excellency's mistake has, ere this, been pointed out to him. The interference with tenants is also a great stretch of prerogative, and, if carried out on this side, would simply result in changing the *venue* to the French side, where, we may be sure, nothing of the kind would be tolerated. The evil is not to be remedied by any such measures as the Taoutai proposes. Indeed, it is very likely he never meant to give effect to his threat, but simply to score a cheap notch to the credit of his morality. Such proclamations, however, are not altogether innocent, as they open a door to squeezing and bullying.

We have some further particulars of the loss of the North-German barque *Baltimore*. The nature of the cargo which she had on board shows what a conflagration it must have been, and how quickly the vessel must have been consumed. She carried 1,481.40 piculs cotton, 7,520 piculs peas, 125 piculs assorted paints, 100 gallons paint oil, 2,600 gallons kerosine oil, besides sundries. The cotton was stored in the lower hold, and the kerosine oil, paints, &c., between decks. After being at sea for a few days smoke was noticed to emerge from the hatches, which were immediately opened. An examination was made, but nothing in the shape of fire was to be seen. The captain, however, took precautions, and had all the kerosine thrown overboard; but, to the astonishment of everyone, the next day the ship was found to be on fire; and, seeing there was nothing to be done to save her, she was abandoned. As we stated before, some of the crew have arrived safely at Nagasaki, but nothing has been heard of the remainder, though it is hoped that they may be safe in some bay not very distant from Nagasaki.

We hear that M. Rochechouart, the French Chargé d'Affaires, has been recalled. This is to be regretted, as M. Rochechouart understands Chinese politics, and will probably be replaced by a man who has all to learn.

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## HONG KONG.

The *China Mail* of the 5th Nov. contains the following account of a ball given in honour of H.R.H. the Duke of Edinburgh, on the preceding evening :—The festivities consequent on the visit of H.R.H. the Duke of Edinburgh to this colony may be said to have culminated in the grand ball given in honour of the Royal visitor at the new City Hall. Seldom have the "pomp and circumstance" peculiar to a large public dancing assembly been displayed with better effect than on the present occasion. The various advantages and beauties of the City Hall building as a public institution are better seen by night than by day; and in the full blaze of light thrown round it (outside and inside) on this occasion; the spacious, suitable, handsome and metropolitan appearance of the building was remarked by all. The fine sweep of esplanade was well lit up by the illuminated transparency of "Galatea" (which successful piece of art was painted by an amateur for Mr. Sander's illumination), and by fitful gleams from the crackling and hissing display of Chinese pyrotechny on the parade ground adjoining. The gaslight all over that part of the building occupied on this occasion—hall, stairway, ante-rooms, ball-room and supper-room—was a perfect and unqualified success; and the dazzle and splendour which peculiarly belong to such assemblies were never seen to greater advantage than they were last night. This auspicious result, then, forms a most important segment of the great round of success with which the City Hall has been so far attended.

Punctually at ten o'clock, His Royal Highness was received on the main staircase by the committee, a guard of honour of the 25th Regt. being drawn up inside the building. H.R.H. was accompanied by Sir R. G. MacDonnell and Lady MacDonnell, and other distinguished guests. On reaching the ball-room (which was beautifully decorated with armorial shields and wreathed with festoons of evergreens and flowers), dancing commenced, the Prince opening the ball with Lady MacDonnell, and dancing in the first waltz. After three or four dances had been got through, the Prince retired to a private room in which two or three gentlemen unconnected with his suite were honoured with a private reception. About half-past twelve, the strains of the Duke's Scotch piper sounded the call to supper, and the sturdy man of Huntly led the way to the supper-room, where four tables were magnificently laid out, at the head of the first of which sat the Hon. W. Keswick, Chairman of the Committee. The Prince (with Lady MacDonnell) sat on the chairman's right, while the Governor (with Mrs. Pollard) occupied the seat next the chair to the left. Less than half of those present found seats at the first relay. After supper the chairman gave the toast of "The Queen," which was responded to with all the honours. He next gave the toast of "The Prince and Princess of Wales, and the remainder of the Royal Family," coupled with the health of the Duke of Edinburgh. The toast he was sure would be received with enthusiasm. They were proud of their Royal Family, and justly so; and they were proud of the Prince and Princess of Wales, who, for their many good qualities, were beloved throughout the land, and for their generous sympathies were endeared to the hearts of all the people. (Cheers.) There was a peculiar significance given to the toast on the present occasion, and never before had Hong Kong enjoyed the honour of coupling with it the name of one of its members, our Sailor Prince (cheers)—our Sailor Prince whom they were proud to receive amongst them, and give him that hospitality which they could offer. He called upon them to drink the toast with enthusiasm and with all the honours; and leading off the "hip, hip, hurrah," the cheers then rang round for an indefinite period, and were renewed on the Duke rising to respond.

When the excitement had ceased, H.R.H. spoke as follows :—Ladies and Gentlemen, I thank you most heartily for the kind manner in which you have responded to the toast; I thank you for the manner in which have received it, and I thank the chairman for the kind words he has just used and the manner in which he alluded to my brother and sister-in-law. (Loud cheers.) I thank you also for the manner in which you have received the toast as coupled with my name, and for the reception and welcome you have given me in Hong Kong—(cheers)—as equal to the most hearty and enthusiastic I have ever received in any portion of the Queen's dominions. (Great cheering.) On such an occasion like the present the fewer words spoken the better, and if I say more, or whatever more I might say, it will possibly rather take away than otherwise from the feelings I wish to express, viz., my sense of the kind manner in which you have received me. I would now ask you to drink another toast, "The Prosperity of Hong Kong." It is almost unnecessary, it might be said, to propose such a toast, for, when one enters a palace such as this, that prosperity is evidently already guaranteed. I now ask you to drink to "The Future Prosperity of Hong Kong." The Duke—who was somewhat nervous, but spoke in a most hearty and honest tone of the reception he had met with—led off, with a most hearty good-will, the old British cheer, which was as heartily responded to.

The Hon. H. B. Gibb rose to respond, but with difficulty could obtain a quiet audience for some time. He believed that this was the first toast ever given in this colony by a Royal Prince. The gratification of the community was very great when it was made known that the *Galatea's* cruise was to be extended to this colony, and that in it was a son of that noble woman whom we call Sovereign. (Cheers.) It reminded them of "Home, sweet Home," Great Britain, whither they often looked. Their home is ruled by a Sovereign beloved and respected by those on the Continent and in America as well as by themselves, and to whom they were all so much attached as their most gracious Sovereign. (Cheers.) When they knew that the *Galatea* was coming to their little island, every British heart was animated with feeling and desire to give an united and hearty welcome to her son, our Sailor Prince. (Great cheering.) Though far distant and limited in numbers, their hearts were large, and he was sure that no hearts beat with greater loyalty than those of the colonists of Hong Kong. He agreed that these were not occasions when long speeches should be made; and he would return, on behalf of the Colony, their heartful thanks for the honour done them by this toast. His Royal Highness might be assured that, when he went, he would take with him all the good wishes of a dutiful community. (Here the audience rose *en masse* and sang "For he's a jolly good fellow," amid repeated rounds of cheers.)

The Chairman next proposed the toast of "H. E. the Governor." It was a toast that required few words, as the genial fare of the Governor would ensure that the toast would be responded to with enthusiasm. (Cheers.) H. E. the Governor then rose. He said it was very kind, at the present time, when their hearts were full of other feelings, to have drank his health; and he thanked them for the manner they had received the toast, and for the few kind words with which the Chairman had introduced it. It was a very

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sensible observation on the part of their Royal guest, that the less said often left the better feeling; but he would avail himself of the privilege which his position gave him once again to express the joyous feeling felt by all when it was intimated that H.R.H. intended visiting this Colony, and the great and real pleasure which his actual visit had afforded. They did not welcome him simply as the son of a Queen who had identified herself with her people, and who in the social relations of life showed a true and just appreciation of what was owing to a people governed by the truest principles of liberty. (Loud cheering). Even then their greeting would be of welcome; but one aspect of the subject had not been adverted to, and that was the character in which the Duke came amongst them, which had earned him the popular name of "Our Sailor Prince." (Great cheering). They were glad to say that he belonged to that service—he meant no disparagement to the sister service when he said so—which was so peculiarly identified with the glories of the Empire, and with its security at the present moment. (Cheers.) It was with gladness they welcomed him, belonging to that noble service which had so high a claim to respect from a working colony; and this colony he looked upon as a colony of working men. Only a quarter of a century since (as Admiral Keppel said the other night) an official report was sent home to the effect that there was building space on the island of Hong Kong for only one house; and now you see a splendid city and a great emporium of commerce; and they might be assured that it was working men who built such a city. (Great cheering.) A few yards from the hall windows, there came and went some 4,000,000 tons of shipping every year; and he repeated, that they all the more rejoiced to realise in their Royal visitor a truly working man; he was more than the son of their respected Queen; he had shown himself able to fulfil the duties of the position in which he was placed; and this was a community which could duly appreciate that. (Much cheering.) He had no doubt that his Royal Highness had good interest and good chances early in life—(laughter)—but the question was had he not earned his rank of post-captain. (Cries of "Yes.") Sir Harry Keppel told him the other day that he never inspected a vessel in better order or that reflected greater credit on her captain than the *Galatea*, and that the Duke commanded his own vessel thoroughly. (Immense cheering.) Allow me (turning to the Prince) to welcome you as a working man to a working colony, and a hard-working colony. It may seem to be a questionable compliment, but it is nevertheless a true one. Everything (H.E. continued) was not a privilege in his office; but it had given him great pleasure to do what he could, in his humble way, to make the visit of H.R.H. to this colony as comfortable as possible. (Immense cheering.)

After a short visit to the ball-room, the Duke retired; but dancing was kept up till four o'clock, at which time much of the official tone resolved itself into a "jolly good fellow" kind of expression. Altogether, from the moment the Duke stepped on the wharf officially, not a single hitch has taken place in all the festivities of which the City Hall has been the chief centre; and a large share of credit must fall to the committee who have been so untiring in their successful efforts to make everything run smoothly.

The circulation of the banks is thus reported:—

| Banks. | Average amount. | | Specie in Reserve. |
|---|---|---|---|
| Oriental Bank Corporation ... ... ... | $750,201 | ... | $250,067 |
| Chartered Mercantile Bank of India, London, and China ... ... ... ... | 581,584 | ... | 250,000 |
| Chartered Bank of India, Australia, and China ... ... ... ... ... | 364.650 | ... | 125,000 |
| Hong K. and Shanghai Banking Corporation | 1,168,938 | ... | 800,000 |
| Total | $2,865,373 | ... | $1,425,067 |

## PHILIPPINES.

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### MANILA.

(FROM A CORRESPONDENT.)

Manila has risen up and cast off the dulness that the late earthquakes and other sundry evils with which she has been afflicted of late had thrown her into. The expected visit of Prince Alfred has been announced, and orders from the Municipal Council have appeared for owners of houses from the quay where H.R.H. is to land up to the residence which is to be offered him, to clean and paint up their faces, *i.e.*, of their houses, and put their best looks on; not satisfied with this, a commission has been nominated to decorate certain residences, triumphal arches, &c., and illuminations are to be made on the greatest scale ever yet seen in this "Pearl of the Ocean." Roads are being repaired and swept clean and many other preparations made, that H.R.H. may have plain sailing from the moment he steps on this hospitable shore. The Municipal Council have voted ten thousand dollars for preliminary expenses, and a *carte blanche* for any further expenditure necessary to give H.R.H. a most hearty welcome during his stay in this capital. Two grand balls are announced, one on his arrival, the other on the eve of his departure, and both the beautiful and ugly sex are busily employed hunting up *recherché* materials for dress. Shopkeepers meet and congratulate one another, and bless the Duke for the movement he has caused in their dullness; kid gloves have to be cleaned for want of new ones, all bought up; tailors refuse orders for dress until further notice; whilst even the turkeys, guessing their proximate fall, hang down their heads, and refuse to be fattened, even to please the receivers of a Royal Prince. Editorials have appeared in each of the (three) local newspapers, speaking in the highest terms of the Duke, and calling upon the subjects of Spain to give him a right royal welcome, not only for the honour such a personage does them in his visit, but also for the good and virtuous family he belongs to. Besides the two State balls there are many others projected, which, if accepted by his Royal Highness, would detain him in Manila many days more than he intends. English residents of Manila have met, and subscribed for a *bal au costume du pays;* also noisy discussions have been made respecting the presentation of an address to his Royal Highness from the loyal British subjects residing at Manila. The great difficulty appears to be that three or four heads of mercantile firms consider they have a right to dictate for the mob, and be their sole representatives; whilst the generality of true-born Englishmen think they have a right to know the purport of and form in which the address in their name is to be presented. The finest house in Manila has been fitted up by the Municipal Council for his Royal Highness to reside at whilst on shore, the *chefs du cuisine* have been sought, and Indian hunters have been sent to the mountains to prepare to send down daily wild boar, venison, &c.

## COCHIN CHINA.

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### SAIGON.

(KALTENBACH, ENGLER AND CO.'S MARKET REPORT.)

EXPORTS.

RICE.—Since date of our last issue the features of our market have changed altogether, the rise noticed therein having taken quite an unexpected extent as prices have been pushed up from $1.38 to $1.71 per picul. This considerable advance is chiefly owed to some important orders laid down here by last home mail with tonnage provided for in Hong Kong, the execution of which was so much hurried that Chinese were losing on every preceding contract and could at last only by a considerable advantage be induced to enter into new engagements. At the same time the quality of the grain became daily worse and the present shipments consist of mere Vinhlong cargo rice, containing a great deal of dust and broken grain. Since a few days prices are however on the decline, and two contracts have been passed at $1.68.

Shipments since our last amount to 201,100 piculs, and were directed to—

| | | |
|---|---|---|
| Mauritius ... ... ... ... | 7,000 | piculs |
| Singapore ... ... ... ... | 2,350 | „ |
| China ... ... ... ... | 30,570 | „ |
| Japan ... ... ... ... | 161,180 | „ |
| | 201,100 | piculs |

NEW RICE.—The month of October having been unusually rainy, the ripening of the new crop has experienced some delay. Since the beginning of this month the weather has been thoroughly favourable, and we therefore still expect to see supplies of some importance towards the end of the month. The first contracts have been closed at $1.67 and $1.65.

COTTON.—Small lots only have been brought to the market. The demand having slackened we have to report a slight reduction of prices. We quote $6 10c. per picul uncleaned, $19½ for cleaned No. 1, and $17½ for cleaned No. 2. Exports since our last amount to 1,300 piculs.

HIDES.—Buffalo: Some contracts have passed on terms at $8 50c. to $8 75c. per picul. Several lots have lately arrived from Tonkin. Cow are scorce, and we quote nominally $11 50c.

HORNS.—Several purchases have taken place at $8 50c. per picul for horns of no lighter weight than 1 catti.

BLACK PEPPER.—A few small contracts for produce of the next season, delivered in January, have been closed at $8 40c. and $8 65 per picul.

COCOA NUT OIL remains scarce, and up to $7.80 per picul has been allowed.

GAMBOGE.—There are no stocks on hand. Quotations are nominally $58 per picul.

IMPORTS.

PIECE GOODS.—The market is dull, and will very likely continue so until the new rice is coming forward, as our natives generally take Piece Goods in exchange for their produce. Prices have followed a downward tendency, and we may quote to-day—

| | | | | | |
|---|---|---|---|---|---|
| Grey Shirtings ... | 8¼ lbs, | $3 | ... | 7 lbs., | $2.57½. |
| „ T-Cloths ... | 6 „ | 1.80 | ... | 5½ „ | 1.70 |
| „ „ ... | 5 „ | 1.65 | .. | 4½ „ | 1.60 |
| White Irishes ... ... | | $2.25 to $2.30 | | | |

## SIAM.

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### BANGKOK.

Dates from this port are to the 11th Nov. A correspondent says:—

The King of Cheangmai has killed two of the native converts, and has given orders to kill the other five. The Rev. D. M'Gilroy

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and Rev. J. Wilson and families may have been taken by this second Theodore. A party started on the 5th Nov. to inquire into this affair, but as they have to go 400 miles up country we shall not hear from them for about ten weeks.

Mr. Parker, from Saigon, one of the promoters of the telegraph to Hong Kong, in conjunction with Messrs. A. Heard and Co., has been here for some time making the necessary arrangements.

The annual meeting of the Presbyterian Mission was held on the 29th Oct.

Rev. N. A. McDonald preached the annual sermon. It was an historical discourse, showing that amid the changes and improvements of the age, Christianity was steadily progressing.

After the sermon, the Presbytery sat in session. Mr. McFarland read the minutes of last year's meeting, which were adopted.

Officers for this year were then elected as follows:—Rev. S. G. McFarland, moderator; Rev. S. R. House, M.D., temporary clerk. The roll was then called, the members present answered to their names, and excuses from the absentees were read.

It was voted—that Rev. Mr. VanDyke, of the Presbytery of Raritan, and the Baptist missionaries be cordially invited to a seat as corresponding members of the Presbytery.

Rev. Mr. Carrington, of the Presbytery of New Brunswick, presented a letter from that body dismissing him to join the Presbytery of Siam. The letter was read, and Mr. Carrington was received, waiving in his case the usual examination.

Mr. McFarland reported on behalf of the committee on the state of the Church that his report on that subject had been forwarded to the General Assembly of the U.S. of America, and also to the Synod of Albany.

The *Siam Advertiser* has the following:—

His Majesty, the Supreme King of Siam commenced the annual season of Temple Visitation by land on the 26th Oct. As soon as this is over he will immediately begin to visit by water.

The four principal posts for the Mane connected with the approaching cremation ceremonies of his late Majesty the King of Siam have arrived from the upper country. These immense timbers are 120 feet in length, eighteen feet of which is to be buried in the ground, and five feet in diameter at the large end.

On the 28th there was a line of Siamese boats of all sizes, filled to their capacity of rowers and paddlers. The men and the women, perhaps the latter formed the greater proportion, were gaily dressed. They paddled, and rowed, and cheerily sang, as now and then groups of boats were testing with each other their speed. This innumerable string of people and boats have been out paying the annual visit and devotions to the P'ra-chedi, at the mouth of the Chow Phyta River. To the credit of this mass of people we cheerfully record, we heard not a harsh word, saw none the worse for liquor, though all seemed to be full of animation and enjoyment.

All the treaties which the great nations of the West have made with Siam have scrupulously guarded the persons and the property of their subjects, by exempting them in express stipulation from Siamese jurisdiction. The Siamese cannot arrest, try, judge, sentence any subject of a treaty power. They cannot enter their premises to effect a seizure of persons or property, except by special permission from the Consul, having jurisdiction over said persons or said property.

A special provision is made by which Siamese Custom House officers, properly accredited and properly uniformed, and the places are specified where, when, and how many such officers can board foreign vessels to watch and prevent those vessels from violating the express conditions of the Treaty. If the premises of foreigners are entered, and their vessels are boarded by officers, or in ways not specifically provided for by the particular treaty of the nation of the subject in question, the Siamese Government lays itself open to a breach of the express provisions of the treaty and its serious consequences.

One Consul allowing the Siamese Government to act in a given way with those under his jurisdiction cannot give the Siamese Government the right to do the same act to the subjects of every other nation. Nor can the Siamese Government argue that a Christian, civilised, and an international law-observing nation, does so-and-so, and therefore she may do likewise. She would be reasoning from a wrong stand-point, and hold herself up to contempt and ridicule. We have but one wish for Siam, and that is, may she make the greatest possible progress, and attain the highest type of national development.

## BORNEO.

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### LABUAN.

The following financial statement was laid before the Legislative Council of Labuan by Governor Hennessy, on the 11th October. The figures are not imposing by their magnitude, but they nevertheless disclose a very wholesome condition of accounts in the little colony:—

The following paper was laid before the Legislative Council of Labuan by his Excellency Governor Pope Hennessy, on the 11th of October, 1869:—

"The auditor certifies that the balance available on the 31st of December, 1869, for the expenditure of 1870, will be £3,283 14s 7d.

"The revenue farms, for which I have accepted tenders for the year 1870, have been sold for £4,535.

"Adding to this the minor sources of local revenue, the total income for 1870 will be £7,361 10s.

"Adding to this the surplus from the present year available for next year's expenditure, now certified by the auditor, there will be a total sum of £10,645 4s. 7d. in the Colonial Treasury to the credit of the Labuan Government in the year 1870.

"Looking to this favourable state of our finances, I am enabled to abolish two taxes—the salt farm and the Gambier farm—to increase the salaries of some of the civil officials, to contribute £1,000 to the Imperial Exchequer on account of the pay of the troops, and to appropriate a total sum of £6,727 5s. for the expenses of the colony, exclusive of the contribution to the Imperial Exchequer.

"This estimate of local expenditure includes a considerable sum which I propose to devote to the improvement of the town of Victoria.

"Deducting all these expenses from the Colonial funds for 1870, there will remain a surplus at the end of that year of £2,905 9s. 7d. available for the expenditure of 1871.

"In the year 1871 a new source of revenue will become payable, that is, £1,000 per annum from the Oriental Coal Company as the rent of the mines.

"The finances of the colony are, therefore, in a sound condition.

"The revenue every month will be in excess of the monthly expenditure, and an increasing surplus can be laid by each year to form a consolidated fund for any extraordinary emergency.

"All this is done without import or export duties, tonnage dues, or any form of charge whatever upon trade or commerce; and excise revenue is drawn from the population without a murmur, for it falls exclusively on luxuries."

## JAVA.

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### BATAVIA.

The *Javasche Courant* has the following items of news:—

Report on the Chinchona Culture in Java, for the third quarter of the year 1869. The continuous drought, and strong winds during this quarter, were unfavourable to the plants. From seeds and slips 44,401 plants have been obtained, whereof 5,766 were Calisayas, 7,755 were Succirubras, 30,590 were Condamineas, and 380 were Lancifolias. 22 boxes, containing altogether 269 Succirubras, and 1,581 Calisayas, have been sent to Pasaruan, Probolingo, Menado, the Moluccas, Celebes, and the West coast of Sumatra. In November some thousands more plants, which are now lying ready, will be distributed in various directions throughout Java, in order thereby to make experiments in the higher inhabited mountain tracts.

The first experimental gatherings have proved that, planted under favourable conditions the chinchona, if no adverse circumstances happen, can yield within five or six years a very fair and significant produce. Forty calisaya trees, aged four and a-half years, produced 100 Amsterdam lbs.; and twenty-nine eight-year-old trees of the same sort, 114 Amsterdam lbs. of dry bark. By the drying process the freshly gathered prodnct lost about 66 per cent. The trees which were cut down began to shoot out fresh sprouts from the stumps, so that in a few years they can be cut again like European copsewood. It is deserving of observation that in these experimental gatherings the best trees were not selected. Two of the most forward gardens were fixed upon for the operation. Some extensive plantations still remain very backward, in consequence of some malady, which may be ascribed to the inroads and influence of insects. The total number of chinchona trees, large and small, in every state of growth, may be estimated just now at 1,998,000.

The *N. B. Handelsblad* gives the following particulars of the difficulties which impede the construction and setting up the proposed statue of J. P. Koen at Batavia. For the erection of the statue a sum of f.4,500 has been reserved from the moneys collected for celebrations attendant on the laying the first stone; whilst in Holland, according to the last advices, a sum of f.6,000 has been collected. So that on the whole, a sum of f.11,000 is now available. This sum is however far from being sufficient for the attainment of the object in view, and for which an amount of f.25,000 is judged necessary. As a consequence to the decision of the Supreme Government "that there appear no reasons for a contribution from the national treasury, for the erection of a statue to Jan Pieters Zoon Koen"—a fresh endeavour will now be made to procure the amount required, by a renewed appeal to the interest taken in the matter by the inhabitants and colonists of Northern India.

On the 25th October the Governor-General turned the first sod of the Batavia and Buitenzorg Railway, in the presence of a considerable number of persons summoned by invitation. Mr. Maarschalk, president of the head committee of the N.I. Railway Company, was the first to deliver a speech on the occasion. After having satisfied the demands of politeness towards the Governor-General, and then towards the company present, the speaker amply enlarged on the urgent necessity, becoming more and more apparent of late, of practising the utmost economy in the construction of railroads. The less necessary adjuncts—such as elegant stations, buildings, &c.—could always be constructed, as the

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railways came into operation, from the gains resulting from the traffic. The speaker emphatically contradicted a report, lately spread about, that in the construction of the Batavia Buitenzorg line an economy would be put in force which would be injurious to the durability of the works, and dangerous to the security of the passengers.

## STRAITS SETTLEMENTS.

### SINGAPORE.

Dates by this mail are to the 18th Nov.

At a meeting of the Council at Singapore on the 10th Nov., 1869, present: H. E. the Governor, the Hon. the Lieut.-Governor and Col. Secy., his Honour the Chief Justice, the Hon. the Officer Comdg. H.M.'s Troops, the Hon. the Attorney-General, the Hon. Acting Treasurer, the Hon. Auditor-General, the Hon. W. H. Read, the Hon. T. Scott, the Hon. W. R. Scott, and the Hon. W. Adamson, the minutes of the last meeting were read and confirmed. The Attorney-General gave notice of the following addition to the standing orders of Council:—Whenever the mail steamer for Europe or China is signalled by 11 A.M. on a day appointed for the meeting of the Council, or whenever a notice is given by the Post Office that a mail for Europe or China will be made up between the hours of 12 and 4 on a day appointed for the meeting of Council, such meeting shall stand adjourned to the following day at twelve o'clock, unless notice be given to the contrary. The Attorney-General moved, seconded by the Auditor-General, that the Criminal Law Bill be committed, which was agreed to. The Council went into committee upon the Bill. The committee reported progress. Adjourned to the 15th November.

The *Straits Times* says:—

We hear that the present opium farmer of Singapore, Chiang Hong Guan, has, by Government influence, secured the Johore Farm from the 31st proximo for $11,000 per mensem. The present tenant of the Johore Farm offered, it is said, $12,000, but pressure was put upon his Highness the Maharajah to accept the lower offer, which, however, is $2,000 to $3,000 over the present rent. We are very glad indeed this desirable result has been obtained, but we wish the violation of political morality could have been dispensed with.

At a meeting of the stewards of the Race-course held yesterday it was decided to postpone the races for a week—that is, from the 16th, 18th, and 20th, to the 23rd, 25th, and 27th Nov.

The arrangement recently come to with the Maharajah in regard to the Opium Farm of Johore is not one which can be looked upon as permanently removing the difficulties which have been encountered during the past three years.

Dr. James Grey Jewell, American Consul for this port, with his wife and family, has arrived in the American ship *Rocket*, from Boston, and will at once, we learn, assume the duties of the Consulate.

## CEYLON.

### GALLE.

On the Galle harbour improvements the *Colombo Observer* says: In our last we gave the report of Messrs. Halliley and Donnan on the best mode of raising a revenue to meet interest of borrowed money, and to form a sinking fund for the repayment of the loan. Draft of an ordinance has been published, based on the recommendation in that report, to enable the Government to collect a harbour due of two shillings per ton on coals, with graduated tonnage dues on steamers and other vessels resorting to the harbour. If, therefore, the report which will be prepared and sent in by the local commissioners appointed by the Governor opposes no obstacle, we suppose we may take it for granted that the early part of 1870 will see the commencement of the work, the Duke of Edinburgh, perhaps, being asked to take the initiatory step. The reports of Mr. Gregory and Major Clarke, with other papers on the subject of the breakwater, will be found in our columns, as well as a letter from Mr. R. J. Dunlop, of Jaffna, on the proposal to cut a ship canal across Ramisseram Island, and make Colombo the port of call for steamers. Sir James Elphinstone, who was president of a committee of the House of Commons for taking evidence on the subject of the passage between Ceylon and India, is now in the island, and will, doubtless, give Government the benefit of his views. News, which we hope to receive before we frame our next summary, of the successful opening of the Suez Canal, will naturally give a new impetus to proposals of this kind. A passage for large vessels will yet, no doubt, be opened between India and Ceylon; but we fear not in this generation.

The French transport *Sarne*, from Saigon to Suez, fouled the P. and O. steamer *Mongolia*, doing considerable damage.

The following is from our *Telegraphic Extra* of Nov. 24:—The French mail steamer *Meinam*, from Calcutta, arrived on the 22nd, and the *Tigre*, from China with homeward mails, anchored yesterday. The *Donnai*, from Suez, with London letters to 28th ult., arrived this day. The last-mentioned vessel experienced very severe weather when about a thousand miles on this side of Aden. The storm is described by several of the passengers as to have presented all the appearance of a cyclone. The good ship bore herself well. however, and sustained but little damage, with the exception of boats, spars, &c.

It is reported that telegrams have arrived which proclaim the Suez Canal a *fait accompli*, by the successful passage of the *Godavery* through it.

The wires have again been working badly, and we scarcely expect to see regularity restored until communication is re-established by the Turkish line. A mail or two will doubtless elapse before our system of special telegrams will be in regular working order, with our mail advices of Eastern produce and shipping.

## THE SUNG-YANG CLAIMS.

H.E. Sir RUTHERFORD ALCOCK, K.C.B., H. B. M.'s Minister, Peking.

Shanghai, Nov. 12, 1868.

Sir,—We have the honour to address you on the subject of a claim which we have preferred against the Chinese Government since the year 1865, for losses sustained by us in consequence of the plunder by Imperialist soldiery, from our native agents at Sung-Yang, in the province of Hoopeh, of certain sums of money in coin and bullion sent there for the purchase of tea.

We enclose copies of the original letters addressed to H. M. Consulate at Hankow. by our representative there, stating the origin and the particulars of the claim, which has been frequently urged without successful result upon the notice of the consuls successively in charge of British interests at that port.

We are induced to bring the matter to your Excellency's attention at this time, because we have recently ascertained that certain Russian merchants having claims like our own, arising out of the same occurrence, viz.:—Messrs. Ivanoff Oberin and Co. and Messrs. Akooloff and Tokmakoff had, through the intervention of the representatives of H.I.M. the Emperor of Russia, been paid in full by the Taoutai of Hankow, during February last, the value of the copper cash and Sycee which was taken by the soldiers from their agents on the occasion to which we have referred.

We trust your Excellency will move the Chinese authorities to render to us the justice which has so long been deferred.—We have the honour to remain, Sir, your most obedient servants,

JARDINE, MATHESON, AND CO.

To W. H. MEDHURST, Esq., H.B.M.'s Consul, Shanghai.

PEKING, Nov. 23, 1868.

Sir,—I have received a letter with enclosures from Messrs. Jardine, Matheson and Co., dated the 12th instant, respecting a claim which they preferred against the Chinese Government in 1865 for losses sustained from the Imperialist soldiery who robbed their native agents at Sung-Yang, of certain sums of money in coin and bullion, sent there for the purchase of Tea.

Messrs. Jardine, Matheson and Co. complain that, although this claim has been frequently urged upon the notice of successive Consuls, there has been no result, whereas they have recently ascertained that certain Russian merchants having claims of like nature arising out of the same occurrences, had, through the intervention of the Representative of H.I.M. the Emperor of Russia, been paid in full by the Taoutai of Hankow, during February last.

That there has been great delay and no settlement yet effected, are indisputable facts. But Messrs. Jardine and Co., have been misinformed as to what has been done in the matter of the Russian claims. So far from having been paid in full, they have been induced to accept a compromise, receiving Tls. 800 for claims amounting to Tls. 2,500. If Messrs. Jardine are prepared to follow the same course, I have very little doubt they may secure a like result.

These Sung-Yang claims of Messrs. Jardine and others, accruing from losses alleged to have been suffered by the plundering of some revolted Imperialist troops, have, as you are aware, been the subject of much correspondence and negotiation; and if the result has been less satisfactory than could be desired, it has arisen from several very intelligible causes.

The Chinese Government in the first place contested their responsibility for losses suffered by insurgents, contending that the plunderers were in no proper sense Imperial troops, but men in revolt against their own Government, like other insurgents. Losses by civil war or popular tumults and insurrections, they are aware, cannot constitute a valid claim against a Government according to the International law of Europe. Apart from the first difficulty of principle, it followed from the nature of the case that no accurate or perfectly conclusive evidence could be furnished for the losses incurred. When a band of disorderly soldiers or a mob take to plundering a town, there is no time for inventories or attested lists of goods, moneys, &c., actually taken or destroyed.

As regards the British claimants, they were even in a worse position in this respect than the Russians, who were there in person, and on the spot, preferred their claims without delay, based upon their own attestations and evidence; whereas the British had to rely upon the statements of their Chinese employés and agents, and could vouch for nothing more of their own knowledge. The actual claimants could not really know or make any deposition as to what money or property may actually have been plundered. They can only say such and such losses were reported by the Chinese entrusted with their money or goods; and, therefore, the loss to them, the claimants, owing to the plundering acts of the revolted soldiery, was so much.

It can hardly be matter of surprise or complaint that the Chinese authorities, when called upon to make good such losses,

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should demur and take exception to the inconclusive and more or less untrustworthy nature of the Chinese evidence tendered in proof of value. Under any view, the amount was a question for investigation and subject to verification. But a still more serious difficulty in the way of any satisfactory settlement seems to exist in the law of the Empire, by which the proprietors of houses are made responsible for any losses or robbery on their premises, irrespective of their inability to prevent them by any exercise of foresight or courage. It follows that, if these claims were actually to be enforced, and by any irresistible pressure could be recovered, the unfortunate proprietors of the houses, whose only fault appears to have been the giving shelter and accommodation under their roof to foreigners' agents and property, would be the sufferers, since they would be made to pay up the amount of the claims.

The justice or injustice of such a law is beside the question; and the Chinese Government may refuse to enter into a discussion on the subject with foreigners, in the settlement of an incidental claim. But it is certain that, in such a case as this, to put the law of the Empire in execution would be to raise a feeling of anger and hostility to foreigners, not only in the city of Sung Yang, but probably throughout the province, which would go far to render the residence of any foreigner or agent impossible in future. Apart from any sense of injustice or wrong, the merest dictates of self-interest would effectually deter any Chinese householder from hereafter voluntarily accepting such a liability by lodging a foreigner under his roof. This very obvious result, I have reason to believe, made the Russian Minister hesitate, as well as myself, in any further proceedings to enforce a settlement. And the alternative was probably put before the Russian merchants of seeing themselves shut out from ever after in the city of Sung-Yang, or contenting themselves with less than a third of their claims, which the Taoutai was induced to pay without attempting to wring it from the proprietors of the houses where the property and merchants were lodged.

The settlement so effected was not the result, therefore, of any pressure exercised here by the Russian Minister on the Central Government, but a friendly compromise on the spot between the claimants and the local authorities, and I understand that the effects of such a settlement have been experienced by the Russian merchants in a friendly spirit manifested both by the authorities and townspeople. Their having refused to allow their own interests to be benefited at the expense of those who had done them no wrong, seems to have been fully appreciated, and instead of being the object of implacable hostility on all sides rendering their continued residence in the town for the transaction of their business impossible, they find themselves unmolested and in perfect security.

If the British claimants, in view of these difficulties, and by the light of this Russian experience, are willing to act on a similar principle, I should be very glad to give every assistance in my power to obtain an amicable settlement with the local authorities. If otherwise, the whole of the circumstances will be reported to H.M.'s Principal Secretary of State for Foreign Affairs, and in view of the grave prejudice to commercial interests and our relations in the interior that is likely to result from any more decided action for the recovery of the full amounts claimed, I shall deem it my duty to await instructions from H.M.'s Government before I proceed further.

In this state of the case, I think you will do well to communicate, not only with Messrs. Jardine, Matheson and Co., but with all the other claimants, and invite, upon a knowledge of the facts, an expression of their opinions as to the expediency of pressing for settlement of their claims as they stand, so far as their own interests and wishes are concerned in the matter, and report to me the result.—Your obedient servant,

(Sd.) Rutherford Alcock.

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To H. E. Sir Rutherford Alcock, K.C.B., H.B.M.'s Minister, Peking.

Shanghai, July 28th, 1869.

Sir,—We have had the honour to receive from Mr. Consul Medhurst a copy of your Excellency's despatch to his address of the 23rd Nov. last, replying to our letter of the 12th of the same month on the subject of our claim against the Chinese Government for losses incurred at Sung-Yang some years ago. Several circumstances have combined to hinder us from giving an earlier acknowledgment to your Excellency's communication, not the least important of which has been our desire to verify the statement we made, that Russian subjects have been paid in full the value of the coin and bullion which they lost on the occasion out of which our own claim arises.

We observe that your Excellency considers the Chinese to have good grounds for contesting the claims made upon them.

Firstly. Because a Government cannot, under the principles of international law, be held responsible for losses by civil war, popular tumults, or insurrections.

Secondly. Because from the nature of the case it is not possible to bring forward satisfactory evidence that the losses alleged to have occurred had actually taken place.

Your Excellency proceeds to state that the difficulties in the way of a satisfactory settlement are seriously increased by the fact that there is a law of the Empire, by which the proprietors of houses are made responsible for any losses which may occur by reason of robbery or violence within their premises; and that, consequently, if payment of the claims were to be enforced, an amount of ill feeling would be engendered on the part of the native population which would probably go far to render the residence of foreigners in Sung-Yang well nigh impossible.

Your Excellency further assures Mr. Medhurst that we have been misinformed as to what has been done in the matter of the Russian claims, the Russian merchants having accepted a compromise which involved a reduction of two-thirds of their original claim.

With regard to the right of the Chinese to refuse recognition of the claims made upon them, on the ground that it would not be justified on the principles of international law, we suggest that a Government which appeals to international law is also bound by the obligations which that law imposes, and that no parallel can fairly be drawn between the liability of the Chinese Government in respect to the case in point, and that of any European State, to make good a loss arising out of somewhat similar circumstances.

To suppose, for the sake of argument, a possible outbreak in Birmingham of militia whose pay was in arrear, and the plunder of the property of a French resident in the United Kingdom, the parallel between such a case, and the occurrences of Sung Yang, to be complete, would involve the supposition also that the British local authorities took no steps to redress the outrage or to recover the money, listened to no representations from the French Consul that an immediate inquiry should be instituted, or that the offenders should be brought to justice, even though it was known that murder had been committed, denied in fact the benefits of either Municipal and International law to the aggrieved party, and only after the lapse of two years in consequence of pressure from the French Minister in London at the Foreign Office, condescended to institute a mock inquiry into the circumstances, when, owing to the lapse of time, and the disappearance of necessary witnesses, a complete chain of proof was all but impossible.

In a letter on the subject from Mr. Medhurst to our Agent at Hankow, that gentleman says:—

"The Viceroy of this Province, and the Taotai of Hankow have both received repeated injunctions from the Supreme Authorities at Peking to come to some arrangement with me, for the proper adjustment of the claims, and I have had as often to report them to H. M. Minister for evading these orders."

The date of this letter being 15th Feb., 1867, nearly two years after the loss occurred.

A lengthened experience of the character and practice of Chinese officials must have led your Excellency to the conviction, even if the reports of H. M. Consular officers in this case were wanting, that no claim upon them would be by any chance entertained if it could possibly be evaded; and that, in the absence of any recognised mode of procedure, the only means of redress open to foreigners who may be sufferers by the wrong-doing of Native Government servants, or of any portion of the native population, is an appeal to the protection of the Foreign Ministers.

The application therefore of the rules of International law to the settlement of a question with the representatives of a nation who refuse to examine even into the merits of any claim, however just, seems entirely out of place, and we venture to quote in support of our views the authority of Your Excellency, expressed in the following extract from Your Excellency's despatch to Lord Clarendon, dated the 5th February last:—

"We need not look to Vattel or Grotius for any sanction to exceptional action (in the case of China), for the simple reason that they and all other writers on international law deal with principles in their application to civilised States, recognising a mutual obligation, and governed by similar, or at least analogous, systems of jurisprudence and polity. But when dealing with Oriental races and States, ignorant of all the conditions and principles of European polity, a special adaptation of these principles is required to meet the wholly exceptional character of the situation caused by a forced intercourse between races holding totally different views of moral obligation and national policy."

As to the perpetrators of the outrage not being Imperial troops, it appears from the correspondence to be admitted by the Chinese that they were braves called to arms by the Imperial Government, and whose pay, as it was alleged at the time—and the statement has never been satisfactorily contradicted—was in arrear. The demand for such a complete proof of loss as would satisfy all the nice distinctions of evidence and practice upheld in a Western Court of Judicature cannot, with any justice, be brought forward by the Chinese Government at this time. Our principal witnesses, two Shroffs, were decapitated, and the persistent refusal of the authorities to cause examination of the circumstances during a period of two years following the occurrences, appears to us to debar them from complaining of want of evidence, which is the consequence of their own delay.

Your Excellency, however, answers us that there is a municipal law of the empire which provides for the payment of claims such as ours, and we confess to be unable to feel the weight of the reasons assigned against the policy of putting the law into force in our favour. We can hardly be expected to see other than injustice in an arrangement which would make British subjects who are practically prevented from residing at Sung Yang to be sufferers, in order that Russian subjects, who are encouraged to reside there, may not be disturbed in the possession of special privileges;

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while it seems to us highly improbable that the townspeople of Sung Yang will not be far too well acquainted with their own interest to offer any interruption to the large and lucrative foreign trade which passes through their hands, merely because a law of the empire, the provisions of which must be well known to them, is put in force.

We cannot admit the force of the suggestion that the British Government should go out of its way to refuse, on our behalf, the benefits of a Chinese law which is probably suited to the temper and requirements, and, for all we know to the contrary, is established with the general approbation and concurrence of the native population, because the principle of the law does not harmonise with the maxims of English jurisprudence.

To admit the force of the arguments which have been adduced on the Chinese side of this question would be to recognise the justice of a position in respect to the relations of Chinese with foreigners, which would accord to the former all the benefits of a strained interpretation of Western International law, without committing them to its ordinary obligations, and would deprive the latter of the limited protection which even Chinese laws affords. To recognise a position, in fact, in which the liability of foreigners to outrage on the part of native officials would be limited only at the point at which reparation would probably be exacted by force.

With reference to the contradiction by H. E. the Russian Minister of the statement we made to the effect that Russian claims had been fully satisfied, we have to acquaint your Excellency that we have received information upon which we can place reliance, that Russian subjects have been paid in full the value of the coin and bullion which they lost. Their original claim upon the Chinese Government included items of account put forward as consequential, having arisen out of loss by market fluctuations, incidental expenses, and personal injuries to their employés.

These consequential claims were waived, but the actual losses in money were made good. Our own claim is preferred only for repayment of sycee and copper cash seized by the Imperial levies—that is to say, such a compromise as the Russians have accepted is all we have ever claimed; and your Excellency will not fail to see the unfairness of our being made the victims of our own moderation.

We trust your Excellency will reopen a discussion of the question with the Chinese Government, and insist upon that measure of justice being dealt out to us, which, although so long evaded and pertinaciously denied, we still claim under the broad principles of equity underlying all honourable treaties, and forming the basis of all law.—We have the honour to remain, Sir, your most obedient servants,

(Signed) JARDINE, MATHESON, and Co.

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BRITISH CONSULATE, Shanghai, Oct. 28, 1869.

Gentlemen,—I have to enclose herewith copy of a despatch which I have lately received from H. E. H. M. Envoy Extraordinary, &c., &c., &c., on the subject of your share in the claims for compensation for losses sustained at T'sung Yang in 1865.

W. H. MEDHURST, H. B. M. Consul.

Messrs. Jardine, Matheson and Co., Shanghai.

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PEKING, Oct. 15, 1869.

Sir,—Referring to your despatch No. 28 of 29th July and its enclosure, I have to instruct you to acknowledge the receipt of the statement forwarded through you by Messrs. Jardine, Matheson, and Co., dated the 28th July last, respecting their claims for losses incurred at Tsung Yang in May, 1865.

I observe that Messrs. Jardine, Matheson, and Co. contest the validity of the grounds taken by the Chinese authorities to resist the claims, whether these rest on the principles of international laws or defective evidence.

Seeing the impossibility of arriving at any satisfactory settlement in the way of compromise between the conflicting claims of the merchants and the Chinese authorities—each maintaining their own view of their respective rights, the one to claim the full amount in coin or bullion of alleged losses, and the other for absolute immunity from liability, no practical solution is possible.

It seems only necessary, therefore, in reference to this rejoinder of Messrs. Jardine, Matheson, and Co., to remark that, as regards the operation of Chinese law in like cases, if insisted upon, proving highly injurious to any future interest; not, as alleged by Messrs. Jardine, Matheson, and Co., of Russian merchants especially, but of British subjects and all other foreigners desiring to conduct either in person or by their agents business in that town or its neighbourhood, they have misapprehended the sense in which their attention was called to the fact; whether as a matter of policy in the interests of the claimants it might be expedient or the reverse to press for a rigorous settlement, if it could only be obtained under conditions which would involve serious loss or ruin on the people who had given lodging to their agents, and were in no other way blameable or answerable for the spoliation suffered, may be a matter of opinion. The Russian merchants accordingly come to a conclusion totally opposed to that maintained by Messrs. Jardine, Matheson, and Co., as would appear from the following statement received from the Russian Chargé d'Affaires:—"The Taoutai of Hankow wanted to levy the amount of the indemnity which, after so many pains, was awarded to them in compensation for the losses they had sustained, from the proprietor of the Tea Manufactory leased to the Russians; but these having heard of it, declared they would not accept such extorted money, and the indemnity was paid to them from the Government Treasury."

As to the amount paid, and the proportion it bore to the amount claimed, I am still of opinion that Messrs. Jardine, Matheson, and Co. are not fully or correctly informed as to the actual settlement obtained, or its conditions. Further information leads me to believe that there was less analogy between their case and that of the only Russian merchant concerned, than they have been led to imagine. This information derived also from the Russian Legation is to the effect that the result ultimately arrived at by a mutual compromise entered into by agreement on the spot, was the acceptioner on the part of the Russian merchant of Tls. 800 instead of Tls. 2,500, the amount of the total claim for damages sustained by them and his compradore and servants, all included, and forming a little less than one-third of the whole. This seems to have been the amount, exact or approximate, as Mr. Ivanhoff himself states in answer to an inquiry from Mr. Consul Caine, of the actual loss, in money or bullion apart from all other property taken or destroyed and also from what the compradore or servants may have lost.

But the testimony in support of this claim appears to have been very different from that on which the British claims rest. The Russian was himself in Tsung Yang, when the revolted braves approached, and immediately made declaration to the authorities of the place that he was compelled to leave behind him such and such property, specifying the same; and this being verified he received in proof proper documents attesting the same.

Had it been possible for the British claimants to take the same steps, or even, from having been on the spot, to subsequently give direct evidence from their own personal knowledge of what property was in Tsung Yang at the time, instead of through Chinese servants, whose evidence under the circumstances may fairly be considered by the authorities as less trustworthy, it is possible that some satisfactory settlement might have been come to before this. As it is, there seems to be no probability of any further diplomatic action here being successful, and I have therefore informed the Prince of Kung that I had determined on referring the whole correspondence home for the instructions of Her Majesty's Principal Secretary of State for Foreign affairs. You will make known to Messrs. Jardine, Matheson, and Co. the contents of this despatch, for their information and guidance.—Yours, &c.,

(Signed) RUTHERFORD ALCOCK.

W. H. Medhurst, Esq., H. B. M.'s Consul, Shanghai.

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My Dear Mr. Caine,—I received on Tsung Yang claims only for sycee and copper cash which were taken by the soldiers, but I have nothing for the property which was taken or destroyed by the soldiers.—Yours, &c., (Signed) H. IVANOFF.

G. W. Caine, Esq., H.M.'s Consul, Hankow.

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# Commercial Report.

(*For dates see First Page.*)

## IMPORTS.

SHANGHAI.—Piece Goods: There is but little to add to our report for last English mail. There had been some inquiry for Grey Shirtings for shipment to Japan and the river ports, and prices advanced a few cents for 8-4 lbs., sales of finest Eagles being effected at Tls. 2.25 per piece, and of good ordinary chops at Tls. 2.22 per piece, but the demand soon died out, and the last news from Tientsin had given a weak tone to this market. There was still, however, a small demand for local consumption and for some of the river ports, and the latest sales (to a moderate extent only) had been at fair values. We quote—7 lbs., Tls. 1.98 to Tls. 2.02; and 8-4 lbs., Tls. 2.18 to Tls. 2.24 per piece. There had been some inquiry for 6 lbs. to 6-8 lbs. T-Cloths at low figures, but only a few sales had resulted. White Shirtings were asked for at a decline on last prices. Drills: Small re-sales of American goods quoted at about last figures, but Chinese holders were weak, and would submit to a reduction for prompt clearance. The tendency of the market for this class was downwards, owing to a large stock, and but little inquiry. Jeans and Sheetings were much as last advised. Fancy Goods: Dyed Brocades and Damask asked for, and sales of Chintzes had taken place at low rates for ordinary goods. Woollens, &c.: The business done had been of a retail character, though there was more inquiry for Camlets of best chops, and for low class Figured Orleans at cheap figures. Metals: A good business in Nail Rod Iron at a further advance in prices for assortments and small sizes, but the larger makes were heavy, and, if anything, had rather declined. Nail Rod Iron: About 13,000 bundles had been taken at Tls. 2 to Tls. 2.10 per picul, but Bars were very dull, and Hoops lower. Lead: Holders firm; some small sales had been made at an advance of 5 candareens per picul. Coals: The arrivals from Cardiff (Tartar and Anita) were to order. Newcastle, Lambton, sold at Tls. 5.75 from ship's side alongside a wharf. Japan: Sales at Tls. 4.30. There was a fair inquiry for most kinds, but at no higher rates. Quotations (duty paid):—White Shirtings, Tls. 2.1.0 to Tls. 2.8.0; T-Cloths, 6 lbs., Tls. 1.3.5 to Tls. 1.6.8; 7 lbs., Tls. 1.6.5 to Tls. 1.9.0; 8 to 8.4 lbs., Tls. 2.0.5 to Tls. 2.4.0; American Drills, 40 yards, Tls. 3.7.5 to Tls. 4.0; American Jeans, 30 yards, Tls. 3.0; American Sheetings, 40 yards, Tls. 3.6.0 to Tls. 3.8.0; English Drills, 40 yards, Tls. 3.5.5 to Tls. 3.8.0; Dutch Drills, 40 yards, Tls. 3.5.5 to Tls. 3.6.5; Handkerchiefs, Blue, Tls. 0.5.8 to Tls. 0.6.2; Brown, Tls. 0.5.0; Brocades, Dyed, Tls. 3.0 to Tls. 3.2.3; Damasks, Dyed, 40 yards, Tls. 4.0 to Tls. 4.3.0; Chintz, Tls. 1.6. to Tls. 1.9.0; Camlets, English, SS, per piece, Tls. 11.5.0 to Tls. 12.5.0;

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Spanish Stripes, per yard, Tls. 0.5.2 to Tls. 0.8.0; Medium Broad and Habit Cloth, Tls. 0.9.5 to Tls. 1.5.5; Long Ells, Scarlet, per piece, Tls. 6.2.0 to Tls. 6.3.0; Assorted, Tls. 6.3.0 to Tls. 6.3.5; Iron—Nail Rod, Tls. 2.0 to Tls. 2.1.5; Hoop, Tls. 1.6.0 to Tls. 1.7.0; Flat and Round, Tls. 2.1.0; Lead, Tls. 5.2.0 to Tls. 5.3.0; Tin Plates, per box, Tls. 4.5.0 to Tls. 5.0; Steel, per tub, Tls. 3.2.0 to Tls. 3.4.0; Coals (cargo quotations afloat)—Cardiff, per ton, Tls. 8.0; North Wales, per ton, Tls. 7.7.5; English, per ton, Tls. 6.6.0; Anthracite, per ton, Tls. 9.7.5 to Tls. 1.0.

## EXPORTS.

### TEA.

SHANGHAI.—Black: During the week a considerable business had been done at previous rates. The demand had been chiefly on Teas from Tls. 19½ to Tls. 21 with a few chops Common Oonams at Tls. 18¾. Telegrams to hand dated 5th October, quoted low kinds of Tea worse at home, so that the market at the close was rather quiet. The settlements for the week amounted to about 17,000 chests. Supplies from Hankow were now on a much more moderate scale. Greens had been taken freely, and no change can be quoted in prices. All fine chops were bought up with eagerness, and the grades below them had also been attracting more attention. Prices for Moyunes had ranged from Tls. 33 to Tls. 43, and Pingsuey from Tls. 34½ to Tls. 37. A large business had been done in boxes of Pingsuey at from Tls. 41 to Tls. 44. Settlements amounted to 17,000 half-chests.

### SILK.

SHANGHAI.—The opportunity of shipping Silk by the intermediate steamer Ganges, at 20 per cent. reduction in freight, had led to further business, and fully 500 bales had found purchasers, of which 337 bales advance of fully Tls. 5 to Tls. 10 for Karshing Taysaams, and a similar were exported on the 31st October. Prices showed an advance for Common Tsatlees, which appeared to be in fair demand. All chops and best grades were unchanged, and to a certain extent neglected. The unsold stock of 4,000 bales contained fully 1,000 bales of silk so very common that it was thoroughly unsaleable—and in all probability would go into local consumption.

### SIAM PRODUCE.

BANGKOK.—Messrs. Markwald and Co.'s report is as follows:—Rice: Our market has maintained a firm position, but supplies of grain being abundant, prices remained unaltered until the beginning of November, when, owing to the large number of vessels arrived here to load for Europe and China, in connection with favourable advices from the rice markets in China, a very brisk demand sprang up for Rice, and prices experienced an advance. Steam-mill field rice has been contracted for in some instances at 95c. per picul, inclusive of duty, mat-bags, and coolie hire. All the steam-mills are engaged for fully eight weeks to come, and will not be able to accept other contracts during this period. Native cleaned Rice is scarce, and prices have likewise advanced, owing to the competition of many purchasers. Our quotations for Rice are as follows:—Steam Mill Namnang, or Field Rice, 87½c. per picul; Steam Mill Nassuan, or Garden Rice, $1. 15c. do.; Native-cleaned Garden Rice, resifted, $1. 15c. do.; Native-cleaned White, No. 1, Tls. 53 per coyan; Do., No. 2, Tls. 51 do.; Clean cargo, No. 1, Tls. 38 do.; Do., No. 2, Tls. 36 do.; Good cargo, Tls. 34 do.; Fair do., Tls. 29 do.; Common do., Tls. 26 do.

Sugar: White and brown sorts are scarce, and larger supplies cannot be expected till February next, when the new season supplies will commence to appear in the market. Our quotations are—For White superior, Tls. 10½ per picul; No. 1, Tls. 10; No. 2, Tls. 8¾; No. 3, Tls. 9; Brown, superior and No. 1, Tls. 5; No. 2, Tls. 4¾.

Black Pepper: No fresh supplies have come to market, and the price is nominally Tls. 11 per picul.

Sapanwood: Stocks small and prices firm. 4 to 5 pieces, Tls. 3 per picul; 4 to 6, Tls. 2¾; 6 to 7, Tls. 2½; 7 to 8, Tls. 2. Cut Sapanwood, roots dressed off, for shipment to Europe; Thin pieces, Tls. 2 per picul, equal to £6. 19s. 7d. per ton of 20 cwt. f.o.b.; Thicker pieces, Tls. 2¼ per picul, equal to £7. 11s. 8d. per ton of 20 cwt. f.o.b.

## EXPORT OF TEA AND SILK, SEASON 1869-70.

### TO GREAT BRITAIN.

| Date. | From Yokohama & Nagasaki. | From Shanghai and Hankow | From Foochow. | From Amoy. | From Canton, Macao, &c. | Total lbs. | SILK Total Bales & Cases |
|---|---|---|---|---|---|---|---|
| From June 1 to Sept. 30, 1869 | ... | 46980383 | 32337489 | 1151545 | 7641225 | 88110542 | 25808 |
| Corresponding period last season | 605753 | 52233715 | 43904801 | ... | 9215225 | 105959494 | 808 |

*Particulars of Shipments;*

| | | | | | |
|---|---|---|---|---|---|
| Oct. | 18 per Lorton | From Shanghai | ... | 682,814 | |
| — | 18 ... Wylo | ... Do. | ... | 1,027,924 | 409 |
| — | 18 ... Wimmera | ... Do. | ... | 1,298,764 | |
| — | 20 ... Northampton | ... Do. | ... | 1,452,006 | 195 |
| — | 22 ... Ornate | ... Do. | ... | 886,312 | |
| — | 22 ... George Shotton | ... Foochow | ... | 778,000 | |
| — | 22 ... Glenavon | ... Do. | ... | 1,063,400 | |
| — | 23 ... Gauntlet | ... Canton | ... | 768,686 | |
| — | 29 ... China (str.) | ... Yokohama | ... | — | 495 |
| — | 30 ... Tycho Brahe (str.) | ... Shanghai | ... | — | 35 |
| — | — ... Kavik | ... Amoy | ... | 198,373 | |
| — | — ... Osprey | ... Foochow | ... | 787,295 | |
| — | 31 ... China (str.) | ... Shanghai | ... | — | 337 |
| Nov. | 2 ... Salsette (ml. str.) | ... Shanghai, &c. | ... | — | 1,496 |

### TO UNITED STATES.

| | | | | | | | Pcls. |
|---|---|---|---|---|---|---|---|
| From June 1 to Sept. 30, 1869 | ... | ... | ... | ... | ... | 5145580 | 498 |
| Corresponding period last season | ... | ... | ... | ... | ... | 7784595 | 504 |

*Particulars of Shipments;*

| | | | | | |
|---|---|---|---|---|---|
| Sept. | 29 per America | From Yokohama | ... | 32,624 | |
| Oct. | 16 ... Atma | ... Shanghai | ... | 551,647 | |
| — | 19 ... Japan (str.) | ... Do. | ... | — | 16 |
| — | 20 ... Willy Rickmers | ... Do. | ... | 871,917 | |
| — | 21 ... Queen of the Seas | ... Foochow | ... | 541,900 | |
| — | — ... Dr. Peterman | ... Canton | ... | — | 35 |
| — | 22 ... Mary Whitridge | ... Foochow | ... | 844,700 | |
| — | 22 ... Nettie Merryman | ... Shanghai | ... | 33,820(addl.) | |
| — | — ... Dacre | ... Amoy | ... | 466,517 | |

### TO THE CONTINENT.

| | | | | | | | Bales. |
|---|---|---|---|---|---|---|---|
| From June 1 to Sept. 30, 1869 | ... | ... | ... | ... | ... | 739840 | — |
| Corresponding period last season | ... | ... | ... | ... | ... | 2820610 | — |

### TO AUSTRALIA.

| | |
|---|---|
| From June 1 to Sept. 30, 1869 ... ... ... ... ... | 8,476,813 lbs. |
| Corresponding period last year ... ... ... ... ... | 11,180,876 |

### TO GREAT BRITAIN.

| | Tea—lbs. | Silk bales China & Japan. |
|---|---|---|
| From 1843 to 1844 | 51,022,600 | ... |
| ,, 1845 to 1846 | 57,334,200 | 18,604 |
| ,, 1850 to 1851 | 63,972,000 | 22,143 |
| ,, 1853 to 1854 | 77,327,800 | 61,280 |
| ,, 1855 to 1856 | 92,240,300 | 50,481 |
| ,, 1857 to 1858 | 76,990,255 | 68,315 |
| ,, 1858 to 1859 | 65,789,792 | 83,134 |
| ,, 1859 to 1860 | 85,560,452 | 64,169 |
| ,, 1860 to 1861 | 90,066,160 | 70,644 |
| ,, 1861 to 1862 | 109,854,040 | 79,199 |
| ,, 1862 to 1863 | 121,273,580 | 72,887 |
| ,, 1863 to 1864 | 117,463,586 | 46,603 |
| ,, 1864 to 1865 | 121,236,870 | 32,313 |
| ,, 1865 to 1866 | 118,333,042 | 62,890 |
| ,, 1866 to 1867 | 118,423,200 | 50,052 |
| ,, 1867 to 1868 | 116,890,430 | 57,449 |
| ,, 1868 to 1869 | 142,789,504 | 70,917 |

### VESSELS EXPECTED.

| 1869. | Ship. | Port. | Tea lbs. |
|---|---|---|---|
| July 24 | Juanpore | Shanghai | 559,413 |
| Aug. 5 | Dilkhoosh | ,, | 1,214,713 |
| ,, 5 | Charmian | ,, | 657,918 |
| ,, 5 | Challenge | ,, | 782,106 |
| ,, 6 | Gleam | Amoy | 381,685 |
| ,, 12 | Silver Eagle | Foochow | 1,155,900 |
| ,, 17 | Chusan | ,, | 1,122,800 |
| ,, 19 | Conqueror | Shanghai | 714,528 |
| ,, 19 | Joseph Sprott | ,, | 786,569 |
| ,, 19 | Geriant | ,, | 1,520,247 |
| ,, 19 | Yangtsze | Foochow | 929,700 |
| ,, 20 | Magellan | ,, | 769,600 |
| ,, 27 | Flying Spur | ,, | 895,600 |
| ,, 27 | Corona | ,, | 1,677,900 |
| ,, 27 | Creswell | ,, | 551,235 |
| ,, 28 | John Milton | ,, | 788,700 |
| Sept. 1 | Veronica | Canton | 418,977 |
| ,, 1 | Mary Moore | Shanghai | 798,655 |
| ,, 2 | Prudhoe | ,, | 727,876 |
| ,, 4 | Devana | Foochow | 1,025,200 |
| ,, 7 | Sir Harry Parkes | Shanghai | 1,041,510 |
| ,, 7 | Grasmere | Canton | 555,228 |
| ,, 10 | Tamerlane | Shanghai | 1,063,937 |
| ,, 10 | Polar Star | Amoy | 218,625 |
| ,, 12 | Queen of the Ocean | Foochow | 739,200 |
| ,, 18 | St. Andrew's Castle | ,, | 881,900 |
| ,, 18 | Hindostan | Shanghai | 1,143,553 |
| ,, 14 | Windermere | Foochow | 690,800 |
| ,, 14 | Pegasus | Shanghai | 677,090 |
| ,, 16 | Inarime (lost) | Foochow | 856,400 |
| ,, 17 | Empress | ,, | 559,900 |
| ,, 17 | L'Imperatrice | Shanghai | 945,248 |
| ,, 24 | Fiery Cross | ,, | 745,434 |
| ,, 30 | Chetah | Canton | 921,106 |
| ,, 30 | E. P. Bouverie | Foochow | 1,321,800 |
| Oct. 1 | Lord Macaulay | ,, | 1,151,000 |
| ,, 2 | Lord Rollo | Shanghai | 676,966 |
| ,, 6 | Cathaya | Canton | 650,108 |
| ,, 7 | Invincible | ,, | 885,899 |
| ,, 18 | Lorton | Shanghai | 682,814 |
| ,, 18 | Wylo | ,, | 1,027,924 |
| ,, 18 | Wimmera | ,, | 1,298,764 |
| ,, 20 | Northampton | ,, | 1,452,006 |
| ,, 22 | Ornate | ,, | 886,312 |
| ,, 22 | George Shotton | Foochow | 778,000 |
| ,, 22 | Glenavon | ,, | 1,063,400 |
| ,, 23 | Gauntlet | Canton | 768,686 |
| ,, 30 | Kavik | Amoy | 198,373 |
| ,, 30 | Osprey | Foochow | 787,295 |

## SETTLEMENTS OF TEA.

*From 1st June to 12th Oct., Season 1869 to 70.*

| BUYER. | BLACK. Chests. | Re-shipments. Chests. | GREEN. ½-Chests. | Re-shipments. ½-Chests. |
|---|---|---|---|---|
| Adamson, Bell, and Co. | 15,184 | 6,890 | 6,937 | — |
| Ashton and Co. | ... | 454 | — | — |
| Barnet and Co. | — | — | — | — |
| Birley, Worthington, and Co. | 35,593 | 2,309 | 10,391 | — |
| Blain and Co. | 17,677 | 4,754 | 5,904 | — |
| Borneo Company (Limited) | — | — | — | — |
| Bourjau, Hubener, and Co. | 455 | 2,134 | — | — |
| Brand, Monro, and Co. | 7,777 | — | — | — |

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| | | | | |
|---|---|---|---|---|
| Bull, Purdon, and Co. | 2,075 | 529 | — | — |
| Butterfield and Swire | 15,112 | 3,872 | 496 | — |
| Chapman, King, and Co. | 6,653 | 596 | 901 | — |
| Dent and Co. | 810 | 12,882 | — | — |
| Dickinson and Co. | 671 | — | — | — |
| Fraser and Co. | — | — | — | — |
| Gibb, Livingstone, and Co. | 1,135 | 7,122 | 3,859 | 686 |
| Gilman and Co. | 15,965 | 3,396 | 20,463 | — |
| Glover, Dow, and Co. | 5,209 | 660 | 1,126 | 493 |
| Gundry and Co. | — | — | — | — |
| Hargreaves and Co. | 375 | — | 728 | — |
| Heard, Augustine, and Co. | 9,706 | 2,776 | 12,405 | 260 |
| Hogg Brothers | 11,364 | 5,693 | 2,579 | — |
| Holliday, Wise and Co. | 202 | 2,024 | 1,624 | — |
| Hyde and Co. | — | — | — | — |
| Jardine, Matheson, and Co. | 9,640 | 3,571 | 4,707 | 1,591 |
| Jarvie, J., and Co. | — | — | — | — |
| Lent and Co. | 14,535 | 798 | 1,822 | — |
| Little and Co. | 5,527 | 634 | 35,534 | — |
| Olyphant and Co. | 2,445 | 200 | 16,222 | 313 |
| Osborne and Co. | 7,405 | 458 | 6,666 | 7,839 |
| Overbeck and Co. | 28,815 | 1,630 | 505 | — |
| Overweg and Co. | 18,259 | 6,833 | — | — |
| Petrocochino and Co. | 14,701 | — | 10,385 | — |
| Reid and Co. | 12,673 | 2,078 | 913 | 676 |
| Reiss and Co. | 1,482 | 4,297 | — | — |
| Rothwell and Co. | 10,943 | 270 | 1,802 | — |
| Russell and Co. | 170 | 3,076 | 13,070 | — |
| Sassoon, David, Sons, and Co. | 496 | 3,073 | — | — |
| Shaw Brothers and Co. | 2,766 | — | 4,120 | — |
| Siemssen and Co. | 970 | — | — | — |
| Smith, Archer, and Co. | — | — | — | — |
| Tate, J. P., Esq. | 14,753 | — | 2,848 | — |
| Thorne Brothers and Co. | 7,312 | 9,873 | 8,758 | — |
| Turner and Co. | — | 8,675 | — | — |
| Weston and Co. | 4,105 | 5,465 | 1,417 | — |
| By Sundries | 8,931 | 7,278 | 3,795 | — |
| | 316,120 | 118,448 | 181,145 | 11,058 |

## LIST OF SILK SHIPPERS TO SOUTHAMPTON AND MARSEILLES.

*From June 1st to Oct. 13th, 1869.*

| | Bales. | | Bales. |
|---|---|---|---|
| Adamson, Bell, and Co. | 70 | Helbling and Co. | 627 |
| Ashton and Co. | — | Hogg Brothers | 513 |
| Barnet and Co. | 1,680 | Holliday, Wise, and Co. | 10 |
| Birley, Worthington, & Co. | 614 | Jardine, Matheson, and Co. | 489 |
| Birt, W. | 104 | Jarvie, John, and Co. | 391 |
| Bland, J. | 189 | Meynard and Co. | 20 |
| Borneo Company | 100 | Milsom and Tod | 839 |
| Borntraeger and Co. | 839 | Nachtrieb, A., and Co. | 679 |
| Bourjau, Hubener, and Co. | 183 | Parsees | 87 |
| Bovet, Brothers and Co. | 588 | Pustau, Wm., and Co. | 68 |
| Bower, Hanbury and Co. | 1,322 | Reid and Co. | 54 |
| Brand, Monro, and Co. | 2,277 | Reiss and Co. | 122 |
| Bradwell, Bloor, and Co. | 23 | Russell and Co. | 1,171 |
| Bull, Purdon, and Co. | 8 | Remé, Wm., and Co. | 690 |
| Carter and Co. | 1,343 | Sassoon, D., Sons, and Co. | 232 |
| Chapman, King, and Co. | 352 | Sassoon and Co., E.D. | 46 |
| Chinese | 64 | Scheibler, Matthai, and Co. | 333 |
| Coutts and Co. | 65 | Shaw Brothers and Co. | 625 |
| Cumine and Co. | 300 | Siemssen and Co. | 222 |
| Dickinson and Co. | 113 | Skeggs and Co. | 814 |
| Fogg and Co. | 25 | Smith, Archer, and Co. | 231 |
| Framjee, Hormusjee and Co. | 50 | Textor and Co. | 521 |
| Gamwell, F. R. | 923 | Thorne Brothers and Co. | 12 |
| Gibb, Livingston, and Co. | 725 | Trautmann and Co. | 226 |
| Gilman and Co. | 652 | Westall, Brand, and Co. | 105 |
| Glover, Dow, and Co. | 191 | Miscellaneous | 1,846 |
| Gutschow and Co. | 150 | | |
| Heard, Augustine, and Co. | 446 | Total bales... | 23,325 |

## SHANGHAI SHARES AND STOCKS.

| | Shares. Taels. | Paid up. Taels. | Latest Qtn. Taels. | Divnd. |
|---|---|---|---|---|
| Shanghai Dock Company | 500 | 500 | 90 | None. |
| Shanghai Club | 400 | 400 | Nil. | None. |
| Shanghai Cargo-boat Company | 200 | 200 | 200 | 10 p.c. |
| Shanghai Gas Company | 100 | 100 | 100 | None. |
| Shanghai Racket Club | 120 | 120 | 70 | „ |
| Hongque Wharf Company | 1,000 | 1,000 | 51 | „ |
| Shanghai S.N. Company | 100 | 100 | 92½ | 12 p.c. |
| S. Tug and Lighter Company | 850 | 850 | 450 | None. |
| Shanghai Horse Bazaar | 50 | 50 | „ | 0.75 |
| French Gas Company | 50 | 50 | 25 | „ |
| Hong K. Fire Insurance Co. | 1,000 | 200 | 340 | „ |
| North China Insurance Co. | 1,000 | 200 | 140 | 6 p.c. |
| North China Steamer Company | 500 | 500 | 380 | 20 p.c. |
| Union S.N. Company | 100 | 100 | 90 | 15 p.c. |
| Yangtze Insce. Association | 500 | 500 | 520 | 10 p.c. |
| Recreation Fund | $50 | — | $16 | — |
| Union Insurance Society | $5,000 | $1,000 | $2,800 | — |
| China Traders' Co. (Limited) | 5,000 | 1,000 | 1,850 | 12½ p.c. |
| H. K. and China Gas (Lim.) | £10 | £10 | $44 | 6 p.c. |

# Shipping Intelligence.

## ARRIVALS.

At SHANGHAI.—From Cardiff, Oct. 27, Anita, Tartar.
At SAIGON.—From Bordeaux, Oct. 23, Olivier; Nov. 6, Malacca.
At SINGAPORE.—From Boston, Nov. 16, Rocket.
At BANGKOK.—From London, Nov. 8, Hampton Court.
At HONG KONG.—From Cardiff, Glenaros (reported by telegram).

## DEPARTURES.

From SHANGHAI.—For London, Oct. 26, Dhollerah, Tycho Brahe (str.); 30, Lizzie Iredale; Nov. 1, Tavistock; for New York, Oct. 30, Mikado, Jas. S. Stone; for Boston, via Foochow, 31, W. E. Gladstone; for London, Nov. 23, John Lidgett; for New York, Dilpussund (reported by telegram).

From FOOCHOW.—For London, Oct. 28, Osprey.

From SAIGON.—None.

From SINGAPORE.—For England, Nov. 13, H.M.S. Rodney; for New York, Nov. 13, Gemsbok.

From BANGKOK.—For Europe, Oct. 22, Ravenscliffe, Ravensworth; 23, Luzon; 26, S. Bach, O'Mooyer; Nov. 5, Drusus; for Marseilles, Oct. 23, Canal; for Falmouth, Nov. 1, Ruhtinas.

## VESSELS PASSED STRAITS OF SUNDA.

| Date. | Ship. | From | To. |
|---|---|---|---|
| Oct. 15 | Cecilia | Macao | Hamburg |
| „ — | Allen | London | Singapore |
| „ — | Petipa | Manila | Cadiz |
| „ — | Devana | Foochowfoo | London |
| „ 16 | Alfred | Singapore | Do. |
| „ 17 | Deerfoot | Foochowfoo | Do. |
| „ 18 | Freya | Newcastle | Batavia |
| „ — | Conqueror | Shanghai | London |
| „ — | Prudhoe | Do. | Do. |
| „ — | Cresswell | Amoy | Do. |
| „ — | Tamerlane | Shanghai | Do. |
| „ 19 | Medway | Singapore | Do. |
| „ 23 | Solid | Bangkok | Falmouth |
| „ — | Roslin Castle | Singapore | Liverpool |
| „ — | Pegasus | Shanghai | London |
| „ — | Catharina Jurgensen | Hong Kong | New York |
| „ — | Chattanooga | Do. | Do. |
| „ — | Mary Moore | Shanghai | London |
| „ — | Krusebjorn | Samarang | Rotterdam |
| „ — | Panic | London | Singapore |
| „ — | Empress of India | Singapore | London |
| „ — | Indian Empire | Batavia | Rotterdam |
| „ — | Argonaut | Shanghai | New York |
| „ — | Vincorza | Manila | London |
| „ — | Formosa | Do. | New York |
| „ — | Londown Castle | London | Shanghai |
| „ 24 | Drache | England | Singapore |
| „ 25 | E. Cushing | Zebu | London |
| „ — | Hindustan | Shanghai | Do. |
| „ — | Linnactor | England | Singapore |
| „ 27 | Belle | Marseilles | Saigon |
| „ — | Invincible | Macao | London |
| „ — | Everhard | Shanghai | New York |
| „ 28 | Zebloem | Batavia | Do. and Pad. |
| „ — | Norna | Do. | London |
| „ — | Inglewood | Do. | New York |
| „ — | Maynooth | Liverpool | Singapore |
| „ 29 | Robertus Hendrikus | Rotterdam | Batavia |

## SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—Dec. 13, at Texel, from Batavia, Vrede; 16, at Deal, from Padang, Eleanor; 15, at St. Helen's Roads, from Akyab, Glen Monarch; 14, at Texel, from Padang, Maria Regina; at Brouwershaven, from Padang, Delft; from Batavia, Vesta; 16, at London, from Macao, Vanguard; at Cowes, from China, Seamew; 17, at Brest, from Singapore, Blenheim; 16, at Deal, from Rangoon, for Shields, Rowena; at Torbay, from Akyab, Senator Iken; 17, at London, from Macao, Vanguard; Nov. 23, at New York, from Canton, Peter Rickmers; Dec. 16, at Douarneney Roads, near Brest, from Singapore, for London (during a heavy N.W. gale), Blenheim; at Boston, from Penang, W. A. Farnsworth; 17, in the Downs, from Ceylon, Shooting Star; 18, at London, from Colombo, Camelot.

DEPARTURES.—Dec. 11, from the Clyde, for Ceylon, Arrow (str.); Dec. 17, from London, for Hong Kong, Guinevere; from Hamburg, for Hong Kong, Hydra.

LAID ON.—At London, for Yokohama, Min; at Liverpool, for Singapore, Katherine. At London, for Hong Kong, Maiden Queen; for Singapore, Kingdom of Belgium; Sree Singapura.

SPOKEN.—Louisa Fletcher, Liverpool to Galle, Oct. 13, 27 S., 27 W.; Frid Warrior (?), Shanghai to London, Aug. 28, lat. 6, lon. 8 W.; Helena (Dutch ship), from Batavia, Oct. 30, off Cape Recife; Godefroy, of and from Hamburg, for Java, Dec. 2, 34 N., 22 W.; Altona (British barque), Carlisle to Singapore, Oct. 24, 18 N., 25 W.; Molle Tonnes, Marseilles to Bangkok, Oct. 27, 18 S., 31 W.; Wemyss Castle, Clyde to Singapore, Nov. 13, 5 N., 23 W.; Rachel, Singapore to Liverpool, Nov. 9, 15 N., 28 W.; Bolivia, Liverpool to China, Nov. 13, 5 N., 25 W.; Maha Ranee, London (?) to Shanghai, Nov. 12, 4 N., 22 W.; Shooting Star, Colombo to London, Nov. 15, 7 N., 23 W.; Surprise, New York to Shanghai, Nov. 10 (?), 2 (?) S., 32 W.

CASUALITIES.—The Robert Rickmers, Rohtfoss, from Hamburg to Shanghai, put into Plymouth, Dec. 16, with loss of foremast and bowsprit.

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MISCELLANEOUS.—At St. Vincent, C. V., Nov. 4, Ophir, Heal, from Dundee, and sailed, 5, for Ceylon. Another sale of damaged goods ex Spridrift is announced for the 22nd. At Mauritius, Oct. 13, Canvas Back, from Bangkok, and sailed, Nov. 6, for Cork; Nov. 4, Joyse Philipps, from Yloilo, and sailed for Falmouth; Nov. 9, Cecilia, from Macao, and sailed, Nov. 15, for Falmouth.

## BIRTHS, MARRIAGES, AND DEATHS.

### BIRTHS.

DE SOUZA—On the 13th Nov., at Singapore, the wife of Mr. G. R. De Souza, of a daughter.

HOLT—On the 16th Dec., at Holly-road, Fairfield, near Liverpool, Mrs. Alfred Holt, of a son.

SOHST—On the 11th Nov., at Lochiel Cottage, Singapore, the wife of Theodore Sohst, Esq., of a son.

SOLOMON On the 4th Nov., at Hong Kong, the wife of Reuben Solomon, Esq., of a daughter.

YALE—On the 16th Dec., at Bath-house, Peterhead, N.B., the wife of Alex. H. Yale, Esq., of a son.

### MARRIAGE.

THOMSON—PARK.—On the 2nd Dec., at Stoneyhill, Musselburg, by the Rev. Henry Moncrieff McGill, of Northesk, assisted by the Rev. Sir Henry Wellwood Moncrieff, Bart., John Gibson Thomson, of Colombo, Ceylon, eldest son of James Gibson Thomson, Esq., York-place, Edinburgh, to Elizabeth Brunton, only daughter of Thomas Park, Esq.

### DEATHS.

CRIPPS—On the 5th Dec., at 6, Devonport-street, Hyde-park, George Hinde Cripps, Esq., late of Her Majesty's Civil Service, Ceylon, aged 63.

PESTANA—On the 9th Nov., at Singapore, Philip Anthony, infant son of Mr. Joseph C. Pestana.

## THE CHINESE EMBASSY IN EUROPE.

(STANDARD.)

The Chinese Embassy continues to enjoy itself in Europe, and had been invited, according to a telegram from Berlin, to dine on the 13th instant with the King of Prussia. The United States Minister at the North German Court is said to be engaged in organising a banquet in honour of the illustrious strangers, and of that share in their great enterprise which may be considered due to the great republic of which the Chinese ambassador himself is a citizen. Of course no one is entitled to raise any objection if the King of Prussia or any other Sovereign chooses to entertain a party of gentlemen from Peking, and nothing is more natural than for Mr. Bancroft, or any other American Minister, to do the honours of the place in which he may be living to a wandering compatriot. It is impossible not to feel, however, that no matter how great may be the personal claims of Mr. Burlingame to the courtesy of all persons enjoying the pleasure of his acquaintance, and no matter how amusing it may be to catch and lionise a party of Chinese travellers, still European Governments who entertain the Chinese Embassy officially are, after all, clinging to a mistake which may have been pardonable at first, but ought certainly to have been given up long before now. People who were intimately acquainted with China declared from the beginning what the course of events during the past year ought certainly to have made apparent to all men by this time, that the Chinese Embassy is simply a buffer. Its mission is to keep off Europeans. It naturally finds that the best way of fulfilling this charge is to persuade Europeans that its object is exactly the reverse, and for this reason it makes use of the language which pleases the European ear in connection with Chinese affairs, and talks of progress, civilisation, and the development of resources; but all this time it is really a buffer, and nothing else. Our own Minister in Peking, Sir Rutherford Alcock, a man who is in the worst possible odour amongst all European residents in China, through being considered the slave of retrogressive ideas, and a mere half-hearted champion of his countrymen's interests, has himself been moved to declare that he finds the obstructive spirit of the Chinese Government as great now, if not greater, than ever. Mr. Ross Browne, the American Minister at the Court of Peking, who succeeded Mr. Burlingame when that gentleman was appointed to take charge of the Embassy, has avowed his conviction that it is a delusion and a sham, in a speech much more remarkable for candour and sincerity than for diplomatic reserve. Meanwhile, the only thing which the Embassy has actually done has been to extort from this Government concessions which no Cabinet in harmony with the aspirations and the genius of the country would ever have granted, and of which the effect must be diametrically antagonistic to the purpose which we ought to have, and the Chinese Embassy itself pretends to have, in view. In Paris Mr. Burlingame is not reported to have done well, but it was hardly to be expected that the Emperor of the French would be so easy a victim as the Foreign Secretary of a Radical Cabinet in England. Foreign policy was never the strong point even of the Whigs, and their modern successors are still less distinguished in diplomacy. In Berlin and St. Petersburg, however, the envoy from Peking has a new field of operations, new hospitalities to receive, and new laurels to win by obtrusively doing nothing. Moreover, it is obviously a law of his political existence that he must be kept moving. He is necessarily an itinerant ambassador; for it would be impossible to remain in one place and do nothing in a striking and impressive manner for several years continuously. There will come a time, of course, when the Embassy will, so to speak, have used up all the capitals of Europe, but by judicious management that result may be postponed for a considerable period. To the best informed observers of its policy it does, as we say, seem strange that the hollowness and emptiness of the whole undertaking should so long be successfully concealed; but to him who will be deceived, the only thing to say after vainly trying to enlighten him is, *decipiatur*. It may have been noticed, however—and while on this subject it may be worth while to point out for the benefit of all believers in the Celestial Embassy—that, despite the honour paid to it, the Duke of Edinburgh visiting Peking has to go *incognito* to avoid the slight which would otherwise be offered to him by the Chinese Court. To that august Government it appears only fitting and seemly that gentlemen honoured with its confidence should be received with marks of distinction and respect by the Sovereigns and Ministers of European States, but to imagine that their courtesy ought to be reciprocated in any way is preposterous. A Chinese ambassador may be the equal of a barbarian king, but it does not follow for a moment that a barbarian prince is worthy to be admitted to the glorious presence of the Chinese Emperor. Perhaps, indeed, the present incumbents of the Treasury coincide in this view. Radicals in their foreign policy often enjoy—like Uriah Heep—the sense of being "'umble," especially when their 'umbleness is accomplished at somebody else's expense.

## DUTCH FINANCE.

The following comments on the Dutch Colonial Budget are from the *Daily News*:—

Very little is known in England of Dutch politics. This is a pity; for the Legislature of that country has just been discussing questions analogous to those with which we are familiar in English affairs—questions referring to Colonial Administration, Poor Law Relief, and the relations of Church and State. The colonial question is worthy of some attention. It is a most intricate one, and has been shelved only for the moment. Indeed, the Colonial Minister, M. de Waal, seems not only incapable of dealing with it, but imagines that the Dutch Parliament possesses no better ability than his own. It is difficult to conceive the ludicrous position of a Cabinet Minister who, while demanding a credit on the colonial budget of £10,000,000, calmly says in effect:—"This budget could not be examined in the East Indies, where they are too busy to occupy themselves with the subject; but we request you to vote for it, such as it is, because you understand nothing about it." Naturally the Opposition could not appreciate such an argument, and its audacity could not alter the facts which, as illustrating the downfall of a great colony, is well worthy of mention here. The annual expenses of the Dutch East Indies did not exceed 57,000,000 florins before 1852; but in 1855 they rose to 60,500,000 florins; then to 98,000,000 florins in 1865; and to 105,000,000 florins in 1867. The year 1869 shows an expenditure of 110,000,000 florins, and the Minister demands 116,000,000 florins to meet the budget of 1870. Instead of corresponding with this enormous increase, the receipts have on the contrary fallen in a most surprising manner. In 1857 the income amounted to 41,000,000 florins; it has not ceased to retrograde each year; and the Colonial Minister now proposes to levy an annual and fixed income of 10,000,000 florins, that is, less than the eleventh part of the colonial expenditure. A system of fixed income was, however, contested by the Chamber as contrary to the fundamental laws of the colony. An amendment, proposing to fix the colonial income each year according to the rise or fall of wealth in the colony, was adopted by forty-two votes against twenty-four. The position of the colony is certainly distressing, and it is supposed that the only true remedy is to be found in the introduction of a suitable agrarian law. The first question with regard to Java must be whether the land belongs to the Sovereign or is a communal property, and what rights have the natives over the soil. Actually these differ in every province, and disputes are settled by curious traditions, not by equitable law. The Conservatives, deeming the Javanese not sufficiently civilised to become landowners, would maintain the system of communal property. But by preventing the native from becoming a proprietor he is converted into a simple labourer, he is degraded, and he remains poor. The Javanese have in many respects improved of late; and, in fact, Java like other countries needs institutions of a more liberal character—the abolition of monopolies—and free competition in all agricultural and industrial pursuits. With freedom of trade and laws bearing the impress rather of a civilising power than of a conquering people, the fertility of the colony may again be revived; and this to the advantage, not only of Holland, but also of England and the many other countries which trade with that hardy little nation.

## VICE-CHANCELLOR'S COURT.—DEC. 4.

BE THE BANK OF HINDUSTAN, CHINA, AND JAPAN (LIMITED).—MITCHELL AND ASPINALL'S CASE.

This case raises the question whether the liquidators of a company which is being wound up can prove against contributories who have executed a deed of inspectorship under the Bankruptcy Act for the amount of calls made subsequently to the deed of inspectorship, the deed itself containing the name of the bank as creditors for arrears then due on the shares, but not for the balances which might become due on the uncalled capital. It appeared that on the 21st of December, 1866, the date on which an order was made for the voluntary winding up of the Bank of Hindustan, China, and Japan, under the supervision of the Court, Messrs. Mitchell and Aspinall were the holders of fifty shares standing in their joint names. On the 4th of June, 1867, Messrs. Mitchell and Aspinall executed the deed of inspectorship under which their estates were realised, and advertisements were inserted in various newspapers giving notice of the intention of the inspectors to pay a dividend on the joint estate, and requiring all persons having any claims on the estate of the debtors to send in the particulars of their claim to the solicitor of the inspectors before the 21st of December, 1868. No claim was made by the bank in answer to the advertisement, and the assets were administered and distributed among the other creditors without making any provision for the calls, amounting to £500, which have since been made on the shares. The matter was brought before the Vice-Chancellor in Chambers, and then adjourned into Court.

Vice-Chancellor Stuart has reserved judgment.

## BAIL COURT.—DEC. 3.

WRIGHT V. PARKER.

The plaintiff, Mr. J. P. Wright, was a tea broker, carrying on business in Mincing-lane, and the defendant was the registered officer of

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the National Bank, and the action was brought to recover damages for loss sustained through the dishonouring of a cheque of plaintiff's in August last. The declaration stated that the plaintiff had an account with the National Bank, and on the 14th of August last he drew a cheque in favour of Messrs. Rothwell, Marshall, and Co., tea dealers, for £416 18s. 8d., which was dishonoured by the bank. The defendant pleaded that the plaintiff had no funds at the bank with which to meet the cheque, and they had paid £10 into court as sufficient to cover any damage the plaintiff might have sustained.

It appeared that the plaintiff's lodgments in the bank between Oct., 1867, when he became a customer of the bank, and the time the cheque was dishonoured, amounted to about £61,000, and the cheques drawn from time to time reached nearly that amount. On the 14th August, 1868, the plaintiff's clerk lodged a City cheque for £420, City cheques being always treated as cash, and the plaintiff then had to his credit, including the £420, a balance of £530 12s. 4d. The bank on the following day wrote to the plaintiff, expressing regret that through an error of one of the clerks the cheque had not been paid on presentation, but that they had taken it up on that day. Plaintiff exhibited the letter to Mr. Rothwell. The plaintiff's case was that his credit was so much damaged by the dishonouring of the cheque that his business fell off, and he was obliged to make an arrangement with his creditors. Plaintiff, however, continued to deal with the National Bank until the following November, when he stopped payment.

The defence was that it was an unfortunate mistake, and that the bank had been always ready and willing to make the plaintiff fair and reasonable compensation for any loss that he had sustained, but that he had been unable to satisfy them on that point. They denied that the plaintiff's arrangement with his creditors was owing to their dishonouring the cheque. The defendant called a number of witnesses, persons whom the plaintiff said had refused to deal with him in consequence of the dishonouring of the cheque, but several of them stated that they first heard of it when they were subpœned to give evidence, and others said that the circumstances would have had no effect on them in their dealing with the plaintiff. An accountant was also called, who gave it as his opinion that the plaintiff must have made an arrangement with his creditors if the mistake had not happened.

The jury returned a verdict for the plaintiff—damages 40s. over the £10 paid into Court.

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A COMMERCIAL INSTITUTION.—A letter has been addressed to *The Times* advocating the establishment by Royal Charter of an association under the title of "The Honourable Institute of Commerce;" to be composed of gentlemen whose reputation is intact and of at least seven years' standing, who shall be entitled by such charter to affix the letters of diploma to their names; and that the institution should be a Chamber of Commerce for the settlement of trade questions. *The Times* in commenting upon this suggestion observes:—"The writer would wish a chartered association, but the whole idea could be carried out, and perhaps more efficiently, without any State or legal aid; that which is wanted is simply a combination of persons of unstained mercantile repute who should exclude from membership with them any one who by dishonourable or unbusiness-like transactions might be considered to have forfeited a fair position. A slight nominal subscription would alone be required, and the association should rigorously avoid the pretence of setting the world right upon any political or theoretical questions, whether as regards currency, trade, or any other matter, so as to prevent it from becoming an arena for the fussy and obtrusive vanity of the class who are more clever in making speeches than in steadily and honestly making money. It should content itself simply with looking to the character of its members, refusing companionship with those whom it does not approve, and without attacking them in any way, leaving the fact of that refusal to find with the public whatever weight it may deserve. If, as the writer contends, character is of higher value than money, character should combine as well as capital, and the joint influence of both might then cause the English name to be once again all-powerful. At present honest traders are paralysed by the cheating confederacies that surround them on every side. False advertisements, false brands, bribes in the shape of commissions, and all the other organised devices that from helpless toleration have now almost obtained the sanction of custom, prevent in commercial life the success of new men who would seek a course of rectitude; while in financial circles, when the concoction of impostures is temporarily impracticable, hosts of persons are found shamelessly to boast of participation in conspiracies to wreck the very concerns they were once influential in starting, or to alarm the stockholders of railway or other undertakings in which, from the sensitiveness of the times, they may see a chance of speculative gain. The multitude who compose these classes are mostly known, but so long as they prosper pecuniarily and can escape any social ban they may carry everything before them. To force them to occupy a special circle, while straightforward men quietly kept to their own association, would be a corrective far more potent than could be inflicted by any penalties of a formal Court.

CHINESE TROOPS FOR SERVICE IN INDIA.—The Indian correspondent of *The Times*, in a recent letter, alludes to the great mortality among the British soldiers in India, and asserts that between sixty and seventy men out of every thousand serving last year in Bengal were lost to the service either permanently or for the time being. The *Globe* asks whether in view of this condition of affairs there is any necessity for maintaining in India such a large force of English soldiers as are at present stationed there, and goes on to observe that while undoubtedly there must always be kept up a certain proportion of foreign soldiers to the number of native troops, need they be all Britons? Why should not Chinese regiments be raised, officered by Englishmen, for service in India? They would serve for less pay; the expenses of transport from China would be incomparably smaller than from England, even when the Suez Canal is completed, the climate is much the same as their own, their food is of the most inexpensive kind, they are able-bodied men, and experience has proved that whether as combatants or as Military Train they are when led by European officers as fearless and brave as our own soldiers. During the attack on the Taku Forts in 1860 the Chinamen employed to carry the scaling ladders laid them, in the midst of a heavy fire, across the wet ditches, and held them there while our soldiers crossed over, regardless of the shots and shells that were falling fast and furious on all sides of them. And as combatants it is only necessary to turn to the narrative of Colonel Gordon's campaign against the Taepings to find ample proof of their fighting powers. The Chinese are in their religion, habits, and modes of thought so widely separated from the natives of India, that a combination between the two to oppose the English Government would be next to impossible, and, being so far antagonistic, they would as effectually serve as a check upon the Sepoys as do our own troops, and at half the cost.

COURT OF BANKRUPTCY.—IN RE J. F. WILKINSON.—THE JOINT-STOCK DISCOUNT COMPANY.—The bankrupt, James Freeling Wilkinson, is well known as the late manager of the Joint-Stock Discount Company. He was recently tried and convicted on a charge of misappropriating the moneys of the company, but was afterwards discharged by order of the Secretary of State. He is described as of St. Clement's-house, Clement's-lane, bill broker. The accounts disclose a large amount of liability—£113,417—and there are no assets whatever. Of the liabilities, £12,000 are in connection with the Agra Bank, £24,000 in respect to calls on 600 shares in Barned's Banking Company, to the Financial Corporation, £4,300, the Joint-Stock Discount Company, £35,500, and the liquidators of P. Kleman's estate, £21,476. Mr. Lawrance, for the assignees, said the accounts required amendment, and they wished for further information. The bankrupt, in examination, stated that Mr. Morgan was a creditor of his for £6,000. He did not know whether Morgan was largely indebted to the Joint-Stock Discount Company. The sum of £21,476, due to Mr. Kleman, was in respect of share transactions. He understood that Kleman was now a debtor for £90,000 to the Joint-Stock Discount Company. Mr. Giles Loder had advanced him £18,000, and held shares as security. He believed that Kleman had since discharged Loder's claim. Mr. Sedgwick, for the bankrupt, stated that he had only kept a banker's book. He had been manager of the Joint-Stock Discount Company, and had only been in business as a bill broker for a few months. The deficiency was easily explained, as much as £90,000 being in respect of share transactions. An adjournment was ordered till the 24th of February.

ROLLS COURT.—THE COMMERCIAL BANKING CORPORATION OF INDIA AND THE EAST.—FERNANDEZ'S CASE.—In this case a dividend in the winding up had become payable to the executor of a deceased creditor, whose domicile was in India, where the will had been proved and the executor was residing; and the question arose whether the dividend could be paid out of Court, and remitted to the executor, without probate being taken out in England and the duty paid. His lordship held that it was not incumbent upon him in this particular case to require probate to be taken out here, having regard to the fact that the corporation was essentially an Indian establishment, with only an agency in this country. The dividend might therefore be remitted direct to the claimant. The official liquidator and the claimant would have their costs, but he should not give the Crown any costs.

COLONIAL POSTAGE.—On the 1st of January, and thenceforward, the scale of weight which is now in force for charging inland letters, as well as letters to most of the British colonies, will be extended to the under-mentioned colonies:—New South Wales, Victoria, South Australia, Western Australia, Queensland, Tasmania, New Zealand, Mauritius, Penang, and Singapore. Under this regulation a letter for any of the colonies named, if weighing more than one ounce, but not exceeding one ounce and a half, will be chargeable with three rates of postage instead of four, as at present; and if exceeding two ounces, but not exceeding two ounces and a-half, will be chargeable with five rates of postage instead of six, and so on, the scale progressing by one rate for every half ounce throughout.

IT is stated that the Russian Government has granted a concession of thirty years to M. Titgen, Councillor of State to the King of Denmark, M. Erickson, a merchant, and M. Pallisen, Consul-General for that country at St. Petersburg, for the establishment of submarine telegraphic lines between Asiatic Russia and Osaka, Yokohama, or Nagasaki, in Japan; and Shanghai, Fou-djaon, and Hong Kong, in China. The company thus formed will ask for the authorisation of the Chinese and Japanese Governments, and the Russian Executive will lend its good offices in the matter. The concessionaires bind themselves to attach this system of telegraphy to a station and telegraphic line of the State in Russia in Asia.

TESTIMONIAL TO MR. MILLER.—We have much pleasure in stating that the subscriptions to the testimonial to Mr. Alex. Miller, the well-known and much-respected manager of the "Jerusalem," have now reached £1,000. Most of the firms in the India, China, and Australian trades have subscribed to this well-deserved tribute to Mr. Miller's worth, and to the tact, judgment and other qualities that so eminently fit him for the post. Mr. Miller's connection with the "Jerusalem", and the proprietors (Messrs. Harpers) extends to nearly half a century.

NEW SHIPS FOR THE P. AND O. COMPANY.—The directors have contracted with Messrs. Caird and Co., Greenock, for two screw steamers of 3,400 tons, and 600-horse power.

THE "DONEGAL" sailed from Spithead for China on the 16th inst., but has put back owing to a severe gale.

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THE meeting of the Straits Association, held on Wednesday last, to consider Governor ORD'S despatch, was very fully attended, and resulted in the appointment of a committee, consisting of Messrs. NAPIER, GILFILLAN, and TIDMAN, to prepare a reply to it.

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NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be accompanied by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A REGISTER is kept of the addresses of all persons connected with the FAR EAST, and reference can be made to the same by personal application at the Office or by letter.

*Any Information required by Subscribers, in reference to Commercial or general matters in* CHINA, JAPAN, SINGAPORE, *and other parts of the* FAR EAST, *will be supplied on application at the Office, where files may be seen of the Journals published in those Countries.*

The "LONDON AND CHINA TELEGRAPH" is published on the arrival of the fortnightly English mail, and the monthly French mail. Subscription, 30s. per annum; with Export Supplement, £2 2s.

The "LONDON AND CHINA EXPRESS" is published on the day of departure of the mails, and contains a Summary of English, Continental, and American, News, Commercial and Shipping Reports, &c. Subscription, 54s. per annum; with Export Supplement, 66s.

JAMES WEST, PUBLISHER,
2, COWPER'S-COURT, CORNHILL, LONDON.

# The London & China Telegraph.

*LONDON: SATURDAY, DEC.* 18, 1869.

## THE MUNICIPAL COUNCIL OF SHANGHAI.

THE excellence of any system may best be estimated by the practical results that flow from its adoption. In an especial manner, the suitability of a public body entrusted with the administration of affairs and the collection and expenditure of money produced by the levy of taxation, is to be most justly tested by the amount and value of the work done, as compared with the pecuniary burdens laid upon the contributing community. If, therefore, after a change in the plan of administration, an unpopular body becomes popular; if permanent local improvements take the place of temporary expedients spasmodically adopted; if a heavy debt, bearing what to us must appear exorbitant interest, is, in whole or in part paid off within a short time, and if, moreover, taxation is sensibly diminished in the meanwhile, we are justified in assuming that the plan secondarily adopted is suited, and that that which it replaced was utterly unsuited to the requirements of the place wherein the two experiments have been tried. Now, this has been exactly the case in Shanghai, with this additional element working against the framers and executors of the reformed system; that from the time at which they commenced operations, the value of real property continued to fall, not slowly and steadily, but rapidly, and by great bounds, until at length it reached a minimum which, in many cases, fell below zero. For, no matter how unproductive land in Shanghai may be, the Government and local taxes are still levied upon it; so that at present, and for years back, the holders of certain lots are and have been anxious to get rid of their property even by gift, but can find no one equally anxious to acquire it, representing, as it does, nothing but expenditure. In addition to all this, the commercial crisis which lately passed over the monetary world was felt with much severity at Shanghai. Bankruptcy was the order of the day, and amid the crash of great houses and the less noisy collapse of small ones the voice of the tax-gatherer was heard with the indifference of despair.

Such is an outline of the state of affairs during the early part of the administration of the new Council. Moreover, there was no public work worthy of the name in existence, with the exception of the roads through the settlement. The sewers were in a terrible condition, the bridges were dilapidated, and the municipal buildings were ruinous. Yet this was the immediate result of a previous large and wasteful expenditure which had necessitated increased taxation at a time when, from the exodus of the native population consequent on the suppression of the rebellion, the resources of the settlement had been considerably curtailed. Finally, to meet a debt of Tls. 85,340, bearing interest at rates varying from 10 to 15 per cent., the last of the recklessly magnificent councils left behind them the sum of Tls. 500, the savings of the police, the reward and gratuity funds, the tavern deposits, &c., amounting to Tls. 24,000, having all been misappropriated and spent. It is needless for us to trace the steps by which this truly frightful state of things was remedied. Suffice it to say, that one year after the reformed Council entered office, the police savings and the other funds just mentioned had been placed on deposit in a bank; the standing debt had been reduced to Tls. 81,200, consolidated and placed with the Comptoir d'Escompte de Paris at 9 per cent., and the budget, which was Tls. 66,500 lower than that declared by the previous Council to be absolutely and indispensably necessary, had yielded a surplus of Tls. 25,000. And this was the case although (in consequence of the refusal of the Taoutai to increase the native wharfage dues commutation allowance, the distrust and reluctance of the public and the extension of private wharves and godowns), the wharfage dues for the year, as realised, fell short of the estimate by Tls. 20,000. As the preceding Councils had invariably exceeded their budgets and increased the public debt, it is fair to assume that had they remained in office a sum of at least Tls. 120,000 above what was practically proved to have been necessary would have been squandered. Thus, by 31st March, 1866, the Shanghai municipality, which had been a year before in the position of a hopelessly insolvent person, addicted to private gambling, who is equally unable to pay his business debts and his debts of honour, was in as satisfactory a position as any public body deeply in debt can be, which is, however, in a fair way to pay off everything in full. At any rate its credit was perfectly restored.

We now turn to the report for the year ended 31st March, 1869, and we find that the standing debt had on that day been reduced to Tls. 48,000. Since then Tls. 12,000 more has been paid, so that now the consolidated debt is Tls. 36,000. A balance of Tls. 34,639 was in hand on the above date, and the estimated working balance for the next municipal year amounts to Tls. 21,305. Meanwhile, improvements are being steadily carried on, the drainage has been made most satisfactory, plans for extending the bund line have been adopted and are now being put in operation, and various measures, such as the establishment of water works, the construction of bridges, and other undertakings on a large scale have been fully discussed and ventilated. As the depreciation of real property continues, land is from time to time re-assessed, and thus the public burdens are lightened in a way peculiarly satisfactory to those whose land taxes go to the account of pure expenditure unbalanced by any income. The police arrangements are almost perfection, and we assume from the fact that a report on the sanitary condition of the English and American settlements has recently been drawn up for the Council that the local Government will, for the future, extend its labour so as to include those new branches which properly come under the jurisdiction of a board of health. In addition to performing the functions properly appertaining to a body entrusted with the finance, police and improvement of a town, the Municipal Council of Shanghai have steadily kept in view the elaboration of the local legislative code. It is matter for regret that hitherto mutual jealousies, and unwillingness to make concessions or incur responsibilities, have prevented the representatives of Western Powers from working with harmony in this matter. For all are ready to confess that the Land Regulations of 1854 are now far too narrow for the requirements of the settlements, and, moreover, a revised code approved by the land renters at several meetings is in existence, and only awaits official sanction. But the Municipal Council are in no respect answerable for the delay. They have pushed on vigorously in the right direction—the Ministerial carriage stops the way!

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WE are glad to announce the safe arrival in England of Admiral KEPPEL, who arrived by last homeward mail *via* Marseilles, with Lady KEPPEL. We are happy to see that the hearty demonstrations of goodwill that greeted the Admiral in Hong Kong were repeated at Singapore; and we trust that these strong expressions of popular feeling will not be without their proper effect on the minds of HER MAJESTY'S Ministers.

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THE PRESIDENT'S Message to Congress contains but a brief allusion to China affairs. Adverting to the closer approximation that is rapidly being brought about between that country and the United States, the PRESIDENT recommends legislation to prevent the enslavement of the Chinese upon American soil, and to prevent American vessels from transporting coolies to any country engaging in the system.

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## THE DELIVERY OF MAIL LETTERS IN LONDON.

WE wish to call the attention of our correspondents to a serious inconvenience that arises from the mode of addressing letters, papers, and circulars, that residents in the Far East are very prone to indulge in. People in China have long been impressed with the idea that a letter or packet intended for a person or firm of any repute at all in this City, is sure to be safely delivered if addressed simply "London," without any more particular direction. To a certain extent this supposition is justified by facts; but it must be remembered that not only safe, but early delivery of letters is a desideratum, and the omission of the requisite details entails needless and vexatious delay. The Postmaster-General has recently issued a notification, urgently requesting mercantile firms in the City to order their correspondence to bear the full address of street and number, instead of the word "London" only. Of our own despatches by the last inward mail, a portion came to hand early in the morning, some in the afternoon, and the remainder in the evening; and we noticed that those which were delivered early bore a correct and explicit direction, while the latest were those addressed simply "London." From this it seems probable that a change has taken place in the system of sorting at the Post Office, letters not explicitly addressed being thrown aside to be dealt with after the properly directed ones have been attended to. We therefore beg that our correspondents and contributors, publishers of journals who exchange with us, and firms who are good enough to forward us their circulars, will in future address them in full, to No. 2, Cowper's-court, Cornhill, London, E.C. And we strongly recommend all persons in the East who have correspondents in London, to adopt the same rule.

## THE STRAITS SETTLEMENTS ASSOCIATION.

A COPY of a very important despatch from Sir HARRY ORD, in which his Excellency replies to the various representations made by the Straits Settlements Association to the Colonial-office, has been forwarded by Earl GRANVILLE to the Honorary Secretary of the Association; and a meeting, which was very fully attended, was held on Wednesday, the 15th inst., to take this document into consideration. The result was the appointment of a committee, consisting of Messrs. NAPIER, GILFILLAN, and TIDMAN, to prepare a reply to the GOVERNOR'S despatch. The document and the reply to it will no doubt be published in due time, and will, we hope, mark another step in the progress of reform in the Government of Crown Colonies. It is gratifying, at any rate, to find that the present Chief of the Colonial-office evinces a disposition to thoroughly investigate the alleged causes of complaint; and the Straits Association has already evidenced the advantage to be gained by an influential body of colonists acting in this country as the representatives of a distant community of British subjects.

Mr. NAPIER has issued a pamphlet, entitled "Independence of the Judges in the Straits Settlements" (to be obtained at Singapore, Colombo, and Hong Kong), in which this question, possessing so much interest, not only for Straits residents, but for those concerned with judicial independence in Crown Colonies generally, is very ably treated. The pamphlet contains a lucid exposition of the views of the Association regarding the *status* of the Judges, and shows clearly enough the hollowness of the objections hitherto opposed to them by the Colonial-office. But argument is unavailing with those whose actions are not based on reason. The Straits Judges are now deprived of their independence, not because they have been proved unfit for it, or because anything is to be gained by taking it away, but simply because the Straits have become a Crown colony, and must therefore be brought in all respects into a state of uniformity with other Crown Colonies—without any reference to the total dissimilarity of conditions between Singapore and (for example) Jamaica. Probably, as Mr. NAPIER remarks, if Lord GRANVILLE could divest his mind of official traditions, and bring his own independent judgment to bear on the question, he would at once see the absurdity of the Colonial-office view of it.

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WE hear the first "China Loan"—of four million taels—is to come out in February, the security being the Customs Revenue. The Chinese must not be denied credit for willingness to adopt the usuages of Western nations; at any rate, as regards borrowing money to spend on arsenals and armaments.

## THE SUEZ CANAL.

AN official report on the Suez Canal having been made by Commander G. S. NARES, of HER MAJESTY'S surveying vessel *Newport*, which passed through at the opening, the Hydrographer to the Admiralty has issued a series of directions for the navigation of the Canal. There is no doubt, it is stated, that every vessel will do more or less damage to the banks on passing, but screwships going five or six knots will do but little harm. Large vessels should go at slower speed than small ones. The latest accounts from the Canal report that the *Peruvian*, which had discharged more than half her cargo, got through to Suez in six days. The *Babel* had to lighten up to 16 feet 3 inches (or 5 metres); this was done at the expense of the Company into lighters. The underwriters do not look on the risk with any more favour, and in most cases charge even a higher rate than round the Cape. They will not allow stranding in the Canal to be taken as an ordinary case of stranding. Vessels, however, continue to leave with cargoes for ports in India and China. It is said that a Russian line of steamers from the Black Sea to Bombay, *via* the Canal, is about to be established, with contracts already made by one house at Moscow to ship 4,000 bales of cotton per week. The report made by Capt. METHVEN, of the P. and O. Company to the managing directors on the state of the Canal has been published in the form of a pamphlet, and contains much useful information. It is now freely admitted on the part of the Canal Company that it must be considerably deepened and in some places widened, and that extensive works have still to be undertaken at Port Saïd. Rumour whispers that to admit of the necessary dredging operations, the Canal will be closed until April next; but the engineers say that all can be done without any suspension of the traffic. We hope this will prove to be the case.

## OUR TELEGRAPHIC EXTRA.

THE utter disorganisation of the Indian telegraphs still continues to act most prejudicially on our TELEGRAPHIC EXTRA. We deeply regret to find that two successive issues (those of Nov. 4 and Nov. 17) appeared in an incomplete state, the special telegrams sent out for those numbers having miscarried. We have previously explained that these mishaps are attributable to no fault in the management, but take this opportunity of again assuring subscribers of our intention to persevere in the endeavour to make the EXTRA a success, notwithstanding these discouraging circumstances. These frequent miscarriages have induced us to be content, for the present, with shorter and less comprehensive telegrams than we at first intended; but we trust that an improvement in the lines will soon enable us to improve the EXTRA, provided it is supported.

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FROM Egypt we have a piece of information curiously illustrative of the real tendency of Lord CLARENDON'S Foreign Policy. It has no immediate reference to our relations with China, but has nevertheless such an indirect bearing on the whole question of England's position in the East as justifies us in adverting to it here. Sir SAMUEL BAKER, as is well known, has entered the service of the Viceroy of EGYPT, and is about to conduct an expedition into the interior of Africa to put down slavery, which flourishes more than ever in the Soudan. England has always held the very highest position before the world as the unrelenting enemy of slavery; she has long maintained a squadron on the African coast, to combat, at a heavy cost of life and treasure, the infamous traffic; it was with the consent of the English Government, and, indeed, under the special influence and encouragement of the Prince of WALES, that Sir S. BAKER undertook his arduous task; and it was therefore not unreasonable to expect that the moral, and if needed, the material support of England, would be vouchsafed to so important a step in the interests of humanity and civilisation. Not so, however. Colonel STANTON, Her MAJESTY'S Consul-General in Egypt, in accordance with positive instructions received from the Foreign-office, has formally warned Sir S. BAKER that he and those under him will receive no aid or protection from this country, and that if they are in any way "wronged, injured, molested, or constrained"—that is, if they are captured and tortured, imprisoned, or enslaved—they are not to look to England for any redress. So that, on the eve of its departure, this useful mission is publicly discredited and de-

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nounced by our Government. It is thus that England, under a Liberal administration, renounces the lofty aspirations and abnegates the noble duties that have hitherto been her privilege and pride.

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Our Rotterdam Correspondent gives an interesting account of the debate in the Second Chamber, which ended in the final rejection of the proposed vote to support a Dutch Embassy at Peking. It contains some amusing illustrations of the complete success that has attended Mr. Burlingame's endeavours to ingratiate himself with the Ministry. One member thereof (Mr. de Casembroot) gravely impressed on the Chamber the necessity of remembering that "the Government of China was a most enlightened one;" and another (M. Roest van Limburg) naïvely confessed that he had been guided by Mr. Burlingame's advice, not only in proposing to establish a Minister at Peking, but even in fixing the amount of his proposed salary. How M. van Limburg's simple and confiding nature must have been hurt by the rude way in which his proposal was negatived by the majority of non-believers in Mr. Burlingame! That distinguished diplomatist is now in Berlin, where, we are informed, a treaty is being arranged between China and the North German Confederation, whereby each party will be bound to grant the other all privileges accorded to "the most favoured nations." Perhaps the North Germans fancy that the effect of this will be to place themselves and the Chinese on terms of equality; but they will soon find that the equality is all on one side.

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It is sad to think that the Duke of Edinburgh must be set down as a *mauvais sujet* after all. We read of his frank, genial manner, of the favourable impression he has left in Japan and Hong Kong; of the hearty cordiality with which he joined in the demonstrations in honour of Admiral Keppel; but just as we begin to feel quite enthusiastic about "Our Sailor Prince," there comes the bitter recollection that he has visited the "sink of iniquity," and allowed himself to be feted by the denizens of that Stygian pool. That he could emerge from so horrible an abyss without being utterly corrupted and demoralised, would be too much to expect; and we are, therefore, not surprised to hear that the Duke of Somerset has given him up entirely.

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# Literature.

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*A Cruise in the Gorgon.* By W. Cope Devereux, R.N. Bell and Daldy.—Those of our readers who are tired of the disquisitions on the coolie trade between China and Peru, which seems from recent disclosures to embody all the worst features of slavery, may like to hear something of the African slave trade for a change. It is a long time since we had a book on the slave trade, for, in truth, the subject has of late years become somewhat stale and devoid of general interest. The days of exciting chases and important captures may almost be said to have ceased soon after our squadron of gun-brigs came to be superseded by steam-sloops and screw-gunboats; by degrees the slavers became less daring, until their traffic was so far suppressed that the preventive squadron came to be regarded almost as a superfluity, the only intimation of its proceedings being an occasional Admiralty notification regarding the distribution, in infinitesimally small shares, of a paltry amount of prize-money earned by the capture of some wretched "slave dhow, name unknown." Indeed, it is not very long since some zealous advocates of naval economy urged the entire withdrawal of our African squadron, on the ground that its occupation was gone. Under these circumstances it is interesting to learn, from an officer of experience on the station, something of the actual condition of the trade in the present decade. The cruise of the *Gorgon* extended from November, 1860, until June in the following year. It appears, from Mr. Devereux's narrative, that up to that time there was still a good deal of illicit traffic in human flesh carried on on the Mozambique coast, besides what may be called the legalised trade in slaves, with which our treaty with the Sultan of Zanzibar prevented any interference. Most of this seems to be done under the convenient shelter of the Portuguese flag, by those who profess to be *bonâ fide* traders on the coast. The Portuguese pervade every available spot on the coast, and as far in the interior as they can penetrate; under their auspices the slave trade, with all its concomitant rascalities, flourishes; and all attempts to counteract their baleful influence, either by the *suaviter in modo* (as personified by our missionaries), or the *fortiter in re* (as represented by our gunboats), have hitherto failed. Our author has not written without an object; he not only exposes the evils of the slave trade itself, as still carried on, but also shows how futile are our attempts at a complete suppression of it, notwithstanding the heavy expenditure of money, and the still more regrettable loss of life that have accompanied them. Some details are given of actions in which British naval officers, in their thirst for prize money, have been guilty of what can hardly be called anything else than piracy; and finally, in a section of the book devoted to a trip up the Zambesi, with Dr. Livingstone, Mr. Devereux shows how our missions to Central Africa have come to grief through mismanagement, incapacity, and misdirected expenditure. To all who are not indifferent to the important social problem involved in the question of slavery, the book cannot be otherwise than interesting.

*Womankind in Western Europe.* By Thomas Wright, F.S.A. Groombridge and Sons.—In this handsome volume Mr. Wright makes no pretence of having produced a philosophical treatise on the character and condition of the female sex generally, or of any profound investigation into the complicated question of women's rights. But he has endeavoured, and with no small measure of success, to trace, from sources not accessible to the general reader, the history of the sex in Western Europe from the earliest times to the seventeenth century; with descriptions of the condition, character, manners, and—last, though not least—dress, at different epochs. The task could not possibly have fallen into more thoroughly competent hands. Mr. Wright's profound antiquarian knowledge and his researches into ancient and mediæval literature, have made the subject apparently as familiar to him as the Latin grammar is to a schoolboy; indeed, so great a stock of information has he accumulated that his only difficulty has been to do justice to the richness of the materials at his disposal. Commencing with the condition of woman in Gaul and Britain during the Roman period, we are led through the Frankish and Anglo-Saxon periods to the feudal times, where "domestic life in the castle" and among the Anglo-Normans generally, affords some curious pictures. Then we come to the days of feudal romance, with their troubadours—Provence, with its poetry and "Courts of Love"—and then to the transition period, when feudalism began to die out, until the sixteenth century, when it may be said to have become extinct in Western Europe. This period affords an especially rich supply of materials illustrative of the social system of the time, both in England and France. Beyond the time of Charles I., or what may be termed the close of the Elizabethan age, Mr. Wright does not attempt to go. To have brought his history down to the present time would, he considered, have required a much greater amount of labour and research, and much more space than was consistent with the limits of a single volume. As far as the work goes, however, it is perfect. The numerous illustrations include many fac-similies, in chromo-lithography, of curious pictures from ancient MSS., and illuminated missals of the Middle Ages.

*Deliverance, or the Bold Conspiracy.* A Tale of the Inquisition; and other Stories. Groombridge and Sons.—The nature of the principal tale in this volume is sufficiently indicated by its title. It deals with the darkest period of the history of the Papacy, and is full of incidents illustrative of the cunning, cruelty, and bigotry of the Jesuits, then in the zenith of their power.

*Kingsdown Lodge*, by Emma Jane Worboise. E. Marlborough and Co.—This is a new edition of a pleasing story by the author of "Thornycroft Hall" and some other tales of what may be termed an "improving" tendency. Like her other works, it differs very strongly from the sensational style of fiction that has latterly become so popular.

*The Microscope* and *The Telescope*, by the Hon. Mrs. Ward (Groombridge and Sons), are two excellent little books. The first is a complete guide to the management and use of the microscope, with instructions for the collecting and mounting of objects, and descriptions of various objects of special interest and beauty adapted for study. It is full of excellent woodcuts, and may justly be described as a perfect handbook to the use of the instrument. The companion work is on the same principle. It contains a familiar sketch of the history and construction of the telescope, with special notices of those heavenly bodies that come within the range of small instruments such as amateur astronomers are likely to possess. There are also instructive details of some of the most interesting discoveries that have been made with the telescope. The volume is illustrated with a good map of the moon's surface and numerous other engravings.

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One of the most splendid gift-books of the season is a selection of Hood's Poems, with illustrations by Gustave Doré. In such subjects as "Eugene Aram," and the "Bridge of Sighs," the wild, fanciful imagination of the artist has full scope, and his drawings are full of that strange, weird power in the possession of which he stands alone among living artists. There are two editions, one illustrated with engravings from Doré's designs, the other by autotypes, or fac-similes of his original pictures, produced from photographs by Mr. Ernest Edwards's process of printing in carbon. The absolute fidelity with which this beautiful process reproduces the artist's work, not only in outline but in every gradation of tone, every touch of the brush, and even in colour, must be seen to be believed. The publishers are Messrs. Moxon and Co., whose new publications also include the Royal Gift Book for 1869, by express permission of Her Most Gracious Majesty, entitled *Windsor Castle*, containing thirty photographs printed in permanent colours, by Mr. Ernest Edwards, with descriptive text by B. B. Woodward, F.S.A., Librarian to the Queen.

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Messrs. Macmillan and Co. also announce an important work, illustrated in the same manner, entitled *Specimens of the Drawings of Ten Masters*. These consist of twenty photographs by Mr. Ernest Edwards, from the Royal Collection at Windsor, with descriptive text by Mr. Woodward, F.S.A., the late Royal Librarian.

Mr. Richard Bentley announces an important elucidation of the Byron mystery, *Medora Leigh, a History and an Autobiography, by a new Witness*, edited by Dr. Charles Mackay. From what we are given to understand, Medora was a wild and wayward sister, or half-sister, of Mrs. Leigh; and while the general truth of Lady Byron and Mrs. Stowe remains unimpugned, Dr. Mackay proves, so we hear, the fact that there was some foundation for the story, but that Lady Byron was mistaken, and led Mrs. Stowe into error. We shall be heartily glad when this scandal shall be allowed to drop into the oblivion from which it never ought to have been evoked.

The forthcoming work from the pen of General Garibaldi has been translated under the supervision of a distinguished English *littérateur*, and will be published under the title of "The Rule of the Monk, or Rome in the Nineteenth Century." It is understood to be a vivid portraiture of the wrongs and evils of Papal misrule in Rome, together with a narrative of personal experiences and actual adventures, thrown into the form of a stirring story. The patriot of Caprera is himself a personage in the novel.

The Marchioness of Hastings is the illustrator of a book called "Fairy Fancies," which will shortly be published by Hurst and Blackett.

Mr. Tennyson's new volume, published by Messrs. Strahan, contains the completion of the "Idylls of the King," and has prefixed to it a note in which the Laureate states the mode in which he would have the Idylls already published, and the new work, read, the whole being the result of Mr. Tennyson's long study of Arthurian romance.

Mr. Dickens's new serial story will be issued on the 1st of March and will be concluded in twelve monthly parts, uniform with the original illustrated issues of the works of this most popular of all novelists.

The *Graphic*, the new and formidable rival to our old friend the *Illustrated London News*, is likely to have a large share of public favour. Indeed, it takes much higher ground than the latter; the *Illustrated*, amusing and full of information as it is, has little originality in its composition, and must be considered a "thing of shreds and patches." The *Graphic*, on the other hand, exhibits none of this paste-and-scissors work, but literary merit of a high order, while the illustrations are admirable in quality. This is not surprising when we find among the list of artistic contributors the names of the President of the Royal Academy, four Royal Academicians, and nine Associates, besides Goodall, Charles Keene, Marcus Stone, Du Maurier, Harrison Weir, and other well-known favourites. The first number gave promise of great excellence, and the second (now before us) is even better.

*Nature*, Messrs. Macmillan and Co.'s new scientific journal, has reached its seventh number, and is evidently destined to maintain the high reputation its projectors seek to establish. It deals with a wide range of subjects, all handled with undeniable ability; and most of the contributions are signed, instead of being anonymous. The *Academy*, the new literary periodical, is remarkable for the abstruseness of its contents. It is cleverly and laboriously produced, but is, we fancy, of too heavy a nature to find many readers.

Our readers are no doubt already aware that the *Pall Mall Gazette* will appear as a daily morning journal from 1st January Doubtless, the extinction of the *Morning Star* (which had for some time been a "falling star," and evidently tending towards the usual fate of those fiery meteors) leaves an opening for a new morning paper; but the general opinion seems to be that the proprietors of the *Pall Mall* are not acting judiciously in seeking a new field.

A large and valuable collection of Chinese books, consisting of upwards of 1,100 volumes, has recently been added to the Chinese library at the British Museum. The books were brought to this country by Wang Taou, a learned Chinese scholar, who selected them in his native country with the view of their being of assistance to Dr. Legge, the great Sinologue, in translating the Chinese classics, the work on which he is now engaged. As both these gentlemen are about to return to China, the books were offered by them to the trustees of the British Museum, who instantly secured the collection. Being books especially chosen to elucidate the older classical and historical works of China, they are of infinite value to students of Chinese literature.

Among recent French works, one of the most important is *Le Japon Illustré*, par Aimé Humbert (Hachette and Cie.). It is comprised in two magnificent imperial 4to. volumes, with 500 wood engravings, a map of Japan, and two plans. The author, in collecting the material for these volumes, visited the towns and country round the Bay of Yedo at all seasons of the year, and with pencil and note-book in hand made his notes and sketches. Besides these means, he availed himself largely of the aid of photography, and also of the portfolio of Mr. Wirgman, correspondent of the *Illustrated London News*. From these various sources he has produced a most complete picture of the institutions, habits, and manners of the Japanese people.

A Diary of the Prince and Princess of Wales's tour in Egypt, kept by the Hon. Mrs. Grey, one of the ladies in waiting, has recently been published for private circulation. According to the *Court Journal*, only a few copies, handsomely got up, have been printed.

Professor R. Pumpelly, of Harvard, is about to publish, simultaneously in New York and London, an important work, entitled *Across America and Asia*. It will be largely illustrated with wood engravings by our own countryman, Linton, and with curious facsimiles of Japanese woodcuts and colour-printing. ¶

Messrs. Blackwood announce that early in December they will publish *Walpole; or, every Man has his Price*. A Comedy in Rhyme. By Lord Lytton.

## STUDY OF THE ORIENTAL LANGUAGES IN FRANCE.

The French Government and savants are certainly using their utmost endeavours to assist the progress of French commerce in the Far East. The number of books recently published in France on subjects connected with China and Japan, and noticed in our columns, the admirable fonts of type employed at the Imprimere Impériale in the printing of these works, and the extension that has been given to the various schools of Oriental language are all evidences of the above fact. The chair of Chinese has long been worthily filled by M. Stanislaus Julien; and last year the complimentary course of Japanese was converted into a regular professorship, and M. Léon de Rosny appointed to the chair. These gentlemen, as well as other Oriental professors, have natives attached to their chairs as *repetiteurs* or assistant teachers. These young Orientals exhibit great intelligence, speak French well, and some of them are contributing to French periodicals information respecting their native countries. Thus Kouri-Moto Tei-zi-Ro, from Yedo, is the author of a curious paper on "The Condition of Women in Japan," which appeared in the second number of the *Revue Ethnographique*, recently published. M. de Rosny himself has just completed an elementary course of Japanese and vocabulary in seven parts.* Lastly, the works of the Jesuits, Portuguese, and others, including native authors, Chinese, Japanese, Siamese, &c., either in their original form or in that of translations, have now their regular publishers or salesmen, and appear to be in fair demand.

Certainly the Oriental classes are far from being crowded, but Rome was not built in a day, and our neighbours deserve all the more credit from the fact that the task they have undertaken is very slow up-hill work.

## FOOCHOW TEAS—DETERIORATION.

(To the Editor of the *London and China Telegraph*.)

SIR,—Anyone interested in the trade with Foochow must see the necessity of drawing the attention of the teamen there to the yearly deterioration of the teas from that port, in the hopes that more attention will be paid to the preparing and curing of the teas this coming season. I recollect when in Foochow we could always depend on our teas doing less harm in bad years that the teas from the northern ports; but now the reverse is the case, and this year, though Foochow teas are eight millions short of last season, against a deficit of only four millions from the North, the latter are saleable at about cost, while the former are totally unsaleable, excepting by public auction without reserve, and then at a severe loss. This, no doubt, arises from the inferiority of the teas; the relative positions may be thus explained:—A Shanghai tea with flavour and quality, and good infused leaf, can be sold here at 1s. 5d. to cover cost; while a Foochow tea of equal quality, if sold at 1s. 5d., would lose 7d. per lb. And it is a notorious fact that many of the largest dealers, who at one time carried on their trade with Kysow teas, now buy only black-leaf teas, refusing altogether to look at Kysows. The same inferiority is also visible in Souchongs, particularly this season, when it may almost be said there has not been one chop of really fine imported. This inferiority of Foochow teas does not, I think, depend on the growers, but with those who prepare the tea for foreign markets. I believe the teas are spoilt in the curing, being too hastily fired, and they are then further deteriorated by being mixed with old or inferior teas, leaving only some approach to fineness on the very first picking, and bringing the rest to a level almost of common Congou; and it is much to be feared that unless some great change takes place in the quality of Foochow teas, we shall soon only see two prices for them—one for the few that have some quality, the rest will be classed as common Congou.

Buyers, too, in Foochow should give up making such absurd differences in teas,—paying from 1s. 3d. to 1s. 8d. for teas that are here all saleable at the lowest price; and not caused solely by the depressed state of the market here, but from the fact that on this side no difference exists between them, and why they should have been bought at such a difference of price is a mystery to all on this side.

Another great mistake is made by buyers in Foochow continuing to buy for the first three months of the season without any ma-

* Cours de Japonaise. Enseignement Elementaire, &c., 8vo. Paris: Maisonneuve and Cie.

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terial fall in prices, although the quality must have differed considerably. As an importer, I know advices are often received here from one's agent that at the opening he thought prices far too high; then, in about a month, when the quality must have considerably fallen off, he advises purchases at Tls. 1 to Tls. 2 reduction, when the reduction should have been Tls. 10 at least. I maintain that to do a safe business there should be a drop of Tls. 8 to Tls. 10 after the first ten ships have sailed and another heavy reduction in another fortnight or three weeks, and after the first week in August very little should be bought over common Congou price; for so long as teas are bought all through the year at almost the same price, while quality has been falling off day by day, we cannot expect to do a satisfactory business. Tea importing has been a losing business now for some years, especially from Foochow. I can see no chance of Foochow teas paying until the quality is improved, and the prices paid vary more in accordance with the quality.—As so many of your readers are interested in this subject, I hope you will find room for this in your next issue, and remain, Sir, your obedient servant,

London, Dec. 14, 1869. An Importer.

# Foreign Intelligence.

## GERMANY, &c.

(FROM OUR OWN CORRESPONDENT.)

Hamburg, Dec. 14.

The Prussian Parliament is still sitting, and will probably adjourn for the holidays at the end of this week, as it has been found impossible to get through the business and close the session before Christmas. The House has got pretty well through the estimates, but there is still the Bill for the Consolidation of the National Debt, which cannot be brought forward till after the holidays. When it does come on it will not be passed without some lively debates, as some opposition is offered already in the Conservative press, and several of the members are known to be opposed to it. However, it has successfully passed through one of its phases of danger, for the Finance Committee of the House, to whom it was referred for preliminary examination, has passed it by a majority of seventeen to thirteen votes. With regard to the new Four and a-Half per Cent. Consols, the names of the proprietors will not be registered and transferred in case of sales, but bonds be issued payable to bearer in sums of $1,000 each, with coupons and counterfoil attached, the former payable on April 1 and Oct. 1 by the cashier of the Department for the Administration of the National Debt and the other Government offices appointed for the payment of interest. Amortisation is to be effected to the amount available as surplus of the public expenses every year—not by drawings of numbers and repayment at par, but by purchases on the Berlin Stock Exchange at the quotations of the day. But it is expressly stipulated in the new bonds, the text of which has been published, that the State reserves to itself the right of redeeming them on and after Jan. 1, 1890, at their full nominal value, after giving due notice, the duration of which will be notified at that future date. The coupons must be presented for payment within four years after they become due, as after that the owners lose all claim to compensation. From the foregoing it is apparent that the safety of the bondholders has not been so much consulted as that of the State, for it cannot be denied that the proprietors are much safer when their names are inscribed on the bank books, as in England, than according to this German system, where the bonds are liable to be stolen, or else destroyed by fire and other accidents; so that there is every probability of the Government reaping a considerable benefit from such casualties to the bonds and coupons during the course of the twenty years, the minimum period they have to run.

Count Bismark has at length returned to Berlin, though it may be doubted whether he would have made his appearance so soon but for an accidental cause. Though he has paid his respects to the King and Queen and received some few people—mostly his private friends—he has not publicly entered on the duties of his high official position nor placed himself in communication with the Corps Diplomatic, which is still carried on by the Under-Secretary of State, Herr von Thile. The Count has now been for more than a week at Berlin, and still maintains a sort of incognito, though he goes out shooting nearly every day with his friend General von Roon, the Minister for War, in the preserves of the latter, at no great distance from the capital.

The fortuitous circumstance above alluded to, that induced the Count to come to Berlin was the receipt of a telegram from one of his sons at Bonn to say that his brother Herbert—they are both pursuing their studies at that University—had been seriously wounded in a duel with another student, and was lying in a critical state. On the receipt of this intelligence both parents started off for Bonn; but on their arrival at Berlin they received more cheerful news, and the Count remained at Berlin, whilst the Countess proceeded to the bedside of her son to nurse him. It appears not to have been a duel in the generally accepted sense of the term, as there was no insult given or hostile spirit between the combatants, but one of those trials of skill and courage common to all the German universities, and which all students have to go through. Though muffled up in thickly padded dresses, in which every part of the person is well protected *except the face*, it requires a very severe cut with the broadsword to draw blood. Therefore the point of the joke—for such it is considered in German student life—lies in being able by a skilful twist of the wrist to give the opponent a slash on the cheek. And this the opponent appears to have done on the young Count in a very creditable manner; for he has not only given him the above-mentioned slash, which is considered the very perfection of skill, but given him another that cut open his upper lip, and inflicted three other wounds. From a letter I saw from a student at Bonn to his father (in which he gives a minute account of the proceedings, at which he was present), an alarm was given that the "Proctor and his Bulldogs" were coming, upon which they all dispersed, and the medical student who performs the part of surgeon, was obliged to sew up the young Count's wounds in a hurry (and perhaps not very scientifically), so that though they ostensibly healed in a few days, matter was formed, and suppuration ensued. By the latest accounts, however, his condition is described as satisfactory.

The Prussian *Staats-Anzeiger* announces that the King has conferred on Herr von Delbrück, the head of the Federal Chancery and *locum tenens* of Count Bismark, the title and rank of a Minister of State without a *portefeuille*, which enables him to take his seat at the Council of Ministers, so that he may know all that is going on, and thus be prepared to make use of his knowledge of the feelings and intentions of Prussia, which cannot be otherwise than important for him to be acquainted with in his official relations with the representatives of the other Governments in the Federal Council, at which he presides in the absence of Count Bismark.

The Bill of the late Minister of Finances that was passing through the House when he resigned office, providing for a more rigorous control of the income-tax, does not meet the approbation of the new Finance Minister, Herr Camphausen. In withdrawing it he stated to the Financial Committee that the inconveniences and complaints that must necessarily ensue on the part of the tax-payers weighed a great deal heavier with him than the few hundred thousand dollars of additional revenue that it might possibly produce if carried into operation.

The Chinese Embassy is still at Berlin, and will probably remain there till the end of the year. Arrangements are said to be in course of negotiation for an agreement between China and the North German Confederation—either in the form of a protocol or an additional treaty—involving the principle of the subjects of the two countries being treated in the other on the basis of the most favoured nation. Mr. Bancroft, the United States Envoy at Berlin, has given a banquet to Mr. Burlingame and the Chinese Ambassadors, at which the latter appeared in the full official costume which they wore when presented at Court.

It is reported that the University of Kiel is to be given up, as it costs $80,000 for the salaries of the Professors and officials, and there are only 150 immatriculated students, and even in exceptional years there were never more than 200. It will be a great loss for the citizens; but it is likely they will be more than compensated by the naval arsenal that is proposed to be established there.

### COMMERCIAL.

The Tea market continues quiet, but prices are well supported. The sales by private contract included 145/4 and 256/8 chests Moning Congou and 200/4 chests Souchong. At public sale 187/4 chests ordinary to good ordinary Congou were sold at 11¾ to 13 sch. bco. per lb., 41 chests ordinary middling to good middling Pecco fetched from 19½ to 24 sch. bco., 150/4 chests ordinary middling to fair middling Hyson 16 to 25 sch. bco., and 35 chests middling to good middling Imperial 17 to 20 sch. bco. Cleaned Rice moves off pretty freely at the quotations, but nothing has been done in rough. There is an improved demand for Pepper, but no alteration in values. Cassia Lignea continues in demand. Ginger is rather lower, and 40,000 lbs. of Bengal changed hands at 2⅞ sch. bco. Spelter neglected.

### SHIPPING.

Arrived.—James Wishart, from Calcutta.

Sailed.—Hydra, to Hong Kong; Robert Rickmers, to Shanghai; Catharina, to Bangkok; Mozart, to Macassar and Hong Kong.

Loading.—China, for Singapore and Penang; Falcke, for Hong Kong; Anna, for Shangnai.

The weather is bright and mild, with hitherto no indications of frost to interrupt the navigation.

## HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

Rotterdam, Dec. 14.

A few days after the departure of the last mail a question referring to the credit of f.12,000, asked for by the Minister of Foreign Affairs on behalf of the Consulate to be established in China, was discussed by the Second Chamber of the States-General, and Mr. Dumbar, the antagonist *par excellence* of the diplomatists, proposed an amendment to reject the demand for the credit. He was of opinion that we were already sufficiently represented in China, and he contested the assertion that the mission would be beneficial to our trade there, and the fact that the Trading Company had urged the necessity of the grant. He feared also that if our Ambassador were insulted we should be involved in diplomatic complications. The amendment was seconded by Mr. van Goltstein, who was of opinion that it was an entirely useless expenditure, and that the presence of a Consul was quite sufficient to promote the interests of our trade. Mr. van Lynden, on the other side, was of opinion that an Ambassador in China was indeed urgently necessary, but he objected to the small amount which the Government asked for the establishment of the Embassy, and he asserted that it was impossible for a Minister to live in China upon £1,000 a-year. Mr. de Casembroot strongly objected to the amendment. He was convinced that the opening of the Suez Canal would lead to the extension of our commercial relations with the Far East, and it ought not at the same time to be forgotten that the Chinese Government was actually a very enlightened one, and that England had opened negotiations with reference to a revision of its commercial treaty with China. He demonstrated that if the Chamber did not grant the amount our commercial interests must be injured to an enormous extent. Messrs. Hoffman and Blusfe spoke to the same tenour. They strongly condemned the Consuls, who, they asserted, were also traders, and therefore did not promote the general

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interests, but only their own. After several members had objected to or defended the amendment, the Minister of Foreign Affairs, Mr. Roest van Limburg, rose and spoke most eloquently in favour of his proposal. He stated that we, according to our treaty with China, were bound to appoint a Minister at Peking, and he assured the Chamber that if a Minister were appointed all the Consuls who were not well qualified for their duty should be dismissed. Before he fixed the amount of the sum asked for he requested Mr. Burlingame to state what amount was necessary for a Minister to live at Peking, and it was according to the advice of that Ambassador that he asked for £1,000. He denied that he should have acted upon the instigation of the Dutch Trading Company alone; that company had only drawn his attention to the stipulations of the existing treaty. Several members responded, and eventually the amendment of Mr. Dumbar was carried by thirty-seven against thirty-five votes, thus defeating the Minister's motion. Mr. de Casembroot thereupon regretted that the proposition of the Minister of Foreign Affairs had been rejected, but he hoped that Mr. Roest will find an opportunity to renew the proposal at some future time. The Budget for Foreign Affairs was afterwards voted by an overwhelming majority. The Budgets for the Departments of Justice and Home Affairs have likewise passed; but the debates thereupon were of very small interest for your readers. At length the Minister of the Department of Justice has laid before the members a Bill to abolish capital punishment, as well for civil as military crimes. Capital punishment will be replaced by confinement from five to twenty-five years, and in some cases for life. Capital punishment will only be maintained in cases of conspiracy or high treason.

The members of the First Chamber have assembled, in order to discuss the Budget of the Colonial Department. After a very short debate it was carried almost unanimously. The discussions, which lasted only two days, have proved that our Lords sympathise largely with the Minister of the Colonial Department, for Mr. Hartsen, the *pur sang* Colonial Conservative, stood almost alone. Mr. de Waal, the Minister, has not given up his project of a fixed annual contribution by our East India possessions to our Treasury, and it seems that he intends to call upon Parliament to once more state its opinion upon the question. The Lords, after having voted this Budget, took recess; indeed, they had nothing else to do. It is probable that all the Budgets will not be voted before the end of the year, notwithstanding that this is prescribed by our Constitution.

In one of my former letters I told you that a meeting had been held here, in order to establish a branch of the Society for Promoting the Welfare of the Javanese. The list of gentlemen who attended exhibits a great diversity of political and religious opinion. Amongst the matters discussed, reference was made to Christian missionaries abroad, and several gentlemen strongly urged that every possible means should be taken to establish missions among the Javanese. A curious paper war has resulted from this debate. One of our local weekly journals contested the opinion brought forward, and asserted that the Javanese religion was as good as ours, and that it was quite superfluous to teach them the Christian religion. I need not say that this bold speaking made an enormous sensation, which has since augmented, because the clergy have not been wise enough to keep silence. They responded to the newspaper article, whose editor has since replied; and, as matters stand now, it seems that he has the best of the discussion. A curious sign of the age.

In Zuidhorn an election has taken place for the vacant seat of the late Mr. Olivier. Mr. Eppo Cremers, ex-Minister for Foreign Affairs, was duly elected. He is the only Catholic member in Parliament who represents a Protestant district. This is certainly remarkable, at a time when a controversy prevails between the Liberal and Catholic papers; but Mr. Cremers is a warm, a very warm Liberal, and our Northern provinces are fanatical adherents to Liberal principles; they even go, according to the *Handelsblad*—a leading Liberal paper—too far. Why I will tell you. Some months ago a paper was published in Groningen called *Het Noorden*. It made its way and obtained favour very speedily; was hated by its opponents, and adored by its promoters. It gave new ideas, and did not even scruple to defend Republican principles. Amongst the new ideas brought forward by this paper was one to the effect that our expenditure on behalf of the navy and army was ridiculously high for such a small country, an enormous amount of money being expended with no corresponding benefit. These articles opened the eyes of many, and a storm of addresses were sent to the King urging him not to sanction henceforth the expenditure of such a large amount for military purposes. The North has given the example, the Southern provinces follow, and it seems that people will not rest until a change is made. *Het Noorden* had so much success that it will be published in a short time at Amsterdam. This does not at all content the *Handelsblad*—which paper would correspond to your *Punch*, if we had a satirical journal, as it used to represent the *Standard* and *Herald*. Several papers are of opinion that, if we ought to have a military system at all, we should follow the American model. While we always remain in a condition of armed peace, our (no, the Indian) millions are spent for nothing.

The *Nieuwe Arnhemsche Court*, a Conservative paper, foretells that in a short time we shall be involved in a Java war, in reference to the succession to the throne of Djoeja. It says that there are two claimants, the one is the son of the actual Sultan, the other of the late one; and it predicts that if our Government fails to make a good choice, a war must result. It is generally thought that this is only the idle talk of this Conservative paper. The German Prince von Wied is betrothed to Princess Maria of the Netherlands. I hear that the Prince, a second-lieutenant of the Prussian army, has been promoted to the rank of major, Did the *capacities* come with the bride?

Mr. B. F. A. Higgers van Kerchem has started for Batavia. I have reason to believe that he is appointed director of the Java Bank. Mr. de Liefde, well known by his novels, published in English—his last was, I believe, upon Dutch beggars—died some days ago at Amsterdam. There is, I hear, an enormous lack of medical officers in the Indian army. Last week some foreigners were examined at Utrecht, and several of our medical officers have been offered appointments in India. The majority, however, have declined the offers.

According to a private correspondent of the *Arnhemsche Courant* the last Governor of our possessions at the Coast of Guinea was hooted and pelted with stones when he took his *congé*. The news about the trade and general condition of that colony continues unfavourable. The subscription for the Four-and-a-Half per Cent. Loan of the East India Railway Company, guaranteed by the State, opened at London and Amsterdam, has had the greatest success, nearly double the capital required (£398,300) being subscribed.

The *Java Bode*, received by the last mail, has created much indignation by its articles upon Mr. Lion, the late lamented editor of the Batavia *Handelsblad*. Of course these articles are the more currish, being written by Mr. Huet after the death of his political opponent, who certainly criticised Mr. Huet very severely when he arrived in Batavia; but the latter, it seems, did not dare to answer until the death of Mr. Lion. It is probable that the secret press-agent of Mr. Hasselman does not care for preserving his reputation. The Dutch papers are showing the greatest sympathy with Mr. Lion, who was the pioneer of the introduction of more Liberal principles in India.

Some time ago I told you that Mr. des Amorie van der Hoeven was blackballed in the *Doelen*. Endeavours have since been made to have him accepted as a member of the aristocratic club *Amicitia*, but without success; he was blackballed again. It is said that this antagonism against Mr. van der Hoeven arises from the fact that he became a Roman Catholic after marrying a lady belonging to that communion.

## PRODUCE MARKETS.

Notwithstanding that frost has not yet prevented shipments, as much dulness prevails as if we were among ice and snow, making transactions rather impossible. The demand for nearly all articles is confined to the immediate requirements for consumption.

COFFEE.—The only transaction to report is a sale of 1,000 bales Java, ex Doesborgh, at 37c. to 37¾c. The total stock of coffee was on the 1st inst. 521,100 b., against 443,700 b. in 1868.

RAW SUGAR.—The market is very quiet, and only a trifling business has been done. There is very little offering. About 2,000 mats have changed hands, at f.½ beneath the last auction value. The unsold stock of the Dutch Trading Company was on the 1st. inst. 11,034 mats.

RICE.—Very dull.

SPICES firm, but inactive. Prices have undergone no material alteration. Nutmegs are quoted No. 1, 111c. to 113c.; No. 2, 106c. to 108c.; Mace D., 197c.; E, 192c. The stock on warrants of the Trading Company is, Nutmegs, 3,446 casks; Mace, 259 casks; Cloves, 2,793 casks; Cinnamon, 58 bales; and the unsold stock, Nutmegs, 205 casks; Mace, 333 casks.

TEA.—On the 9th inst. were offered in Amsterdam in a public sale, 674/4, 518/8, and 296/12 chests China tea. The result was as follows:—79/4 c. PHN, finest new season's Lapseng Souchon, partly sold at 110c.; 126/12 c. finest first crop Kaisow Congou, partly sold at 97c.; 170/12 c. finest Kaisow Congou, partly sold at 95c.; 438/8 c. fine Moning Congou, partly sold at 112c. to 113c.; 595/4 c. finest Moning Congou, partly sold at 125c.

JAVA TOBACCO.—In waiting for the forthcoming auction at Amsterdam on the 16th, when 4,785 bales will be offered, there are no transactions. The auction held at Amsterdam on the 4th inst. went off as follows:—

| Bales. | Trade Mark. | In average. |
|---|---|---|
| 446 Java... ... | Blitar Papoh... ... | 47½c. |
| 856 do. ... ... | RS ... ... ... | 31½ |
| 192 do. ... ... | SMvM ... ... | 35⅕ |
| 275 do. ... ... | Kidol ... ... | 59½ |
| 1,023 do. ... ... | Banteng ... ... | 30¼ |
| 142 do. ... ... | Birit/WR ... ... | 25½ |
| 892 do. ... ... | Poerbolingo ... ... | 44½ |

BANCA TIN.—There is a very trifling business doing. A few parcels have changed hands at f.66, and this price is the current quotation. The stock on warrants was, on the 1st inst., 53,848 slabs, and the unsold Trading Company's stock 35,523 slabs.

ARRACK.—45.2 and 44/2 casks Batavia, ex Eastham, have been sold at prices that did not transpire.

## SHIPPING INTELLIGENCE.

The Trading Company has chartered the following three vessels to convey produce from an Indian harbour to Amsterdam:—Electra, f.64.87; India Packet, f.69.47; Friesland, f.69.96 per last.

The Noach will start in a few days for Java, with 153 soldiers.

ARRIVALS.—Nov. 30, at Brouwershaven, from Batavia, Cornelis Smit; Dec. 1, at Brouwershaven, from Batavia, Kortenaer; Dec. 8, at Texel, from Batavia, Jupiter; at Flushing, from Batavia, Burgemeester van Middelburg; Dec. 9, at Texel, from Batavia, Laura and Adéle; Dec. 11, at Texel, from Batavia, Henriette Geertruida; Dec. 12, at Brouwershaven, from Batavia, Asia; Dec. 13, at Texel, from Batavia, Vrede.

DEPARTURES.—Dec. 1, from Texel, for Batavia, Amstelstroom; for Sourabaya, Hendrik Ido Ambacht; Dec. 2, from Brouwershaven, for Batavia, Beroekie; for Samarang, Petronella; from Hellevoet, for Shanghai, Mexicana; Dec. 1, from Texel, for Batavia, Australie; Gerard Pieter Servatius; for Padang, Henriette; for Sourabaya, Betty; Dec. 6, from Texel, for Samarang, Relanak.

PASSENGERS INWARD.—From Java, per Cornelis Smit, Mr. S. van der Lee and family; per Kortenaer, Messrs. Feith and family; Gribbling, van der Byl; per Jupiter, Messrs. Klerk, Cambier, Goteling Vinnis, Seelking, Miltenburg, Engelhardt, Neys, Mrs. Shortridge and family; per Henriette Geertruida, Messrs. E. A. Daendels, B. Winters and family, J. D. van der Lingen and family, Mrs. Margadant.

PASSENGERS OUTWARD.—For Java, per Gerard Pieter Servatius, Messrs. T. E. de Bruyn and family, T. L. Rovers; per Hendrik Ido Ambacht, Messrs. P. van Baak and family, Mosland and family, Misses Baak, Mrs. Yssel de Schepper; per Betty, Mr. J. Pereire; per Relanak, Messrs. Ramaker and family, Faber and de Jong, Mrs. Tromp and Miss Meyer; per Batavia, Mr. K. N. Moorweg.

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# Monetary and Commercial.

In connection with the affairs of Messrs. Morgan, Melbourn, and Co., of Batavia, an interesting trial has taken place in Bremen, regarding the interpretation of a Letter of Credit. It appears they held a general credit from a Bremen firm, authorising them to draw on the latter, payable in London, or on Messrs. Frederick Huth and Co., London, to the extent of £15,000; all drafts to be endorsed on the back of the credit. On the faith of that document, an English Bank purchased drafts to the extent of £8,000, which the drawers declined to accept, on the plea that Messrs. Morgan, Melbourn, and Co. had already valued on them to the full extent of £15,000. An examination of the credit, however, showed that previous drafts to the amount of only £6,200 had been written off, and the Court accordingly held that, whatever other sums the Batavia firm might have drawn for, the bills in question must be held to be covered by the credit, and that the drawees were liable. There can be little doubt that the judgment is an equitable one; but it should serve as a warning that these open credits are dangerous things to grant without some wholesome restrictions, and that bankers should be wary in operating too freely on the faith of them.

"An Importer" writes to us on the subject of the continued deterioration in the quality of Foochow teas, and the losses entailed thereby on importers. The writer points out that many large dealers who formerly bought most Kaisow teas now refuse them altogether, and that while a Shanghai tea of certain flavour and quality can be sold here at 1s. 5d., to cover cost, a Foochow tea of similar quality sold at 1s. 5d. would lose 7d. per lb. Every season the Foochow teas are cured and packed more carelessly, and with a larger admixture of old or inferior leaf; it is only the first chops that are offered that have any pretension to fineness, yet buyers go on for the first three months giving hardly anything below opening prices. We can hardly wonder that in the end this is found to be a losing game, but we do wonder at its being repeated year after year. We recommend a perusal of the letter referred to, and shall be glad to receive expressions of opinion from other quarters.

We have to report the occurrence of several commercial failures. Messrs. H. F. Jorss and Co., of Leeds, woollen merchants and exporters, have been obliged to "suspend their engagements." Mr. T. Simpson, solicitor, of Leeds, has issued a circular to the creditors, asking for statements of their accounts, and giving as the reason for Messrs. Jorss and Co.'s unfortunate failure "the continued depression of foreign markets." The books have been placed in the hands of Messrs. H. W. and J. Blackburn, accountants, who will at once prepare a statement of the affairs, and a meeting of the creditors will be convened on the earliest day possible. It is reported that the liabilities in Yorkshire will not exceed £50,000, but are approaching that amount.—Advices from Birmingham announce that a petition in Bankruptcy has been filed by Mr Edward Michelson, woollen warehouseman. His liabilities are stated at £15,000 to £20,000. The failure has been caused by the depression of trade and losses upon consignments abroad.—The stoppage is reported of Messrs. Charles Vidal and Co., commission agents, of Manchester. At a meeting of the creditors the liabilities were stated to amount to £16,294 3s. 6d., and the assets to £4,833 12s. 10d. An adjournment was agreed to with the view of making further inquiry.—Advices from Bradford report the suspension of Falconer Brothers, of New York. The firm had extensive connections with several Bradford houses, and, although nothing is known of the general liabilities, the amount falling upon Bradford houses is believed to be about £40,000.—Advices from Stockport mention the failure of Messrs. Edmondson and Balfe, manufacturers, with liabilities amounting to about £5,000. —The Manchester papers report the failure of Messrs. Henry Briggs and Sons, manufacturers, of Newchurch. Their liabilities, which fall chiefly upon Oldham spinners, amount to £2,000 or £3,000.

At a meeting of the creditors of Mr. Abraham Akeroyd, manufacturer, of Bradford, the balance-sheet showed liabilities for about £8,000, and an offer was made of 7s. 6d. in the pound, but after some discussion the meeting was adjourned without coming to a decision.—At a meeting of the creditors of Messrs. Hallewell and Son, worsted manufacturers, at Bradford, the liabilities were represented at £3,600, and a composition of 5s. 6d. in the pound was accepted.—At a meeting of the creditors of Messrs. Massey and Sheldon, of Chorley, the statement of affairs showed the amount owing to creditors unsecured to be £3,743; liabilities on bills, £961; total liabilities, £4,704. The assets were estimated to realise £3,247, leaving a deficiency of £1,567. After discussion it was unanimously resolved that a composition of 15s. in the pound should be accepted, payable by instalments extending over the next two years.—A meeting of the creditors of Messrs. Macleroy, Hamilton, and Co., manufacturers, has been held at Glasgow. From the statement of the accounts the assets showed about 17s. 5d. in the pound, and it was expected that the creditors would eventually receive 12s. 6d. to 15s.—From a statement of the affairs of Messrs. Pim and Co., corn merchants, of Dublin, London, and Liverpool, whose failure was recently announced, it appears that the estate shows a dividend of about 9s., the liabilities being £50,250, and the assets £23,723.

The subscription list of the China Submarine Telegraph Company (Limited), closed on the 15th inst., and the amount applied for was said to be more than that to be allotted. The shares have been dealt in to a moderate extent, and were last quoted par to ¼ prem.

The Salvage Association has returned £24,500 to the underwriters, who had settled on the total loss of the specie sunk in the *Carnatic* steamer, wrecked in the Gulf of Suez. This amount, or twenty-two boxes, had been recovered by the divers of the association from the wreck. There are, it is believed, thirteen boxes of specie still to be recovered; but it is necessary to blow up part of the vessel to get at the point where this portion is stowed, which may be carried out in a few days.

The trial of the directors of Overend, Gurney, and Co., which commenced on the 13th inst., before the Lord Chief Justice, is exciting great interest in all City circles.

Tenders for £387,500 in bills on India were received on the 15th inst., when the amounts allotted were—to Calcutta, £287,500, and to Madras, £100,000. The minimum price was fixed, as before, at 1s. 11d. on Calcutta and Madras. Tenders on those presidencies at 1s. 11 3/8d. will receive about 7 per cent.; above that price in full. These results show that the demand for remittance to the East is a little in excess of that noticed on the last occasion.

It is announced by the committee of shareholders of the late Agra and Masterman's Bank (Limited) that an arrangement has been made under which the Agra Bank (Limited) have agreed to take over the interest of shareholders in the surplus assets of the former bank, at the rate of £4 15s. per share, by an immediate cash payment which will be open for the acceptance of shareholders resident in Europe up to and including the 31st inst.

The directors of the Chartered Mercantile Bank of India, London, and China announce that a dividend of 4 per cent. free of income-tax, for the half-year ending the 31st inst., will be paid to the proprietors on the 1st of January.

## BANK AND MISCELLANEOUS SHARES.

| Shares. | Joint Stock Banks. | Paid. | Closing Prices Dec. 16. |
|---|---|---|---|
| £10 | Agra Bank, A shares ... ... ... | All | 10½ to 11 |
| 10 | Do. B do. ... ... ... | — | 4¾ to 5¼ |
| 10 | Do. Prov. Certificates ... ... | 5 | par to ¼ pm. |
| 25 | Bank of Egypt ... ... ... ... | All | 39 to 41 |
| 20 | Chartered Bank Ind., Aust., and China | All | 17 to 17½ |
| 25 | Chartered Merc. of India and China ... | All | 31 to 33 |
| 20 | City Bank ... ... ... ... ... | 10 | 10 to 11 |
| 100 | Colonial Bank ... ... ... ... | 25 | 42 to 43 |
| 500fr. | Comptoir D'Escompte of Paris ... ... | — | 680 fr. |
| £28¼ | Hong Kong and Shanghai Bank ... | All | 37 to 39 |
| 28¼ | Do. Do. new ... | 11¼ | 4¾ to 5¼ pm. |
| 100 | Imperial Bank ... ... ... ... | 20 | 16½ to 16¾ |
| 50 | London and County ... ... ... | 20 | 47½ to 48½ |
| 50 | London Joint Stock ... ... ... | 15 | 31 to 32 |
| 100 | London and Westminster ... ... | 20 | 58½ to 59½ |
| 25 | Oriental Bank Corporation ... ... | All | 41 to 42 |
| 50 | Union of London ... ... ... ... | 15 | 37 to 38 |
| | MISCELLANEOUS. | | |
| 10 | Anglo-Mediterranean Telegraph Co. ... | All | 17¾ to 17¼ |
| 10 | Brit. Ind. Submrne. Telgph. Co., 1st iss. | All | 13½ to 13¾ |
| 10 | British Indian Extension Telegraph Co. | 3 | par to ¼ pm. |
| 20 | British India Tea Company ... ... | All | 2 to 3 |
| — | Ceylon Deb., 6 per cent., May & Nov. 1878 | 100 | 109 to 101 |
| — | Do. Do. 1882-3 ... | 100 | 111 to 113 |
| 20 | Ceylon Company ... ... ... ... | 10 | 4 to 3 dis. |
| 20 | Do. A shares ... ... ... | 5 | 2 to 1 dis. |
| 50 | Colonial Company ... ... ... | 20 | 5 to 3 dis. |
| 10 | Credit Foncier and Mobilier of England | All | 2½ to 2¼ |
| 10 | General Credit and Discount Company | 7½ | 1 to ¾ dis. |
| 15 | General Steam Navigation Company ... | 14 | 29 to 30 |
| 25 | Indo-European Telegraph Company ... | All | 23 to 24 |
| 10 | International Finance Society ... ... | 5 | 2½ to 1¾ dis. |
| 10 | Mediterranean Extension Telegraph Co. | All | 6 to 6¼ |
| 10 | North Assam Tea (Limited) ... ... | 7 | 7 to 5 dis. |
| 10 | Do. do. B shares ... ... | All | 9 to 8 dis. |
| 50 | P. and O. Steam Company ... ... | All | 47 to 49 x.d. |
| 50 | Do. Do. 1867 ... ... | 10 | 3 to 2 dis. x.d. |
| £100 | Royal Mail Steam Company ... ... | 60 | 46 to 48 |
| 25 | Reuter's Telegram Company ... ... | All | 78 to 80 |
| 10 | Upper Assam Tea ... ... ... ... | All | ¾ to 1¼ |
| 50 | West India and Pacific Steam Company | 20 | 3½ to 2½ dis. |

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# LONDON PRICES CURRENT.

## IMPORTS.

| | | | Stocks |
|---|---|---|---|
| | s. d. | s. d. | |
| CANES, Bamboo—each | 0 0½ | 0 2½ | |
| Malacca ... ... | 0 1½ | 0 11 | |
| Partridge ... ... | 0 1 | 0 4½ | |
| Tonkin ... ... | 0 0½ | 0 1½ | |
| COFFEE, in bond per ct. (*Duty 3d. per lb.*) | | | 24,900 tons |
| Ceylon | | | |
| Native, fine bold ... | 54 0 | 58 0 | |
| gd. and fine ord. | 48 0 | 51 6 | |
| small and ordinary... | 45 0 | 47 6 | |
| Plantation, fine ... | 87 0 | 91 0 | |
| fine middling ... | 83 0 | 86 0 | 14,212 tons |
| good middling ... | 77 0 | 82 0 | |
| middling ... ... | 68 6 | 76 0 | |
| fin. ord. to low mid. | 59 0 | 67 6 | |
| mixed and triage ... | 30 0 | 57 0 | |
| Batavia, yellow ... | 65 0 | 74 0 | |
| pale and mixed ... | 46 0 | 61 0 | |
| Sumatra ... ... | — | — | 4,119 tons |
| Manila... ... ... | 44 0 | 59 0 | |
| Singapore ... ... | 33 0 | 62 0 | |
| COIR GOODS, per ton | £ s. | £. s. | |
| Rope, Ceylon ... | — | — | |
| Yarn, good & fine... | 38 5 | 45 0 | |
| ord. to fair ... | 22 10 | 33 15 | |
| Junk ... ... | — | — | |
| Fibre ... ... | — | — | |
| COTTON ...per lb. | s. d. | s. d. | |
| Surat ... ... ... | 0 6¾ | 0 11 | |
| Sawginned Dharw ... | 0 8⅞ | 0 9¾ | |
| Madras, Tinnevelly ... | 0 8⅝ | 0 9⅝ | |
| North, and Westrn. | 0 7¼ | 0 9¼ | |
| Cocanada ... ... | 0 8¾ | 0 9 | |
| Bengal and Rangoon | 0 7 | 0 8¼ | |
| Scinde ... ... ... | 0 7½ | 0 8¼ | |
| China ... ... ... | — | — | |
| Egyptian ... ... | 0 8½ | 1 5 | |
| Smyrna ... ... | 0 8¼ | 0 10¾ | |
| Sea Island ... ... | 1 7 | 4 0 | |
| Upland... ... ... | 0 11 | 1 0 | |
| Mobile... ... ... | 0 11 | 1 0 | |
| New Orleans ... ... | 0 11¼ | 1 0¼ | |
| CUTCH. | | | |
| Pegu ... ... ... | 22 6 | 24 6 | |
| Straits... ... ... | 8 0 | — | |
| DRUGS. | | | |
| Aloes, Hepatic, per ct. | 60 0 | 180 0 | |
| Socotrine ... ... | 100 0 | 220 0 | |
| Aniseed, China Star... | 115 0 | — | |
| Beans, Tonquin, per lb. | 1 0 | 1 6 | |
| Camphor, per cwt. ... | — | — | 6,273 pkgs. |
| Japan ... ... | — | — | |
| China ... ... | 90 0 | — | |
| Cardamoms ...per lb. | | | 94 1 chests |
| Malabar, good ... | 7 10 | 8 6 | |
| inferior ... ... | 5 9 | 7 0 | |
| Ceylon ... ... | 2 6 | 2 10 | |
| Corosos Nuts, per cwt. | 14 0 | 18 0 | |
| Cassia Fistula ... | 1C 0 | 35 0 | |
| China Root ... ... | 30 0 | 40 0 | |
| Colombo Root ... | 30 0 | 40 0 | 1,974 packages |
| Cubebs... ... ... | 32 0 | 34 0 | 1,522 bags |
| Dragon's Blood ... | 91 0 | 130 0 | 191 chests |
| Galangal Root ... | 17 0 | 22 0 | |
| Gentian Root... ... | 19 0 | — | |
| Ipecacuanha ... ... | 5 6 | 6 0 | |
| Isinglass, Brazil ... | 2 7 | 4 8 | |
| Tongue sort ... | 3 1 | 4 10 | |
| Penang ... ... | 2 0 | 4 0 | |
| Myrabolanes, per cwt. | 7 9 | 15 0 | |
| Musk ... ...per oz. | 17 0 | 33 0 | |
| Orris Root ... per ct. | 38 0 | 44 0 | |
| Rhubarb ... per lb. | | | |
| China, good and fine | 4 6 | 8 0 | |
| gd mid. to ord.... | 0 8 | 4 3 | |
| Dutch trimd. ... | 10 0 | — | |
| Saffron, Spanish ... | 32 0 | 40 0 | |
| Squills... ... ... | 0 1½ | 0 2¼ | |
| Tamarinds ...per ct. | | | |
| East India ... ... | 9 0 | 14 0 | |
| Vanilla, large...per lb. | 22 0 | 30 0 | |
| Vermillion, China ... | 2 8 | 2 9 | |
| ESSENTIAL OILS. | | | |
| Aniseed ...per lb. | 9 0 | 9 2 | |
| Cassia ... ... | 5 4 | 5 6 | |
| Cinnamon ...per oz | 1 0 | 4 6 | |
| Citronel ... ... | 0 2½ | 0 2⅝ | |
| fine ... ... .. | 0 3 | — | |
| Clove ... ...per lb. | 2 5 | 2 6 | |
| Lemon... ... ... | 5 0 | 7 0 | |
| Lemongrass ...per oz. | 0 4¼ | 0 4½ | |
| Mace, expressed ... | 0 1 | 0 2½ | |
| Nutmeg ... ... | 0 4½ | 0 10 | |
| Orange ... per lb. | 5 0 | 7 0 | |
| Patchouli ...per oz. | 6 0 | — | |
| DYE STUFFS. | | | |
| Galls, Buss. bl. per ct. | 90 0 | 100 0 | |
| in sorts ... ... | 65 0 | 75 0 | |
| white ... ... | 50 0 | 52 0 | |
| China ... ... | 47 0 | — | |
| Japan ... ... | 47 6 | 50 6 | |
| Sticklac, Siam per ct. | 40 0 | 60 0 | |
| Madder Root... ... | — | — | |
| Bombay ... ... | 28 0 | 33 0 | |
| Orchella, Angola ... | 60 0 | 65 0 | |
| Bombay ... ... | — | — | |
| Turmeric per cwt. | — | — | 1,243 tons |
| Bengal ... ... | 20 0 | 20 6 | |
| Madras ... ... | 11 6 | 12 9 | |
| Malabar ... ... | 12 0 | 12 9 | |
| Java... ... ... | — | — | |
| China ... ... | 30 0 | 40 0 | |
| GAMBIER. | | | 3,495 tons |
| Bales per cwt. | 16 9 | — | |
| Cubes ... ... .. | — | — | |
| GUMS ... per cwt. | £ s. | £ s. | |
| Arabic... ... ... | — | — | |
| E. I. fine pale ... | 3 17 | 4 2 | |
| sorts, mid. to fine | 3 5 | 3 16 | |
| garblings ... | 2 0 | 3 0 | |
| Assafœtida, com. to gd. | 2 0 | 5 0 | |
| Benjamin, Siam, 1st and 2nd ... ... | 14 0 | 23 0 | |
| Sumatra, 1st and 2nd | 7 0 | 11 0 | |
| do. third ... | 3 0 | 6 0 | |

| | | | Stocks |
|---|---|---|---|
| GUMS. | £ s | £ s. | |
| Copal, Angola red ... | 5 0 | 6 0 | |
| Manila ... ... | 1 10 | 2 15 | |
| Dammar, Batavia, pale | 4 13 | 4 15 | |
| Straits ... ... | 4 0 | 4 7½ | |
| Gamboge, pkd. pipe... | 14 0 | 16 0 | |
| GUTTA PERCHA. | s. d. | s. d. | |
| genuine ...per lb. | 1 6 | 3 9 | |
| HEMP ... per ton | £. s. | £. s. | |
| Sisal ... ... ... | 50 0 | 55 0 | |
| Manila, fair roping ... | — | — | |
| do., Boluzan ... | — | — | |
| China grass ... ... | 130 10 | — | |
| HIDES. | | | |
| Sourabaya & Batavia | | | |
| Ox and cow hides, dry, best, 61b. to | s d | s d | |
| 10lb. ... ... | 0 8 | 0 9½ | |
| Seconds ... ... | 0 7 | 0 7½ | |
| Thirds ... ... | 0 4 | 0 6 | |
| Buffalo hides, yellow, best, 171b. | | | |
| to 22lb. ... | 0 6½ | 0 7½ | |
| Seconds ... ... | 0 5½ | 0 6 | |
| Thirds ... ... | 0 3½ | 0 4½ | |
| Dark, best, 201b. to | | | |
| 28lb. ... ... | 0 5½ | 0 6½ | |
| Seconds ... ... | 0 4½ | 0 5½ | |
| Singapre., Pnang., &c. | | | |
| Ox and cow hides, dry, best, 61b. to | | | |
| 10lb ... ... | 0 8½ | 0 10½ | |
| Seconds & Thirds | 0 6½ | 0 9½ | |
| Buffalo hides, best, | | | |
| 20lb. to 36lb. ... | 0 5½ | 0 6½ | |
| Seconds ... ... | 0 4½ | 0 5½ | |
| Manila, | | | |
| Buffalo hides, best, | | | |
| 18lb. to 27lb. ... | 0 4 | 0 5 | |
| Seconds ... ... | 0 3½ | 0 3⅝ | |
| HORNS, BUFFALO, per cwt. | — | — | |
| Singapore, 2½lb. to 4lb. | 35 0 | 48 0 | |
| INDIGO.— | | | |
| Manila... ... ... | — | — | |
| Bengal... ... ... | 5 6 | 10 2 | |
| INDIA RUBBER, pr lb. | | | |
| Assam and Pegu ... | 0 9 | 1 2 | |
| Penang and Java ... | 1 3 | 1 6 | |
| JAPAN WAX. | | | |
| Saucer... ... ... | 62 6 | 73 6 | |
| Block ... ... ... | — | — | |
| OILS. | £ s. | £ s. | |
| Cocoa-nut, Coch. p.tn. | 43 0 | 43 10 | |
| Ceylon ... ... | 41 0 | — | 6,256 tons |
| Sydney ... ... | 34 0 | 39 0 | |
| Singapore ... ... | — | — | |
| PEPPER. per lb. | s. d. | s. d. | |
| Penang, black ... | 0 4 | 0 4½ | |
| Singapore, do. ... | 0 4½ | 0 4⅝ | |
| Siam, do. ... ... | — | — | |
| Singapore, white ... | 0 5¾ | 0 6½ | |
| PLUMBAGO. | s. d. | s. d. | |
| Ceylon, Lump ... | — | — | |
| Dust ... ... | — | — | |
| German ... ... | 4 0 | 5 0 | |
| RUM. | | | |
| Penang ... ... | — | — | |
| RATTANS. | | | |
| Straits ... ... ... | — | — | |
| Java ... ... ... | — | — | |
| Siam ... ... ... | — | — | |
| RICE, E.I. per cwt. | s. d. | s. d. | |
| Arracan (Necransie) | 9 0 | — | |
| Rangoon ... ... | 8 0 | 8 9 | |
| Bassein ... ... | 7 6 | — | |
| Saigon... ... ... | 9 0 | — | |
| Java ... ... ... | 10 0 | — | |
| Siam, garden... .. | 9 0 | 8 6 | |
| Do. field ... ... | 7 4½ | — | |
| SAGO (*duty free*) ... | | | |
| Pearl, small ... ... | 18 6 | — | |
| large and medium | 20 0 | — | |
| Flour, Singapore ... | 14 0 | — | |
| SHELLS per cwt. | | | |
| Mother o'Pearl ... | — | — | |
| Manila ... ... | 160 0 | 185 0 | |
| Singapore ... ... | — | — | |
| Bombay ... ... | 152 6 | — | |
| Tortoise per lb. | — | — | |
| Manila ... ... | 14 0 | 21 0 | |
| Singapore ... ... | — | — | |
| SOY per gall. | | | |
| China ... ... ... | 3 0 | 3 1 | |
| Japan ... ... ... | — | — | |
| SPICES. | | | |
| Cassia Lignea, per cwt. | 126 0 | 132 0 | |
| Vera... ... ... | 45 0 | 85 0 | |
| Buds ... ... | 150 0 | 175 0 | |
| Cinnamon per lb. | | | |
| Ceylon, 1st quality. | 2 0 | 3 8 | |
| 2nd ,, | 1 8 | 3 7 | |
| 3rd ,, | 1 6 | 3 3 | |
| 4th ,, | 1 0 | 2 9 | |
| Chips ... | 0 4½ | 0 9 | |
| Cloves, Penang ... | 0 10¾ | 1 0 | |
| Amboyna ... ... | 0 4½ | — | |
| Zanzibar ... ... | 0 2⅞ | 0 3 | |
| Ginger per cwt. | | | |
| Cochin ... ... | 32 0 | 110 0 | |
| Preserved China ... | 0 8 | 0 8¾ | |
| Mace, Penang ... | — | — | |
| Java ... ... | — | — | |
| Nutmegs. | | | |
| 78 to 60 lb. ... | 2 8 | 4 0 | |
| 80 to 90 lb. ... | 2 5 | — | |
| 95 to 132 lb. ... | 1 8 | — | |
| SAFFRON. per lb. | — | — | |
| SUGAR per cwt. | | | 84,725 tons |
| *Duties:—* | | | |
| *Ref. and Candy*, 12s. | | | |
| *Raw*, 1st cl. 11s. 3d. | | | |
| ,, 2nd cl. 10s. 6d. | | | |
| ,, 3rd cl. 9s. 7d. | | | |
| ,, 4th cl. 8s. | | | |

| | | | Stocks |
|---|---|---|---|
| SUGAR. | s. d. | s. d | |
| Penang, yell. & white | 34 6 | 41 6 | 2,233 tons |
| brown ... | 25 6 | 34 0 | |
| Manila, clayed ... | 29 6 | 31 6 | |
| unclayed ... | 26 0 | 28 0 | |
| Java, gray and white | 39 6 | 42 6 | |
| brown and yel. | 26 0 | 37 0 | |
| China ... ... ... | — | — | 37,543 tons |
| brown and yellow... | — | — | |
| Siam, white ... ... | — | — | |
| brown ... ... | — | — | |
| TAPIOCA (*Duty free*) per lb. | | | |
| Penang and Singapre. | 0 1¾ | 0 3 | |
| Pearl ... per cwt. | 21 0 | 26 0 | |
| Flour ... ... ... | 0 2 | 0 2½ | |
| TEA AND SILK. | | | |
| See Market Report. | | | |
| TALLOW. | | | |
| Straits... ... ... | — | — | |
| TOBACCO. | | | |
| (*Duty 3s. per lb., and 5 per cent. and ⅓ per cent., equal to about 3s. 1⅞d. per lb.*) pr. lb. | | | |
| East India leaf ... | 0 2 | 0 5 | |
| Japan ... ... ... | — | — | |
| Java ... ... ... | 0 4 | 1 0 | |
| Manila cheroots ... | 6 0 | 7 6 | |
| TIN. | £ s. | £ s. | |
| Banca ... ... ... | 111 0 | 112 0 | |
| Billiton ... ... | 110 0 | 111 0 | 1,775 tons |
| Straits ... ... ... | 110 0 | 111 0 | |
| WOOD ...per ton | | | |
| Red Sanders, Singap. | 8 5 | 8 7½ | |
| Sapan, Manila ... | — | — | |
| Do., Ceylon... ... | — | — | |
| Ebony... ... ... | | | |
| Ceylon ... ... | 6 0 | 13 0 | |
| Satinwood ... per ft. | — | — | |
| Sandalwood ... ... | — | — | |
| WOOL ... ... per lb. | s. d. | s. d. | |
| E. I. & China, white | 0 9½ | 1 2½ | |
| yellow and gray ... | 0 3 | 1 1 | |

## EXPORTS.

| | | |
|---|---|---|
| CHEMICALS. | s. d. | s. d. |
| Alum ... ...per ton | 145 0 | 155 0 |
| Antimony, ore ... | 320 0 | 360 0 |
| crude ...per cwt. | 35 0 | — |
| regulus, bowl ... | 65 0 | 70 0 |
| star ... ... ... | 65 0 | 70 0 |
| Brimstone, roll ... | 11 0 | — |
| Calomel ...per lb. | 2 5 | — |
| Corros. Sublim. ... | 1 11 | — |
| Iodine, dry per oz. | 0 9 | 0 9½ |
| Ivory Blk. dry, p. cwt. | — | — |
| Lime, Acet. wh. ... | 12 6 | 23 0 |
| Magnes. Carb. ... | 42 6 | — |
| Prussian Blue, per lb. | — | — |
| Quinine Sulph., per oz. | — | — |
| British, in bottle ... | 5 9 | — |
| French ... ... | 5 4 | — |
| Vermilion, Eng., pr. lb. | 2 6 | 3 3 |
| COAL, per ton | | |
| London .. ... | 17 0 | 22 3 |
| Newcastle ... ... | 15 9 | 17 9 |
| Cardiff ... ... | — | — |
| COCHINEAL per lb. | | |
| Honduras, black ... | 2 8 | 3 10 |
| silver ... | 2 7 | 2 11 |
| pasty ... | 2 0 | 2 6 |
| Teneriffe, black ... | 2 9 | 3 11 |
| silver ... | 2 7 | 2 9 |
| METALS. | | |
| IRON ... ...per ton | £ s. | £ s. |
| Welsh Rails in Wales | 7 5 | 7 10 |
| Welsh Bars in Wales | 6 5 | 6 10 |
| Welsh Bars in London | 6 15 | 7 5 |
| Staffordshire Bst. Bars in London ... ... | 8 0 | 8 5 |
| Staffordshire B. Nail Rods... ... ... | 8 0 | 8 5 |
| Staffordshire B. Hoops | 8 10 | 9 0 |
| Staffordshire B. Sheets | 9 10 | 10 0 |
| Scotch Pig No. 1 in the Clyde ... ... | 2 15½ | 3 3½ |
| Swedes Bars in London ... ... ... | 10 0 | 10 10 |
| Swedes Steel in kegs, ½ in. and ⅝ in. ... | 15 0 | 15 5 |
| COPPER ... ... .. | s. d. | s. d. |
| Ore ... per unit | 13 3 | — |
| | £ s. | £ s. |
| English tough quality | 70 10 | 72 0 |
| English best selected | 72 0 | 75 0 |
| English Sheets,— | | |
| Sheathing, &c. ... | 77 0 | 78 0 |
| English Bottoms ... rolled ... ... | 82 0 | — |
| English Bottoms ... hammered ... ... | 87 0 | — |
| Yellow Metal Sheets, 4 by 4 ft. ...per lb. | s. d. 0 6½ | s. d. — |
| Yellow Metal Sheathings and Rods ... | 0 6¾ | — |
| LEAD ... ...per ton | £. s. | £ s. |
| Pig, W.B. ... ... | 19 15 | — |
| Pig, L.B. ... ... | 19 5 | — |
| Pig, other brands ... | 18 17½ | 19 5 |
| Spanish soft, ex ship | 18 7½ | — |
| Sheet ... ... .. | 19 5 | 19 10 |
| Shot (kegs extra) ... | 22 0 | — |
| White (kegs extra) ... | 27 0 | 30 0 |
| Red (kegs extra) ... | 20 10 | 21 0 |
| QUICKSILVER per bottle | 6 17 | — |
| SPELTER ... per ton | | |
| Silesian ... ... | 19 15 | 20 5 |
| English (smelted from ores)... ... | 19 10 | — |
| TIN. | | |
| English plates ... | 28 0 | 31 6 |
| ZINC. | | |
| English Sheet ... | 24 0 | — |

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## ARTICLES OF IMPORT.

—o—

*(For Quotations see Table of Prices Current.)*

### TEA.

The following is from Messrs. A. Capel and Co.'s report:—

During the past fortnight there has not been much worthy of remark in the market. As usual at this period of the year, the demand from the trade has been very limited, whilst in exports there has not been much doing. Prices for medium kinds of Congou have again ruled slightly in favour of buyers, but for most other kinds there is but little alteration to notice. Green Teas have been less saleable, and prices obtained at the public sales of the 7th inst. cannot now be realised. Red-leaf Congous: Siftings have sold rather easier. Broken-leaf kinds remain firm. Fair to good common has been steady at 1s. 0½d. to 1s. 0¾d. per lb. Fair to good Kaisows remain difficult of sale at former prices. Fine to finest have been without alteration, but sales have been small. In Paklins there has been no change. Amoy kinds remain steady at about 1s. per lb. Black-leaf kinds: Siftings remain as before. Fair to good common have been rather more in demand, at 1s. 0½d. to 1s. 1d. per lb. Fair to good kinds have been realised to some extent, but at rather lower prices. Fine remain firm at former rates. In finest there is no change to notice. Canton-make: Further sales continue to be made at about 1s. 0½d. to 1s. 1d. for fair to good quality, showing no improvement. Oolongs: Business has been limited, and prices show no change. Souchongs: Common to fair show no alteration; good and fine of this season have been less saleable, and prices must be quoted 1d. to 2d. per lb. lower. In Flowery Pekoes there is nothing new. Scented Teas: Canton Capers have been dull, at the decline last quoted. Low kinds have been sold at public sale at from 6d. to 7d. per lb. Foochow kinds are scarce, and prices well maintained. Orange Pekoes: Canton kinds have sold in limited quantities at a shade under previous prices. Foochow kinds: Old season's have sold from 1s. 1d. to 1s. 1½d. per lb., being again rather lower. In new season's good quality has been sold at about previous prices. Fine have been inquired for; Uncoloured Japans show no alteration. Green Teas: At the public sales of the 7th inst. a chop of Pingsuey Tea realised about previous prices. A chop of fine Moyune also sold at full prices. Extra fine quality has been readily saleable at high prices, but those of average quality have been difficult to sell, and prices must be quoted 1d. to 2d. per lb. below public sales' prices. Medium qualities have been much depressed. Some sales of Canton Gunpowder, of fair quality, have been made at 1s. 3d. to 1s. 5d. per lb.

BLACK.—The demand for all grades below common has been limited, without change in value; inferior to good flavoury kinds have been wanted at 1s. 0½d. to 1s. 0¾d.; large supplies of much better quality, of first crop, have been offered at 1s. 1d. to 1s. 2½d. per lb., without leading to extensive transactions; for all other grades but finest quotations are quite nominal. Pakling and Tayshan leaf stand at a low standard of value, and several hundred boxes of the latter per Overland, Season 1869-70, realised only at 1s. 1d. to 1s. 1½d. Black Leaf: Ordinary to good common has, so far, come forward in moderate supply; quotations rule at 1s. 0¾d. to 1s. 0¾d. per lb., preferable to good medium at 1s. 1d. to 1s. 4d. per lb., show extremely good value, as also fine and finest at 1s. 5d. to 1s. 10d. per lb.; in extra fine but little has been obtainable, and it is still saleable at fancy prices. Souchong has maintained its value, as supplies have been small. Oolong: The low rates have not stimulated transactions. Scented Teas.—Canton Orange Pekoe: More liberal supplies have been offered of medium to fine, and easier prices have been accepted, but finest is scarce and in good request. Capers: Prices have been steady, at 6d. to 7d. for low spurious, 9d. to 10d. for ordinary to clean common, 11d. to 1s. 1d. for fair to good, 1s. 2d. to 1s. 4d. for medium to good medium, 1s. 6d. to 2s. per lb. for fine and finest. Foochow Orange Pekoe: Arrivals of late have been small, while there has not been much inquiry.

GREEN.—The demand has been confined to few buyers, with little or no competition; the result has been, a great proportion of the late imports remain in merchants' hands, and the few sales show declining rates, except for the Moyune, ex steamer Diomed, a portion of which were offered at public sale without reserve on the 7th inst., and realised satisfactory prices. For Japan leaf, either coloured or uncoloured, in the absence of export trade, there has been no demand except at extreme low rates.

The Circular of Messrs. Kinnear, Hawes, and Hertz says:—The approach of the holidays has been felt, and the demand for export has not been large; under these circumstances importers have shown an inclination not to press their Teas until January; this has given a somewhat firmer feeling to fair to medium, and good medium to fine Congou; really fine Moning is much needed by exporters.

### SILK.

The activity reported in our last has continued uninterruptedly to present date, and the market is now exceedingly firm at the following quotations for China Silk:—Best Chop 3rd Tsatlees, 29s to 30s.; good to best 3½, 26s. to 28s.; good to best 4, 25s. 6d.; fair 4 and "Red Peacock," 24s. 6d. to 25s.; fair 4½, 4½, 24s. to 23s. 6d.; fair 4¾, 5, and inferior, 23s. to 22s. The bulk of the business has been in China silk; Tsatlees have been in great demand, and "Ka Hing" Taysaams have also been freely taken at 23s. to 24s. for "Gna ling" and "Ting How," and 21s. 6d. to 22s. 6d. for "Kin ling" and inferior "Gna ling;" coarse Taysaams are very scarce, and command high rates; Long reels have also been in good demand at 21s. to 22s.; Haineens have scarcely shared in the advance to the extent of other Silks, and are yet comparatively neglected. Re-reeled Haineens of finest descriptions have found buyers at from 28s. to 29s. 6d. The last arrivals of Japan Silk have changed hands at 30s. to 31s. 6d. for best "Mybash," and 27s to 28s. 6d. for mixed parcels; other descriptions are not much looked after. In Canton Silk the importations have been very large, and a special feature has been the arrival of a large quantity of very fine "Loong Kongs," which have realised 22s.6d., the medium descriptions still remaining at the last quotations of 19s. to 20s. Tsatlee reels, of ordinary qualities, are held at 20s. to 20s. 6d., while extra fine have been sold at 22s. The deliveries since the 1st inst. are satisfactory, having been 2,536 bales in all, viz., 1,683 China, 213 Canton, 319 Japan, and 321 Bengal.

LONDON QUOTATIONS, DECEMBER 17.

| | |
|---|---|
| CHINA. | |
| Tsatlee, No. 1 ... ... ... ... ... | 31s. 6d. to 32s. 0d. |
| ,, ,, 2 ... ... ... ... ... | 30s. 6d. to 31s. 0d. |
| ,, ,, 3 ... .. ... ... ... | 29s. 0d. to 30s. 0d. |
| Red Peacock ... ... ... ... ... | 25s. 0d. |
| Yuenfaa, Nos. 1, 2, and 3 ... ... ... | 23s. 0d. to 26s. 6d. |
| Taysaam Keying, Nos. 1, 2, and 3 ... ... | 21s. 6d to 24s. 6d. |
| Long Reel ... ... ... ... ... | 20s. 0d. to 21s. 6d. |
| Canton ... ... ... ... ... ... | 15s. 0d. to 21s. 0d. |
| Chinese Thrown ... ... ... ... | 22s. 0d. to 26s. 0d. |
| JAPAN. | |
| Maibash and Sinchu, Nos. 1, 2, and 3 ... | 26s. 0d. to 32s. 0d. |
| Idah, Nos. 1 and 2 ... ... ... ... | 27s. 0d. to 31s 0d. |
| Sodai, Nos. 1 and 2 ... ... ... ... | 24s. 0d. to 27s. 0d. |
| Oshiu, Nos. 1, 2, and 3 ... ... ... | 26s. 0d. to 32s. 0d. |
| Koshiu, Nos. 1 and 2 ... ... ... ... | 24s. 0d. to 27s. 0d. |
| Eichizen ... ... ... ... ... ... | 21s 0d. to 23s. 6d. |
| Mashta ... ... ... ... ... ... | 20s. 6d. to 23s. 6d. |
| Hatchoji ... ... ... ... ... ... | None. |

### COFFEE.

In our last report we noted a slightly improved tone in the market for Plantation Ceylon. This has since been maintained; the offers of good and fair qualities Plantation at the public sales—of which there has been but a very limited supply—have gone off with spirit at an advance of 6d. to 1s. on last mail's quotations, while the commoner descriptions have been moderatively active at fully former prices. Native Ceylon, which for some time past has been extremely dull, also exhibits some improvement, the quantities offered at recent sales having realised advanced terms. The absence of business in East Indian descriptions of Coffee other than Ceylon continues; and no transactions are reported.

The quantity of Ceylon Coffee afloat for Great Britain on the 13th Dec. was as follows:—Plantation, 82,779 cwt., against 92,172 cwt. at the corresponding date of 1868; Native, 20,277 cwt., against 29,317 cwt. The quantity afloat for Europe was—*nil*, in both years. The quantity of Coffee landed in the fifty weeks ended Dec. 11, 1869, was, of Ceylon, 39,591 tons, against 43,279 tons during the corresponding period of 1868; of all descriptions, 68,681 tons, against 67,759 tons. The quantity entered for home consumption was, of Ceylon, 10,413 tons, against 11,691 tons; of all descriptions, 18,150 tons, against 18,770 tons. The quantity exported was, of Ceylon, 25,961 tons, against 30,564 tons; of all descriptions, 44,951 tons, against 46,430 tons. The stock on Dec. 11 was, of Ceylon, 14,212 tons, against 11,011 tons; of all descriptions, 24,900 tons, against 18,891 tons.

### SUGAR.

There has been a fair demand during the interval, which has been liberally supplied by holders, many of whom appearing well satisfied to have an opportunity of realising, have not checked trade by trying for much advance. In some instances slightly higher prices have been paid than were obtainable at the date of our last, and for most common and middling descriptions, although quotations cannot be altered, it must be observed that the selling value of quantities is really 6d. to 1s. per cwt. higher than it was a fortnight since, when buyers were disinclined to purchase freely.

The quantity of Sugar landed in the fifty weeks ended Dec. 11, 1869, was, of Penang, 4,765 tons, against 1,610 tons in the corresponding period of 1868; of Manila, Java, and China, 32,935 tons, against 22,322 tons; the quantity entered for home consumption was, of Penang, 2,698 tons, against 1,569 tons; of Manila, Java, and China, 21,279 tons, against 15,533 tons; the quantity exported was, of Penang, 193 tons, against 128 tons; of Manila, Java, and China, 2,377 tons, against 1,957 tons; the stock on Dec. 11 was, of Penang, 2,233 tons, against 239 tons; of Manila, Java, and China, 37,543 tons, against 30,426 tons.

COCOA NUT OIL.—There is a good business doing in Ceylon, but at lower prices than when we last reported; at auction 88 casks have been sold at 41s., and by private contract business has been done on the spot at 41s., and for arrival at prices slightly in advance of that figure. The quantity of Ceylon afloat for Great Britain on the 13th Dec. was 31,074 cwt., against 35,680 cwt. at the corresponding date last year.

CAMPHOR.—Very limited business in China is reported at 90s. per cwt.; nothing doing in Japan.

COIR GOODS.—At the last aution a moderate quantity of yarns was offered, chiefly of the lower kinds, which went off without competition at easier rates. Supplies of fibre and rope were of undesirable quality, and were mostly withdrawn. Of 57,785 dholls (93 tons) Ceylon yarn 65 tons sold, very common and common £21 to £23, good common £25 to £26, a few small lots good £33 5s. to £34; of 3,823 bundles 3,276 ballots (34 tons) Ceylon, only 4 tons sold, common coarse £8 5s., middling pale £20 5s., 80 bundles bristles sold at £26 15s. to £27 5s.

CASSIA LIGNEA.—Further supplies have been brought to auction, and importers being willing sellers, prices have given way 3s. to 5s. per cwt. 785 boxes unsorted mostly sold at 120s. to 123s.; 43 cases, dark small bundles, fine flavour, realised 136 for sound, and 122s. to 123s. for slightly mouldy. Buds: Quiet; in auction 15 bags wild sold at 17s. per cwt.

CUBEBS.—Prices are lower; of 996 bags offered 730 bags from Samarang, just arrived, sold, good bright, rather stalky, 32s. to 34s. per cwt.

CUTCH.—Fine Pegue is held firmly, but there is very little demand. 100 boxes in auction were retired. 200 bags low, from Singapore, sold at 8s. per cwt.

GAMBIER: Is very slow of sale; about 50 tons are reported privately at 16s. 9d. ex. ship, and 100 tons for arrival on same terms. At auction 191 bales, 445 baskets were retired.

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GUMS.—Benjamin is dull of sale, and 93 cases in auction were retired. Copal: Of 148 packages, two-thirds sold, hard mixed, part good and part foul, 40s. to 44s. 6d.; soft, part dark, 30s. to 30s. 6d. per cwt. Damar: Quiet; in auction 32 cases were retired. Arrivals, and sales advertised. Gamboge: Is in fair request; at auction, 37 cases sold to the extent of two thirds, middling pipe, part run, £15 17s. 6d. to £16 2s. 6d.; pickings £12 17s. 6d. per cwt.

HIDES AND SKINS.—At the last sales there was a fair demand for East India Hides, and nearly the whole offered found buyers. Those of really good quality were comparatively scarce and realised extreme prices to a slight advance, whilst ordinary and inferior sold at from last sale rates to ¼d. per lb. decline. 6,660 Penang Ox and Cow Hides offered, 4,112 sold—Dry, Best Light, 9¾d.; Seconds, 9¼d.; Heavy, 8d. to 8½d.; Extra Heavy, 7¾d.; Small, 9¼d.; Thirds, 7d.; Fourths, 5d. to 6¼d.; Brined, Light and Small, 8⅜d.; Heavy, 7½d. to 7¾d. per lb. 1,588 Java Buffalo Hides offered. 1,000 sold—1st Heavy, 6¼d.; Seconds, 5⅝d.; Light, 6⅝d. per lb. 2,617 Singapore and Penang Buffalo Hides offered, 996 sold—Prime, av. 47¼ lbs., 6¾d.; Best Heavy, 5¾d. to 6⅝d.; Seconds, 5¼d.; Light, 5¾d. to 6¼d. per lb.

INDIA-RUBBER.—At auction 60 baskets good Singapore lump sold at 1s. 6d. to 1s. 6¼d.; 12 bales very low trash at 1d. per lb. 14 baskets Assam retired. Little doing privately.

JAPAN WAX.—Prices are 2s. to 3s. per cwt. lower; of 700 boxes in auction, about 400 boxes sold, fair to good saucer, 70s. 6d. to 73s. 6d.; soft and stained, 62s. 6d. to 63s. per cwt.; one lot at 66s.

MUSK.—The better qualities have sold rather dearer. Of 53 caddies offered the greater part sold; good flat pods, 31s. 6d. to 32s.; ditto, rather damp, 30s. 6d. to 31s.; rough bally and skinny, 15s. to 21s.; very low, 10s.; of 7 tins grain, part sold at 47s. to 48s. per oz.

MANILA HAMP.—The demand is very dull, and we have to report a further fall in prices; privately about 250 bales have been sold, common to good common, £56 to £57 10s.; in auction, 839 bales of indirect import, offered with all faults, were chiefly bought in; good roping, £62; common to good common, £56 to £58 10s., only 170 bales finding buyers; good to superior roping, £62 10s. to £63 10s.; barely fair to good fair, £59 to £60 10s.; common, £56 5s.

PEPPER.—Black is only in limited demand, and Penang has given way ⅛d. per lb. At auction 6,780 bags partly sold, fair West Coast and Acheen at 4d., a few lots 4⅛d. per lb. No Singapore brought to auction. Privately sales for arrival of Penang: November shipment, at 3 13-16d., and parcels near at hand at 3⅞d.; for Singapore for arrival 4¼d. has been bid. White is steady. In auction 679 bags Singapore sold at 5⅛d. to 5⅝d. for fair, and 236 bags Penang at 5⅜d. to 5½d.

PLUMBAGO.—Of 822 barrels Ceylon, about one-half sold at higher prices for lump, but previous rates for dust; fine bold bright lump, 25s. to 28s.; good small but clean, 21s. 6d. to 22s.; common and middling dull lump and dust, 16s. to 19s.; good chips, 14s. 6d. to 16s.; middling, 10s. 6d. to 11s.; very fine dust, 12s.; middling to good, 8s. 3d. to 9s.; common, 7s

RICE.—There has been little business during the interval, the dulness which has existed for such a long time past continuing without relief. A fair amount of business is reported in White Bengal. At the public sales 5,000 bags Rangoon sold, chiefly good middling damaged, first class, 8s. 9d.; part sound of ordinary quality at 8s.; 1,217 mats 166 bags damaged Siam, first class, at 8s. 6d.; and about 4,000 bags cleaned Siam at 9s. 4½d.; 1,933 bags Dacca were bought in at 9s.; 748 bags Ballam at 8s.; and 2,000 mats, white China, at 10s. 6d. to 11s.; the last-named parcel subsequently sold at 10s. 3d. By private contract there is slightly more inquiry for soft grain descriptions, and prices show an improving tendency. 5,500 bags middling Rangoon have been sold, supposed at 8s. 10½d. full prompt, also 3,000 to 4,000 bags ditto first class damaged of good quality at 8s. 7½d. to 8s. 9d.

RATTANS.—Of 7,275 bundles Penang 4,425 bundles sold at 3s. to 4s. 1d. per 100 canes.

RHUBARB.—The parcels of China offered have entirely consisted of low and ordinary qualities, for which there is scarcely any demand at previous rates; of 257 chests in auction, about two-thirds sold, at lower prices; ordinary round and flat, dark fracture, rather wormy, 9d. to 1s. 2d., very low 4d. to 8d., dust 2d. per lb.

SPICES.—Cinnamon: There has been a fair inquiry for Ceylon during the interval, at rates corresponding with those of the last quarterly sales. Chips are lower; in auction 761 bags partly sold—coarse bark, 4d. per lb.; thin bark, 4½d.; middling to good shavings, 5¾d. to 8d. Cloves: Sell readily; at auction 1,001 bags Zanzibar most sold—fair 2¾d. to 3d. per lb.; good bright, 3d.; fine, 3¼d. Of stems, 295 bags Penang were retired. Mace: The late activity has subsided, and sales are not easily effected at late rates; at auction 50 cases partly sold—middling to fair pale and red, 3s. 1d. to 3s. 4d. per lb.; 1 case ordinary China sold at 2s. 11d. Nutmegs have barely supported their previous value; at auction 67 cases Penang mostly sold—73 to 70 to the lb., 2s. 9d. to 2s. 11d.; 79 to 75, 2s. 7d. to 2s. 8d.; 84, 2s. 5d.; 83, slightly mouldy, 2s. 4d.; and 90, 2s. 1d.; 3 cases small limed China sold at 1s. 5d.

SAGO.—Meets a moderate inquiry on former terms. At auction 1,854 boxes and 203 bags sold at 17s. 9d. to 18s. for fair to good small; privately sales of small, in bags, have been made at 17s. 3d., and in boxes at 17s. 9d. per cwt., but the market is quiet. Flour: Is cheaper; in auction 1,821 bags Singapore partly sold at 13s. 9d., and 1,162 bags good Borneo at 14s. per cwt.

SOY.—There is a steady demand at unchanged rates; 102 casks China at auction have realised 3s. to 3s. 1d. per gallon, and private sales to a moderate extent are reported at the same rates.

SHELLS.—Mother o'Pearl realise extreme prices. In auction, 3 cases Macassar sold, large medium and very grubby and blistery, 107s. 6d. per cwt.; medium and small clean, part dead, 80s.; small, 40s.; 37 cases Singapore were retired. No Manila offered.

STICKLAC.—Out of an offer of 93 cases Siam, at public sale, a small portion only was taken, fair free at 51s.; small at 47s. per cwt.

SAPANWOOD.—No business to report.

TAPIOCA moves off very slowly at late reduced quotations. At auction 1,073 bags Malacca partly sold, fair lumpy, 2½d. per lb.; fine Rio character, 2¾d.; 157 bags Penang retired. Pearl finds a more ready sale; 105 boxes, 567 bags sold; dull Penang, 19s. to 20s. per cwt.; good and fine bright small and medium, 21s. to 22s. 6d.; fine bold, 22s. 1d.; bullets, 22s. to 24s. Of flour, 144 bags Penang sold at 2¼d. per lb.

TORTOISESHELL is firm. Of 16 cases Singapore in auction, 5 cases sold at 11s. 6d. to 16s. per lb. for ordinary sorts to good.

TIN.—We have to report a further decline in Straits tin. Shortly after the date of our last report some outside speculators showing weakness, some small parcels were offered on the market and sold at £112 per ton, and as at this time of the year consumers rarely buy but for immediate needs, prices have since fallen still lower. The current quotations are:—Banca, £111 to £112; Billiton, £110 to £111; fine Straits, £110 to £111

TOBACCO.—53 bales Japan, 6¾d. to 8d.; sea-damaged, 5½d. to 7d.; 12 bales Java, 7¾d. Cigars: Manila 3a sold at 6s. 9d., and 7 cases 2a, sea-damaged, at 4s. 6d. to 5s. 9d.

## BRADFORD AND LEEDS MARKET.

BRADFORD, DEC. 16.—Markets rather dull and unsettled, owing to recent commercial disasters. Prices quoted for both goods and raw material are, however, firm. Quotations:—Long Ells, Scarlet, 31s. per piece (packed); Camlets, S, 66s. (unpacked); SS, 62s. 9d. (unpacked); SSS, 54s. (unpacked); Spanish Stripes, best quality, 3s. per yard (packed); Lastings, black, 49s. 6d. (unpacked); Crape Lastings, 39s. (unpacked); Crape Lustres, 19s. (unpacked); Figured Lustres, best black, 19s. (unpacked).

# Shipping Intelligence.

## ARRIVALS.

| Date. | Ship. | Captain. | From. | At. |
|---|---|---|---|---|
| Nov. 1 | Callao | Lavarello | Macao and Payta | Callao |
| — 8 | Marzillals (?) | — | Shanghai | Port Ludlow |
| — 12 | Anne | Pearkes | Macao | Callao |
| — 30 | Mary Ann Johnson | Leder | Colombo | New York |
| Dec 10 | Laura and Adele | Pohlmeyer | Batavia | Texel |
| — 10 | Nereus | Den Broeder | Saigon, for Rotterdam | Falmouth |
| — 11 | Henriette Gertruida | De Boer | Batavia | Texel |
| — 11 | Emily | Phillips | Akyab | Queenstown |
| — 11 | Caroline | Stricker | Rangoon | Bremerhaven |
| — 12 | Wieland | Dickson | Akyab | Falmouth |
| — 12 | Kinfauns Castle | — | Singapore | Liverpool |
| — 12 | Clara | Power | Foochow, &c. | London |
| — 13 | John R. Worcester | Cawse | Shanghai | Do. |
| — 13 | Scawfell | Thomson | Canton | Do. |
| — 13 | Verena | Hudson | Manila | Do. |
| — 14 | Min | Melville | Foochow | Deal |
| — 14 | Arabia | — | Batavia, for Rottrdm. | Off Prawle Point |
| — 14 | Delft | Kettel | Padang | Off Dungeness |
| — 14 | Zanzibar | Masterton | Samarang | Clyde |
| — 15 | Nimrod | Lowther | Galle, &c | London |
| — 15 | Maiden Queen | — | Shanghai | Downs |

## DEPARTURES.

| Date. | Ship. | Captain. | For. | From |
|---|---|---|---|---|
| Oct. 28 | Pacific | Hemmersen | China | Valparaiso |
| — 31 | Frey Ventos | Mola | Hong Kong | Callao |
| Dec. 9 | Professor | Matheson | Hong Kong | Penarth |
| — 10 | Golden Age | Thomas | Cardiff, Yokohama, & Vancouver's Island | London |
| — 10 | Peckforton Castle | Guthrie | Galle | Liverpool |
| — 13 | Walton | Mercer | Tientsin & Newchng. | London |
| — 14 | Golden Fleece | Goodridge | Colombo, &c. | Do. |

(*See Commercial Postscript and Correspondents' Letters.*)

## LOADING.

At LONDON.—For Yokohama: Eleanor. For Yokohama (*via* Suez Canal), Lakana (str.). For Yokohama and Hiogo: Lochnagar, Harbottle. For Shanghai: Helen Nicholson, Weymouth, Whiteadder, Whinfell, Falcon, Serica, Wild Deer, Melbrek. For Hong Kong: Dunmail, Guinevere, Black Prince, Burdwan, Hopewell. For Singapore: Ocean Belle. For Singapore and Penang: Volunteer. For Penang: Benvoirlich. For Batavia and Sourabaya: New Brunswick, Vesta. For Colombo: Prince Alfred, River Indus. For Colombo, Singapore, and Hong Kong (*via* Suez Canal): William Miller (str.), Chin Kiang (str.).

At LIVERPOOL.—For Yokohama and Hiogo: Albatross. For Shanghai: Doune Castle. For Hong Kong (*via* Cardiff): Helen Morris. For Singapore: Lizzy, Ogir. For Manila: Loyola, Estrella, Aurora. For Mauritius, Penang, Singapore, Hong Kong, and Shanghai: Ajax (str.).

At GLASGOW.—For Shanghai: Cutty Sark. For Singapore: Edinburgh Castle. For Penang: Annie Braginton. For Batavia, Samarang, and Sourabaya: County of Berwick. For Batavia and Sourabaya: Dunmore. For Colombo, &c. (*via* Suez Canal): Afrique (str.).

## SPOKEN.

BELLATRIX, Amsterdam to Sourabaya, Oct. 20, 32 N., 18 W.
YMUIDEN, Amsterdam to Batavia, Oct. 12, 27 S., 25 W.
FLYING SPUR, Foochow to Oporto, 52 days out, 21 S., 65 E.
PADANG PACKET, Amsterdam to Padang, 5 N., 23 W.
VESTA, Samarang to Rotterdam, Nov. 6, 11 N., 25 W.
GEORGE TREVA, Penang to London, Nov. 16, 11 (?) N., 26 W.
Iron steamer, under canvas, for Bangkok, Oct. 10, 38 N., 18 W.
SHOOTING STAR, Colombo to London, Nov. 5, 5 S., 17 W.
NORTHAM, Foochow to London, 7 N., 108 E.
NORTH STAR (ship), Hong Kong to San Francisco, Oct. 27.
MYSORE (French barque), bound to Nagasaki, Oct. 29.

## FREIGHTS AND CHARTERS.

Berth freights to the Eastern Ports are very dull; the steamer Lokana has been laid on the berth for Yokohama, and the Willliam Miller, and Chin Kiang, for Hong Kong, at 70s. to 80s. (*via* Suez Canal); freights for coal from the Northern outports show little variation, and business is quiet.

Current rates of freight for vessels on the berth:—To Yokohama:

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32s. 6d. weight, 35s. meast. To Shanghai: 40s. weight, 30s. meast. To Hong Kong: 35s. weight, 30s. meast. To Batavia: 25s. weight, 30s. meast. To Singapore: 30s. weight, 25s. to 30s. meast. To Ceylon: 20s. to 25s. weight, 20s. meast. At New York to China; $12 to $15 per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—For Shanghai: £40. For Singapore: £25 10s. For Galle: £23. From Newport, Cardiff, or Swansea per ton. For Yokohama: £1 18s. For Shanghai: £2 2s. For Hong Kong: £1 11s. For Saigon: £1 5s. For Singapore: £1 5s. 6d. For Galle: £1 4s. 6d.

The Admiralty have invited tenders for the conveyance of 34 tons stores to Hong Kong, and sundry small stores to Colombo.

## CASUALTIES.

A telegram received at Liverpool, Dec. 13, states that the Bosworth, from Sunderland to Batavia, with coals, had foundered N. of Pernambuco, after collision, crew saved; passengers per Douro.

## MISCELLANEOUS.

At BRINDISI.—Dec. 5, Erymanthe (str.), from China, having passed through the Suez Canal.

At ST. VINCENT.—Oct. 14, Ariel (str.), Timmerman, from New York, and left 2nd Nov. for Hong Kong.

Off ASCENSION.—Oct. 25, No. 1,803, 4th d.p. (Aust. barq.), from Manila, for Cadiz; 27, St. Magnus, from Colombo, for London; 31, P.M C.H. (? N.), (Dut. barq.), from Batavia, for Dordt; Nov. 5, Maiden Queen, from Shanghai, for London; No. 832, 4th d.p., (Eng. ship), from Singapore, for Liverpool; 14, No. 921, 4th d.p. (Eng. ship), from Manila, for London.

At ST. HELENA.—Oct. 29, Bato, Kramers, from Batavia, and sailed for Amsterdam; Nov. 6, Bangkok (str.), Haffenden, from the Clyde, and left 7, for Singapore; 2, Seamew, from Canton, and sailed 3, for Hamburg; Condor, from Macao, and sailed for Falmouth; 8, Dharwar, from Penang, for London; 10, Maid of Glanwern, from Colombo, for Philadelphia.

Off ST. HELENA.—Oct. 29, Christiana, from Java, for Amsterdam; Nov. 2, Arabia, from Batavia; Oct. 31, Maiden Queen, from Shanghai, for Liverpool; Nov. 10, William Fruing, from Manila, for London, out 91 days.

At ASTORIA.—Oregon, previous to Nov. 24, Hattie, C. Besse, from Portland; Oregon, for Hong Kong.

The Mary Ann Johnston, Leder, from Colombo, which arrived at New York Nov. 30, was 14 days N. of Hatteras with heavy W. and N.W. gales.

THE WRECK OF THE "CARNATIC."—Captain Grant, R.N., who is superintending the diving operations at the sunken wreck of the Peninsular and Oriental steamer *Carnatic*, lying in five fathoms water, in the Gulf of Suez, has forwarded to Lloyd's Salvage Association his reports of the extent of specie he has recovered since Oct. 30. Captain Grant says, on Oct. 30 and 31, the divers found two more boxes specie, also 19 bales of goods. On Nov. 1 they recovered four boxes and 13 sheets of copper. On Nov. 2 four bales and another box of specie was sent up. He was then compelled to leave the wreck, as the Egyptian gunboat *Tor*, which had been stationed near the wreck as a protection, required her engines and boilers to be repaired, as also that the ship be provisioned On Nov. 10, with the aid of an armed force, he searched the village on the Arabian shore, and recovered about £300 worth of calicoes and silk which had been plundered from the wreck. On Nov. 11 also another village, where he found about 100 pieces of calicoes and some wearing apparel. It is feared that five boxes of mails which were on the main deck are lost, having probably floated out when the ship sunk. On Nov. 19 and 20 the divers were unable to work, in consequence of very heavy weather. On the 21st they resumed work, and found that the wreck of the steamer had righted four or five degrees, and all the cargo to windward had been pitched down on the mail-room and betweeen decks. The vessel had also parted just abaft the fore-rigging. On the 23rd and 24th the divers sent up 24 sheets of copper, 29 bales Manchester goods, and about 20 cases. The divers report the main-hold quite full of goods, so that there is every probability of a large bulk of it being saved. The divers continued working up to the 28th, when a heavy gale set in, compelling them to cease their operations.

THE "MADRAS."—On the 11th instant Messrs. G. R. Clover and Co. launched from their yard at Woodside a fine iron ship named the *Madras*, which has been built for Messrs. Clint and Co., of Liverpool. The *Madras* is 1,280 tons register, 216 feet between perpendiculars, 37 feet breadth of beam, with a depth of hold of 22 feet 9 inches, and is classed at Lloyd's A1. She has been built for the East India trade, but her first trip will be to Melbourne, under the flag of the Thames and Mersey line, although, as she has been fitted with all modern improvements, steam windlass, &c., there is no doubt she will be successful in whatever trade employed. Captain Fairlem, late of the ship *Ganges*, has been appointed to the command. Her fittings, &c., will be placed on board in the Queen's Basin, where the *Madras* was towed immediately after being launched. Miss Clint, daughter of the late John Clint, Esq., performed the ceremony of christening.

THE "SCHIEHALLION."—There was launched at Dundee, on the 2nd inst., by Messrs. Brown and Simpson, a fine iron barque, named the *Schiehallion*. The vessel is the property of Messrs. Cruikshank and Ring, shipowners, London, and is to be commanded by Captain Levack. The vessel is to be employed in the India and China trades. The *Schiehallion* is classed A1 at Lloyd's; she is 168 feet in length, 28 feet in breadth, and almost 18 feet deep, builders' measurement 642 tons, and register tonnage, 590. The vessel is handsomely modelled, and has been fitted with all recent improvements. She will be ready for sea in two or three weeks, as her masts and rigging have already been set up.

THE "KINFAUNS CASTLE," a composite ship of 800 tons register, launched in the autumn of 1867 by Messrs. C. Connell, Greenock, for Messrs. Thomas Skinner and Co.'s Castle Line, and commanded by Captain Holmes, has just arrived, after an unusually rapid voyage. The *Kinfauns Castle* left Greenock on the 13th May, arriving at Singapore on August 13, discharged, loaded, and left Singapore, arriving at Liverpool on the 12th inst., thus completing the round voyage in seven months.


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27 Nov. 5 Dec. } For { Alexandria, Aden, Mauritius, Seychelles, Reunion, Point de Galle (Ceylon), Pondicherry, Madras, Calcutta, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Japan.

9th, 19th, and 29th of every month for Alexandria.

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Passengers by this line are less than ten days in the tropics.

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San Francisco, in 18 days from England.
Japan ..... in 38 ,, ,,
China ..... in 44 ,, ,,

Passengers for California and intermediate points on this road may now be booked through from England at the established rates of fare; and from San Francisco to Japan China, &c., by the magnificent steamers of the Pacific Mail Company.

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Passengers and goods are booked
For the South Pacific, Central America, West Coast of Mexico, California, British Columbia ... ... } By steamer from Southampton on 2nd and 17th of each month.
Japan and China... ... 17th of each month.

For further particulars apply to
J. M. LLOYD, Secretary.

Royal Mail Steam Packet Company, 55, Moorgate-street London, E.C.

COLOMBO, PENANG, SINGAPORE, AND CHINA.

## ROBERTSON and CO. will despatch the following first-class clipper VESSELS:—

| Destination. | Ships. | Class. | Dock. | Last Shipping Day. |
|---|---|---|---|---|
| Colombo, Penang, Singapore, Hg. Kg., & Shanghai (via Suez Canal)..... | Chu Kiang a.s.(new) | A1 18 yr. | W.I.D. | Jan. 17 |
| Shanghai ... | Juanpore ... | Brocklbk | W.I.D. | With des. |
| Hong Kong | Burdwan ... | A1 14 yr. | W.I.D. | With des. |
| Do. ..... | Maiden Qn. | A1 14 yr. | W.I.D. | To follow |

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

## CHINA and JAPAN.—The following splendid first-class SHIPS will be despatched as under:—

| Port | Ship. | Class. | Dock. | Last Shipping Day. |
|---|---|---|---|---|
| Shanghai ... | Wild Deer ... | A1 14 yr. | E.I.D. | Dec. 23 |
| Do. ..... | Geraint ..... | A1 14 yr. | E.I.D. | To follow |
| Hong Kong | Guinevere ... | A1 16 yr. | E.I.D. | With des. |
| Do. ..... | Hopewell ... | A1 13 yr. | W.I.D. | To follow |
| Do. ..... | Wm. Fruing | A1 13 yr. | E.I.D. | To follow |
| Yokohama (Kanagawa) | Eleanor ..... | A1 13 yr. | W.I.D. | With des. |
| Yokohama | Min ..... | A1 13 yr. | E.I.D. | To follow |
| Colombo, Singapore, & Hg. Kg., thro' Suez Canal ..... | Wm. Miller (s.s.) ... | — | E.I.D. | Dec. 24 |

For Freight or Passage apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

## JOHN C. CAMPBELL will despatch the following splendid VESSELS:—

| Destinatn. | Ships. | Tns. | Class. | Dock. | Sailing about |
|---|---|---|---|---|---|
| Colombo .. | River Indus | 1045 | AA1 | W.I.D. | Jan. 10 |
| Do. ..... | Geraldine Paget ... | 1200 | A1 | W.I.D. | To fol. |
| Cochin, Cannanore, & Carwar.. | AugstaMay | 392 | A1 10 yr. | S.K.D. | Jan. 1 |

No. 22, Great St. Helen's, E.C.

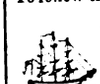
CHINA AND JAPAN.

## THE following high-classed Clipper VESSELS will be despatched as under:—

| Port. | Ship. | Class. | Dock. | Last Shipping Day. |
|---|---|---|---|---|
| Shanghai ... | Weymouth... | A1 12 yr. | E.I D. | With des. |
| Yokohama... and Hiogo | Lochnagar... | A1 | E.I.D. | With des. |
| Nagasaki & Chefoo ... | Zohrab (new) | A1 9 yr. | E.I.D. | With des. |

For Freight or Passage apply to NORRIS and JOYNER, 60, Cornhill, E.C.

To follow the "Granville." Will meet with immediate despatch.



## DIRECT for COLOMBO, the magnificent clipper ship RIVER INDUS, AA1. 1,045 tons register; G. SHEARER, Commander; West India Docks. This splendid vessel, built in 1868, is well known for her rapid passages and the good order in which she always delivers her cargo, and from her high class can be strongly recommended to shippers of fine goods.

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JAVA AND JAPAN.

## MORS LE BLANCH and CO. intend despatching the following first-class clipper VESSELS:—

| Destination. | Ships. | Class. | Dock. | Date. |
|---|---|---|---|---|
| From LONDON. | | | | |
| Yokohama and Hiogo. | Harbottle ... | A1 | E.I.D. | Jan. 10 |
| Batavia and Sourabaya | Vesta ..... | A1 | Lond. | Jan. 15 |
| From LIVERPOOL. | | | | |
| Batavia and Sourabaya | — | A1 | — | With des. |
| Singapore ... | Lizzy ..... | A1 12 yr. | Prnce's | Dec. 22 |
| Yokohama and Hiogo. | Albatross ... | 3-3rds | Prnce's | Dec. 20 |

For Freight, &c., apply at 19 to 21, The Albany, Liverpool; or 7, East India-avenue, Leadenhall-street, London.

Last Season Ship. Malabar Coast.

To follow the "Queen of Ceylon." To be despatched about December 27,

## DIRECT for BEYPORE, CALICUT, MANGALORE, and CARWAR, the favourite clipper ship AUGUSTA MAY, A1, 10 years, 392 tons register, JAMES CLARK, commander; St. Katherine Docks. This magnificent vessel, so well and favourably known, has just been reclassed by Lloyd's and newly metalled, and presents the finest opportunity to shippers.

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To sail on the 22nd Dec.

## FOR SHANGHAI, the well-known clipper FALCON, A1 13 years, 793 tons register; J. L. DUNN, Commander; East India Docks. Has excellent accommodation for passengers.

For Freight or Passage apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

Regular Line of Packet Ship.

## FOR HONG KONG, the well-known clipper DUNMAIL, A1 14 years, 771 tons register; PETER THOMPSON, Commander; East India Docks.

For Freight or Passage, apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

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THE MANAGER,

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THE Medical Profession for Thirty Years have approved of this Pure SOLUTION OF MAGNESIA as the best remedy for ACIDITY OF THE STOMACH, HEARTBURN, HEADACHE, GOUT, and INDIGESTION; and as the best mild aperient for delicate constitutions, for LADIES CHILDREN, and INFANTS, and for regular use in WARM CLIMATES.

DINNEFORD & CO.,
CHEMISTS, &c.,
172, NEW BOND-STREET, LONDON.
And of all other Chemists throughout the world.
N.B.—Ask for DINNEFORD'S Magnesia.

Printed for the Proprietors by WOODFALL and KINDER, Milford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill, in the parish of St. Michael's, in the City of London.—Saturday, Dec. 18, 1869.

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The London and

# China 新聞紙 Telegraph.

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

PUBLISHED ON THE ARRIVAL OF THE FORTNIGHTLY ENGLISH, AND MONTHLY FRENCH MAILS FROM CHINA JAPAN &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A SUMMARY OF NEWS FOR THE OUTWARD MAILS.

VOL. XI.—No. 337.] LONDON, TUESDAY, DEC. 28, 1869. [Price 9d., with Sup., 1s. 3d.—Sub. 30s. per ann., postage included. Sup. 12s. extra.

## Latest Advices.

| PORTS. | OUTWARD. From London | OUTWARD. Arrived out. | HOMEWARD. Received yesterday. |
|---|---|---|---|
| JAPAN — Yokohama | Sept. 10 | Nov. 1 | Nov. 7 |
| Yedo | — | — | Nov. 6 |
| Osaka and Hiogo | — | — | Nov. 4 |
| Hakodadi | | | |
| Nagasaki | — | — | Nov. 4 |
| CHINA — Peking | — | — | Oct. 31 |
| Tien-tsin | — | — | Nov. 2 |
| Chefoo | — | — | Oct. 28 |
| New-chwang | — | — | Nov. 2 |
| Hankow | Sept. 10 | Nov. 1 | Nov 4 |
| Kiu-kiang | | | |
| Chin-kiang | | | |
| Shanghai | Sept. 10 | Oct. 27 | Nov. 10 |
| Ningpo | — | — | Nov. 6 |
| Foochow | Sept. 10 | Nov. 1 | Nov. 9 |
| Formosa | | | |
| Amoy | — | — | Nov. 11 |
| Swatow | | | |
| Hong Kong | Sept. 30 | Nov. 14 | Nov. 16 |
| Canton | — | — | Nov. 15 |
| Macao | — | — | Nov. 15 |
| PHILIPPINES— | | | |
| Manila | Sept. 24 | Nov. 9 | Nov. 10 |
| COCHIN-CHINA— | | | |
| Saigon | | | |
| SIAM — Bangkok | — | — | Nov. 12 |
| BORNEO—Labuan | | | |
| Sarawak | | | |
| JAVA — Batavia | — | — | Nov. 17 |
| Samarang | — | — | Nov. 15 |
| Sourabaya | — | — | Nov. 14 |
| MALACCA STRAITS— | | | |
| Singapore | Oct. 8 | Nov. 13 | Nov. 23 |
| Penang | Oct. 8 | Nov. 11 | Nov. 25 |
| CEYLON —Colombo | — | — | Dec. 1 |
| Galle | Nov. 5 | Dec. 1 | Dec. 2 |

### THE MAILS, &c.

The present mail was delivered on its due date, but yesterday being kept as a general holiday, we found it necessary to defer publication until to-day.

The next inward (P. and O.) mail will be due here on Jan. 10, and should bring the following dates:—Yokohama, Nov. 22; Shanghai, Nov. 24; Hong Kong, Nov. 30; Singapore, Dec. 7; Galle, Dec. 15.

Telegrams in advance of the above mail were received on the 17th, and *via* San Francisco we yesterday received a telegram from Yokohama to Dec. 2, which will be found in the usual place.

Advices from Galle inform us that the telegraph wires had been working better, and our special commercial telegrams of Nov. 25 for the *Telegraphic Extra* arrived in time for the issue of Dec. 1.

## List of Passengers.

### PASSENGERS INWARD.

By this mail to Marseilles, per P. and O. steamer *Ripon*, arrived Dec. 25.—From Yokohama: Mr. Bartesaghe, Mr. Pellet, Mr. Riviere, Mrs. Jules and child. From Hong Kong: Lieut. Mainwaring. From Singapore: Mr. and Mrs. Duprey.

To Southampton, per P. and O. steamer *Delta*, expected to arrive Jan. 1.—From Shanghai: Mr. Langlois. From Hong Kong: Mr. J. G. Ewart.

### PASSENGERS OUTWARD.

Per French steamer *Moeris*, from Marseilles, Dec. 25.—(Booked from London), to Singapore: Mr. J. D'Almaida. To Ceylon: Mr. Grinlinton, Mr. Macvicar.

Per P. and O. steamer *Pera*, from Southampton, Dec. 25.—To Hong Kong: Mr. J. C. Penderea. To Ceylon: Mr. J. E. Garbutt, Mr. T. Gibson.

Per P. and O. steamer *Ripon*, from Marseilles, Jan. 2.—To Yokohama: Mr. Russell Robertson. To Hong Kong: Mr. John Noble, Mr. C. W. Orne. To Ceylon: Mr. J. Brown, Rev. C. and Mrs. Carter, and two children, Mr J. F. Callaghan.

Per P. and O. steamer *Ceylon*, from Marseilles, Jan. 9.—To Ceylon (via Bombay): Mr. E H Hayes.

Per P. and O. steamer *Nyanza*, from Southampton, Jan. 8.—To Ceylon: Mr. G. A. Talbot, Mr. and Mrs. Folkard.

Per P. and O. steamer *Bangalore*, from Marseilles, Jan. 16.—To Ceylon: Mr. and Mrs. J. C. Elliott.

From Suez.—To Singapore, Mr. and Mrs. G. A. Remé.

Per P. and O. steamer *Tanjore*, from Southampton, Jan. 22.—To Shanghai: Mr. C. Y. McVicar. To Ceylon: Mr. E. England, Miss A. Robinson.

Per P. and O. steamer *Pera*, from Marseilles, Jan. 30.—To Penang: Mr. and Mrs. C. A. Evans. To Ceylon: Mrs Russell.

Per Pacific Mail steamer *Japan*, from San Francisco, Dec. 1.—For Yokohama and Hong Kong:—Miss Lucy A. Happer, Miss Lillie B. Happer, C. Breunwald, Mrs. E. D. Barbour, Charles Schmitz, Mr. Dickson, Rev. W. J. Boone and wife, Rev. E. Marcellus and wife, Rev. A. P. Happer, wife, and three children, Dr. Bremson, Mrs. W. Murray, Mr. Von Hovenberg and wife, Mrs. Holmes and child, John Jochimes, Miss H J. Shaw, D. W Osgood and wife, J. R. Coryelle, H. T. Tiffin, Mrs. W. B. Cobb, Rev. W. E. McChesney and wife, Rev. D. Lyon and wife, R. B. Foster, Miss Bremson, C. L. Schwartz, Miss H. Bowley, Miss Nellie Moore, Miss Cora Rogers.

## Summary of News from the Far East.

### JAPAN.

#### YOKOHAMA.

Our advices from this port extend to the 7th November. The outward mail of Sept. 10 was delivered there on the 1st Nov. The week had been a very uneventful one in Yokohama.

The *Japan Times* says:—"It gives us great pleasure to be able to announce that Keiki, better known in Europe as 'Stotsbashi, and Aidzu, have both been pardoned by his Imperial Majesty. This restores them to political life, and in the case of Keiki, at all events, to use; a friend to foreigners, and fully appreciative of our powers and good intentions, he will be a valuable servant of the newly-restored Empire. We have before had occasion to remark on the unusual clemency displayed by the winners in the recent struggle towards the beaten side, and nothing was wanting but these pardons to complete their moral victory."

Dr. Scherzer, the chief of the scientific and commercial department of the Austrian Embassy, was a passenger to San Francisco by the last Pacific Mail steamer. The *Donau* having suffered considerably during a typhoon on her way hither, has to remain in harbour for some time still to refit, and that part of the Embassy's programme which included a visit to the Sandwhich Islands, *en route* for South America, has been abandoned. The expedition will leave this port, we believe, in about ten days. The exhibition of Austrian and Hungarian Industrial products is now on view. We are sorry to have to say that, so far as we have examined it, there is nothing among the textile fabrics, of course the important part of the exhibition, suitable to this market—at the prices affixed to them in the catalogue.

We have discussed the subject of merchant-consuls at some length. That such an article was necessary, and that further action of the Japanese Government is required, is proved by a circular which has been transmitted to us from Europe, in which the Consul appointed to represent a small power in Yedo, and who has lately arrived here, invites mercantile houses to entrust their goods to him to sell on commission, deliberately stating as a prime recommendation that "his official position will place him in, so to speak, constant communication with the Princes or Daimios who have the control of foreign trade in certain provinces." It is full time to stop this sort of thing.

### CHINA.

#### HANKOW.

(FROM OUR OWN CORRESPONDENT.)

Since I last wrote nothing of importance has occurred at this outlying settlement. Business remains at a stand-still, partly from the causes enumerated in my previous letters, and partly also in consequence of the very unfavourable reports regarding this year's tea shipments, which reach Hankow by every mail. Closure is the order of the day, and with one or two exceptions the agents of Shanghai houses remain merely to supervise the property once so

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costly now almost valueless. Hopes reaching almost to certainties were entertained at the beginning of the tea season, but they are day by day being rudely dispelled. Indeed the impression now is that the tea trade is so utterly disorganised that it matters little whether purchasers in China buy at low rates, as was the case this year, or at extravagant prices, as in former years. Ruin seems to be the fruit alike of transactions under both circumstances.

The flood that has for the last three months made this place a watery desert, is now going down, and the greater part of the concession is once more dry ground. But the dilapidated appearance which it presents is something truly sad. Gardens all spoiled, boundary walls a heap of ruins, godowns and houses showing great slits and gaps in their walls, needing to be propped up and bolstered with poles and woodwork. No end of money will have to be spent in putting the whole to rights again; and though that may be good for trade, it won't improve the profits of this year's tea season. The destruction visible in the foreign quarters does not for one moment compare with that visible among the native dwellings. It is utterly impossible to estimate the amount of outlay which will be required to rebuild and repair the ruined houses of the Chinese themselves. Fortunately China houses are somewhat lightly constructed, and all fitted on to a perfect framework, so that the work of repairing and rebuilding is carried on with surprising celerity.

A startling number of refugees, driven out of their homes by the flood, are now encamped in the suburbs of Hanyang. I have been credibly informed that 120,000 daily get a supply of congee from the public charitable institutions. There are five places whence congee is dispensed, each employing one hundred men, and the daily cost of this charity is Tls. 700. The congregated mass keeps the peace almost perfectly, exhibitingan amount of fortitude and patient endurance which does them great credit.

## SHANGHAI.

(FROM OUR OWN CORRESPONDENT.)

SHANGHAI, Nov. 9, 1869.

The P. and O. Steamer *Ottawa* takes the outward mail. There are not any telegrams to hand since my last, which was written per *Dupleix*, leaving on the 3rd instant. The races passed off well, though the attendance was small. Mr. T. F. Wade, C.B., arrived on the 7th inst., by the *New York*. Sir Edmund and Lady Hornby have returned from Japan. Sir Rutherford Alcock is expected here in the *Adventure* to-morrow.

Peking advices say that the revised Treaty of Tientsin was signed on the 23rd of October. What it contains has not transpired, the general belief is that it remains essentially the same, the chief, if not the only concession, being the opening of coal mines at three different points in the south. Some difficulties have occurred to the American missionaries at I-chow; the city magistrate refused to let them occupy their chapel. The matter has been referred to Tseng-kwo jang, the Viceroy of the province. The foundation stone of the Prussian Legation was laid on the 28th of October by Miss Lowder.

You will have seen Mr. Hart's memorandum, and Mr. Ross Browne's comments on the Burlingame Mission. The document of the Inspector-General of Customs speaks for itself; there can be little to add to Mr. Browne's able remarks on it; indeed, that gentleman has taken it up in a masterly manner. On one point, perhaps, Mr. Hart has rather committed himself, that is the audience question. Few will really believe how insignificant a matter the mission is in the eyes of the Chinese. A writer in the *North China Daily News* says that the whole affair was not worthy of a special notice in the *Peking Gazette*, that chronicle of state affairs, destined to illuminate officialdom throughout the empire. It is a fact that not a thousand Chinese had the slightest knowledge of the mission at the time that Mr. Burlingame and his native clerks set out to "inaugurate a new era for two-thirds of the human race."

Mr Consul Hughes has returned to Kiukiang from leave of absence; he takes up the duties of H.B.M.'s Consulate from Mr. Lay, who proceeds to Chefoo.

The Club is to be kept open for another month, to admit of the shareholders and members coming to some arrangement.

The naval movements are few; the *Zebra* has left for Japan, and the *Icarus* takes her place.

The customs cruiser *Kwa-shing* has been surveying the Shahure-shan Channel; particulars have not yet transpired.

An outrage has been committed upon a French priest at Gnankin, near Nanking. Fears are entertained for the safety of the missionaries in the neighbourhood. Mr. Meadows, of Mr. Taylor's inland mission, has been attacked. The rioters were students.

Tientsin, like Shanghai, has been enjoying a holiday during its race time. The weather was all that could be desired, and the races were a success. A writer in the *North China Daily News* appears to think that the murder of the Rev Mr. Williamson has been connived at, if not instigated by, the petty mandarins, in revenge on their part for some of their number being degraded by Shung-How some time ago for unwarrantable oppression of native Christians.

At Ningpo an excitement was got up the other day (similar to what prevailed in Shanghai four weeks ago), that foreigners were burying Chinese under the new Consulate building. The inventors of the story were discovered and severely punished.

(FROM AN OCCASIONAL CORRESPONDENT.)

SHANGHAI, Nov. 9.

The correspondence just published between Sir R. Alcock and Messrs. Jardine, Matheson, and Co.* has attracted much attention here, and seems to open a wide field of inquiry, first, as to the advantage or disadvantage of keeping a Minister at Peking It has been commonly supposed that a Minister has been kept there for the benefit of his countrymen, and not merely to record the evasions and subtleties of the Chinese. With the one exception of the Yangchow outrage, our Minister has invariably adopted the Chinese version, and combated the statements and arguments of his nationals, imputing bad faith and dishonesty to his countrymen, and defending the tergiversation and bad faith of the Chinese Government. The atmosphere of Peking seems to have a peculiar effect on those residing there. Though surrounded by every evidence of bad government in the poverty and neglect reigning supreme, yet they become saturated, as it were, with an idea that the Chinese officials mean what they say, whereas all experience goes to prove them false at heart. It seems to me that two great changes are required to rectify the state matters have now got into; one, a firm policy towards the Chinese Government by our Minister, and the other a change in the distribution of our naval force in those seas. Negotiation with Chinese officials, except backed up by material force, is a mere waste of time. Instead, therefore, of frittering away our naval strength by keeping single vessels at the various ports, where they are practically useless, an imposing squadron should be kept at Chefoo, or in the Gulf of Pechelee, ready to back up the representations of our Minister by blockade or reprisals. But any person who has any knowledge of the course of events in China since 1840 must know that a demonstration of force has as much effect as its actual employment. A Minister at Peking with a fleet at hand would be a very different person in the eyes of the Chinese authorities to the same minister without such aid at his back. A prevailing mistake at home is imagining that the Chinese ever have, or ever will, give any concession to foreigners except when extorted by force Every concession or privilege we now enjoy in China has been extorted by force of arms; and the successive wars we have had since the signing of the Treaty of Nanking in 1842 have been owing to the bad faith of the Chinese in trying to evade their engagements. Notwithstanding all this, we now constantly hear of asking the Chinese for concessions, who have never conceded anything.

There is a local matter here that also requires reform, viz., the "currency;" and it is a matter of surprise to me how the merchants of Shanghai are content to be so far behind the age as to be satisfied with a currency fluctuating from day to day at the caprice or self-interested manipulations, of the Canton compicadors and shroffs, the traditionary incubus on foreign trade! In Canton this anomaly was got rid of years ago, but it still continues here; Tls. 72 to $100 is the par rate, while at present Tls. 79 to $100 is the rate. Fancy in England the sovereign being worth 20s. one week, and only 17s. 6d. the next week, and perhaps a month later 22s., and you may have some notion of the delightful circulating medium of Shanghai.

Referring to my previous remarks as to the distribution of the fleet in China Seas, I would remark that the custom of keeping a man-of-war at each of the Treaty Ports was first established in compliance with the Treaty of Nanking, in which Sir H. Pottinger bound his Government to keep a vessel-of-war at each port to restrain foreigners, as at that time the great dread of the Chinese was unruly foreigners. The utility or necessity of keeping those vessels at the ports has long ceased. They were never required to restrain foreigners, but in former times they were required to keep the Chinese in check. Any danger of attack on the communities at the Ports is now out of the question, for the simple reason that the residents are able to defend themselves, and the Chinese know it. Single men-of-war at the ports are useless, while concentrated at convenient points they would exercise a wholesome influence on the officials, and tend to prevent the war, which all here feel to be approaching, if the present policy continues. The revelations in Mr Hart's notes ought to open the eyes of the Home Government to the real views of the Chinese.

The only Chinese official who attempted to show any mark of attention to Prince Alfred was "Chen," the Magistrate of the Mixed Court at Shanghai. He was amongst those who attended to receive him on landing, and he also accompanied the Prince down the river on his return to the *Galatea*. If Chen was in any very high position, he would in all probability be degraded for his civility.

Mr. Taylor, the missionary of "Yang Chow" celebrity, is again in trouble. It is stated that he has been expelled from a city further inland than Yang Chow. This time he is not likely to get any redress, as Lord Clarendon has put an effectual stop to any outrage being redressed in China.

## AMOY.

A correspondent at this port writes that Liang, Taoutae, has been degraded for "the mismanagement of affairs in Formosa" (last autumn), as well as of the coolie emigration business of last spring. The Le-Kim still exists at Amoy, with all its former destructive effects on the prosperity of the port. The new dock at Ku-lan-soo is now finished, and in good working order.

* Reprinted in our last number.

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### HONG KONG.

From this port our latest date by the present mail is Nov. 16. The French mail leaving London Sept. 30 was delivered on Nov. 14, with telegrams to Oct. 18, but by some unexplained accident is said to have brought no English mail. We extract the following from the *China Mail* of Nov. 16:—

"To-day the *Galatea* leaves our harbour, and the first visit of a British Prince to the Far East will have terminated. We believe that the visit may be regarded with feelings of unmixed satisfaction, so far as Hong Kong is concerned. There has not been the slightest hitch in the arrangements made to ensure the demonstration of a hearty welcome to his Royal Highness. Great enthusiasm has been shown to do honour to him and to the Royal House which he represents, but it has been neither noisy nor obtrusive, while its evident warmth and cordiality must have persuaded the Prince that the loyalty of Her Majesty's subjects here is as sincere as that of our more effusive brethren in the great English colonies of the south, and that all of us in Hong Kong, British subjects or not, gladly seized the opportunity to give expression to our feelings. The complete success which has marked the occasion is very materially due to the circumstance that our noble city hall was, thanks to his Excellency and the reception committee, made available for the time. It is a noble and handsome building, and its existence is highly creditable to the liberality and enterprise of gentlemen to whom Hong Kong is already deeply indebted for other valuable institutions."

The following is from the *Overland Trade Report*:—'It is stated that some Chinese merchants have it under contemplation to establish a firm in London for the purpose of conducting trade upon their own account. Whether the scheme will be productive of immediate results or not it is not possible to say; but there is good reason to believe that such a plan will, before very long, be carried out. It is, in fact, only the natural climax of the course which the China trade has followed for the last ten years, during which the Chinese merchant has become more and more acquainted with the mode of conducting foreign trade, and has steadily become more and more independent of foreign assistance. The European has, in fact, taught his business to the Chinaman, while he has remained in profound ignorance of the manner in which trade is conducted in China. Under such circumstances it is only natural that the trade should have become more profitable to the native than the foreigner, and that the latter should find it extremely hard to conduct his business in such a manner as to leave any chance of making it a paying investment. So long as the Chinaman was dependent on the foreign merchant for the means of conducting his trade, the latter was able to work the business in such a manner as to make it reasonably remunerative; but at the present time there is hardly anything in connection with foreign trade that a Chinaman cannot do without assistance. He can engage frieght, raise loans from foreign banks, clear his goods at the Customs, and, in short, conduct the whole ordinary routine of business without any difficulty; and he is thus under no temptation to sell his goods unless, by doing so, he can secure a profit, which makes him contented. Having acquired all this information, it now appears that he is about to turn it to account by establishing his own agency in London; and it may well be feared that the last remnant of pure foreign trade with this country stands a fair chance of being attacked."

The extraordinary memorandum by Mr. Hart upon the China question, to which Mr. Ross Browne has replied, and which appeared in the American papers, reached China by the last Pacific Mail steamer, and has been the subject of considerable comment. It is generally regarded as an extremely weak defence of the Burlingame Mission, and is looked upon as admitting the chief points that have been urged against that movement, as it clearly shows it was designed not to advance, but to check, progress.

The Chinese have at last kept the engagement entered into after the capture of Amping by superseding Liang Taoutai.

H. E. Auguste t'Kint de Roodenbeck, Envoy and Minister to China, from H. M. the King of the Belgians, has arrived in Hong Kong.

Mr. Commissioner Porter leaves by this mail to prepare the way for the Commercial Mission from China next spring. He will return to Peking *via* San Francisco about March next.

The arrival has to be noted of the French Admiral Cornulier de Luciniere, in H.I.M.S. *Minerve*, to await the *Venus* The advent has also to be noted of the Prussian corvette *Medusa*. There has been a severe gale on the southern portion of the coast, several vessels having entered Hong Kong more or less damaged.

### THE DUKE OF EDINBURGH AT CANTON AND MACAO.

A Canton correspondent writes:—"H.R.H. the Duke of Edinburgh honoured this ancient city with his presence on Saturday, Nov. 6. Aware that the Prince was coming to Canton on the day in question, many of the foreign residents assembled at the wharf of the Hong Kong, Canton, and Macao Steamboat Company for the purpose of giving him a hearty welcome. The Prince on landing was received with cheers on the part of the foreigners, who were evidently much pleased to have an opportunity afforded them of bidding him welcome to the City of Rams. The sailors of the *Fedoong* were drawn up on the wharf in line, and, headed by Captain Francis, took up the cheer of the residents with a 'Hip! hip! Ai-yah!'—an ending to the familiar cheer which was rather comic. In the course of a few minutes H.R.H. entered his State chair, and accompanied by the Hon. E. Yorke, Mr. Secretary Haig, and Mr. Consul Robertson, proceeded to the quarters which by the last-named gentleman had been prepared for his reception in the city. The State chair in which H.R.H. rode was trimmed with yellow velvet, and on the back thereof the Royal Arms of England were emblazoned. The chairbearers, four in number, wore white dresses, with yellow facings, and looked exceedingly neat. In my humble opinion, however, the bearers ought to have been eight in number, and their dresses and the trimmings of the chair of a red colour, as such, if I mistake not, is the Imperial colour of England." Of course an address was presented by the residents, and a suitable reply returned.

On the 9th November His Royal Highness proceeded to Macao, in the steamer *Fire Dart*. On her arrival the Governor of Macao, in full uniform, went on board the *Fire Dart*, and landed under a salute of twenty-one guns with H.R.H., who was received with cheers on the wharf by all the officials and foreign Consuls. A levee was held at the Government House, after which H.R.H. drove through the town with the Governor, followed by five other carriages, and visited Camoes Garden, and the famous cave, returning to tiffin at Government House at twelve. Covers were laid for forty guests. At two o'clock H.R.H. was conducted on board the *Fire Dart* under another salute of twenty-one guns from San Francisco Fort, and departed amid much cheering. Many houses on the Praya displayed flags; the residence of the Viscount do Cercal, which was literally covered with banners in graceful lines, from the flagstaff to the verandahs, and forming a large A, being especially noteworthy. During the night the Governor's house and the public and private buildings were illuminated. The shortness of his Royal Highness's stay was much regretted by all. The Prince expressed himself much pleased with the warm reception given, and said he was sorry he could not stay a couple of days. Having expressed a desire to make some purchases of curios, H.R.H. drove with the Baron do Cercal to Vochom's shop, and bought a very rich shawl and other articles.

## STRAITS SETTLEMENTS.

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### SINGAPORE.

From Singapore we have advices to Nov. 23. The English mail of October 8 was received on the 13th Nov., with London telegrams to Oct. 20. The following is from the summary of the *Straits Times*:—The preparations for the reception of the Duke of Edinburgh are progressing, and it gives promise of being a very creditable affair. Triumphal arches are looming up in all parts of the line of procession, and whole streets are covered with a framework of poles, over which canopies have been stretched, and should the weather prove favourable, the entire town will assume a gala-day appearance. The Singapore Volunteer Corps are, we learn, to form the guard of honour, and were assembled at their drill ground on Saturday last for inspection by his Excellency the Governor, who, after complimenting them upon their general appearance, informed them of the honour awaiting them, and assured them of the favour of a personal introduction of every member, desirous of the honour, to H. R. H. at the levee.

There is little else of general importance to recapitulate. On the day of the departure of the last mail steamer a tiffin in honour of Admiral Keppel was given by the residents, at the P. and O. Company's offices, at New Harbour; it passed off admirably, and the old Admiral left us fully impressed with the warmth of admiration and esteem entertained for him by this community. The first day's races of the Autumn Meeting take place this afternoon, and very good sport is anticipated. It was at first intended to have the races during the stay of the Duke of Edinburgh here, but his visit has been so long delayed that to postpone them further would be unfair to the horses, which have now been in training for over two months.

## CEYLON.

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The following items are extracted from the *Ceylon Examiner*:—

The change in our currency, after all, is not to come into operation until the 1st July, 1870. Whether the Governor is quite sure of the change which he has proposed being sanctioned by th Home Government, and therefore wishes to humour the discontents, or whether he himself suffers from any recent misgivings as to the wisdom and necessity of the change, and therefore has agreed to the postponement, we are not in a position to say. We have always maintained, and still maintain, that there was no necessity whatever for disturbing the arrangement under which transactions were conducted for the last thirty years.

Mr. Theodore Mackenzie, merchant, of Colombo, has been arrested on a criminal warrant, and is to take his trial before the Supreme Court. The case has created a very painful sensation in the community. The manager of the Mercantile Bank had sworn an affidavit before the J. P. of Colombo, charging Mr. Mackenzie with forging and negotiating certain bills of lading of coffee, purporting to have been shipped on board the *Elizabeth Graham*, by which the bank was defrauded of some £3,000. The accused pleaded guilty to the charge, and as the sessions of the Supreme Court at Kandy are still open, he is to be tried there at once.

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The latest we have heard of Mr. George Duff, the Manager of the Oriental Bank here, is that he has joined the society with which Mr. Lawrence Oliphant is connected. We suppose in this case, Mr. Dunlop, the present popular manager, will be confirmed in his post.

All our contemporaries announce that a marriage has been arranged between Miss Robinson, the Governor's eldest daughter, and Capt. St. John, of the 73rd Regiment; and that the gallant officer will send in his papers with a view to retirement from the army before the happy event, which is to take place at the beginning of next year.

# Commercial Report.

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*(For dates see First Page.)*

## CEYLON, STRAITS, JAVA, CHINA, AND JAPAN IMPORTS.

YOKOHAMA.—The continued low value and further depreciation of native currency had had a depressing influence upon this market. Holders were, however, firm, and prices remained unchanged. A few sales had been made in Yarn at quotations. Metals were very dull and no business was reported even at reduced rates. Coal being in heavy stock was slow of sale and prices were low. Stocks: Grey Shirtings, 70,000 pieces; Cotton Yarn, 10,200 piculs; Taffachelass, 84,500 pieces; Blankets, 44,000 pairs. Quotations were as follow:—Cotton Yarn, 16 to 24, $52.50 to $53.50 per picul; 28 to 32, $54 to $54.75 per picul; 38 to 42, $59 to $60 per picul; Grey Shirtings, 7 lbs., $2.60 to $2.65 per piece; 8¼ lbs., $3.02½ to $3.07½ per piece; Black Velvets, $9 to $9.65; T. R. Cambrics, $0.90 to $0.95 per lb.; Taffachelass, double weft, 12 yds. 43 ins., $3.25 to $3.50; Taffachelass, single weft, $2.50 to $2.90; Blankets, $0.38 to $0.45 per lb. Metals: Nail Rod Iron, $3 to $3.50 per picul; Head, $6.25 to $6.75 per picul; Tin Plates, $6.25 to $8 per box. Coal, $10 to $12 per ton.

SHANGHAI.—A very small business has to be reported in all classes of English manufactures. The festivities consequent on the arrival of the Duke of Edinburgh and the subsequent race week had materially impeded business, and the news from the north and from the river ports had not been such as to warrant extensive operations. On the other hand, it may fairly be stated that holders generally had remained very firm, and had declined to place their goods on the market at current rates. Grey Shirtings: There had been little or no inquiry for the north, and sales had been chiefly for Japan, Chinkiang and Hankow. Rates show a slight decline on last quotations, and were not strong at the close. Quotations:—7 lbs., Tls. 1 98 to Tls. 2.02; 8-4 lbs., Tls. 2.17 to Tls. 2.22; and 9 lbs. to 9-12 lbs., Tls. 2.45 to 2.75, these latter weights being almost entirely neglected. T-Cloths: Transactions had again been to a most limited extent, and holders had simply been obliged to wait for a demand. A few sales of 6 lbs. and 7 lbs. ordinary goods reported at last figures; but operations from first and second hands did not amount to more than 10,000 pieces; prices for the best kinds of 7 lbs. and for 8 lbs. 36-inch lower. Quotations: 6 lbs., Tls. 1.40 to Tls. 1.70; 7 lbs., Tls. 1.65 to Tls. 1.85; 8 lbs. 36-inch, Tls. 1.95 to 2.35 per piece. White Shirtings: Only retail sales effected, and the lower counts show a fall in value. 56 reed, Tls. 2.05 to Tls. 2.15; 60 reed, Tls. 2.15 to Tls. 2.20; 64 reed, Tls. 2.35 to Tls. 2.40; and 66 reed, Tls. 2.45 to Tls. 2.50. Drills, &c.: American Goods further receded in value, the latest sale from first hands at Tls. 3.90 per piece for PMC, D below; other chops bore a corresponding value in the market. Best English makes not worth over Tls. 3.75 per piece, with a very small demand. Dutch Goods very dull. Sheetings: Auction sales of damaged American Goods at extremely low figures; the market for sound cargo very dull. No market for Jeans. Fancy Goods: White Brocades, Dyed Brocades, Velvets, and Chintzes in moderate inquiry at last prices. In Woollens the business had been very trivial. Spanish Stripes: The staple colours all lower in value, Ash and White only showing a slight advance. Long Ells: The chief colours showed a decline, and the demand was far from active, while stocks were accumulating. Camlets: Little change to note; sales not easy to effect. The demand for Lastings and Crape Lastings had been of a retail character. Figured Orleans had changed hands at a decline of 5 cents on last rates. Metals—Iron: About 10,000 bundles of Nail Rod Iron had found buyers at Tls. 2.05 to Tls. 2.10 per picul. Large sizes neglected; small inquired after at hardening rates. Bar and Hoop Iron extremely dull; no transactions reported. Lead easier; speculative holders had been reselling; L.B. obtainable at 5.25 common brands at Tls. 5.10 to Tls. 5.15. Coals: Market without material change; Cardiff, without any arrivals, held for higher rates; English, neither receipts nor sales. Quotations (duty paid):—American Drills, 40 yards, Tls. 3.7.0 to Tls. 3.9.0; American Jeans, 30 yards, Tls. 2.9.5 to Tls. 3.0; American Sheetings, 40 yards, Tls. 3.5.5 to Tls. 3.7.0; English Drills, 40 yards, Tls. 3.5.5 to Tls. 3.7.5; Dutch Drills, 40 yards, Tls. 3.5.0 to Tls. 3.6.5; Camlets, English, SS, per piece, Tls. 11.5.0 to Tls. 12.5.0; Spanish Stripes, per yard, Tls. 0.5.2 to Tls. 0.8.0; Medium Broad and Habit Cloth, Tls. 0.9.5 to Tls. 1.5.5; Long Ells, Scarlet, per piece, Tls. 6.1.5 to Tls. 6.2.0; Assorted, Tls. 6.2 5 to Tls. 6.3 5; Coals (cargo quotations afloat)—Cardiff, per ton, Tls. 8.0; North Wales, per ton, Tls. 7.7.5; English, per ton, Tls. 6.6.0; Anthracite, per ton, Tls. 9.7.5 to Tls. 10.0.

HANKOW.—Grey Shirtings: The demand had been very limited, and prices gradually declined. At the close holders were rather firmer, but buyers did not come forward. Quotations—Tls. 1.97 to Tls. 2.01 for 7 lbs., Tls. 2.16 to Tls. 2.21 for 8¼ lbs., and Tls. 2.75 to Tls. 2.85 per piece (nominal) for 9¾ lbs. goods. White Shirtings: 64-66 reed goods asked for; commoner makes in smaller inquiry, at a decline. T-Cloths not in demand; 8 lbs. good 5 candareens lower. Drills: Good English and American makes had met with fair inquiry at about last quotations. Fancy Cottons: Few sales reported, the demand having fallen off. Woollens and Worsteds—Camlets not much inquired for, favourite colours only met with attention, assortments being difficult to move. Supplies to hand had exceeded the deliveries. Lastings: A fair amount of business at previous rates. Long Ells: Scarlet more readily taken, the stock of that colour being reduced, holders asking an advance of 3 candareens per piece. Assortments no improvement, prices lower. Spanish Stripes and Medium Cloths dull of sale. Figured Orleans: Of good assortments wanted, but the dealers would not take unsuitable colours. China Crapes quite neglected. Metals—Lead unsaleable at the price asked, no transactions. Quicksilver: Sales at former rates with great difficulty, no general demand. Tin: No business.

FOOCHOW.—The following had been the sales reported during the interval:—Long Ells, 100 pieces, at $8.25 per piece; Spanish Stripes, 120 pieces, at $0.80 to $0.82½ per yard; Grey Shirtings, 8¼ lbs., 1,750 pieces, at $3.10 to $3.15 per piece; Do., 8·2 lbs., 700 pieces, at $3.15 per piece; T-Cloths, 8·2 lbs., 500 pieces, at $3.10 per piece; Do., 7 lbs., 1,500 pieces, at $2.40 to $2.55 per piece; Turkey Red Cloths, 500 pieces, at $2.80 to $3.10 per piece.

HONG KONG.—The amount of business done in this market during the fortnight had been unusually small. Greater weakness in the prices of Yarn and Cotton Piece Goods was evident, the continued absence of demand for the latter causing much anxiety to some holders. Woollens had remained quite stationary. Cotton Yarn: The Chinese had abstained from purchasing, and the only transactions had occurred between foreigners, who bought for shipment. Sales, 100 bales, 16s. to 24s., of good quality, at $144.50 per bale; prices must be considered lower. Grey Shirtings: In these transactions the sales had been very small. Beyond a small lot of ordinary 8.4 lbs., sold at $2.82½ per piece, only a lot of spotted goods had changed hands. 7 lbs. quite out of demand. T-Cloths: 6 lbs. inquired for, but the desire of some importers to sell had led them to move rather finer qualities at the prices lately paid for 16 by 16 goods, say $2 per piece, which seems to be the utmost the natives will pay for these goods. 7 lbs. had had less attention than before, but the demand was now running upon qualities finer than common, and for these $2.32½ to $2.37½ per piece was paid. The finest makes attracted no attention, and of 36-inch goods only one small sale was reported. White Shirtings: No inquiry for any but the lower reeds, and of these only a trifling quantity had changed hands at about former value. Grey Twills: American and English quite neglected, and for Dutch only small inquiry for shipment to the North. A sale of 8.4 to 8.8 lbs. Jeans reported at $3.75 per piece. Dyed and Fancy Cottons had not improved. For Spots, Brocades, and Damasks no inquiry. Turkey Reds, Chintzes, and Handkerchiefs also neglected. Of Gentian Twills, a small sale at $3.15 per piece. Woollen Cloths: Quiet; no transactions reported. Spanish Stripes: Trifling sales; Scarlet commanded slightly better rates. Long Ells: No business. Camlets also neglected; not a piece reported to have changed hands. Lastings: A choice parcel sold at $16.25 per piece, beyond this nothing done. For ordinary goods no offers could be obtained. Of Crape Lastings a few taken at $12.10 per piece. Metals: The position of Nail Rod Iron was becoming worse, owing to the absence of demand. Bar Iron and Wire likewise neglected. Of Hoop a small sale made at a very low rate. Tin Plates asked for, but no business had resulted. Steel in moderate demand, at a trifling advance. Lead on the spot neglected, but purchases "to arrive" made by speculators at $6.40 per picul for "ordinary," and $6.50 per picul for "L. B. and Co." qualities. "W. B." neglected. Quotations—Cotton Yarn, per bale, 16 to 24, $142.50 to $147.50; 28 to 32, $150.0 to $155.0; Grey Shirtings, 7 lbs., $2.50 to $2.52½; 8.4 lbs., $2.77½ to $2.82; 9 to 10 lbs., $3.15 to $3.80; White Shirtings, $2.50 to $3.55; finer qualities, $4.05; T-Cloths, 6 lbs., $1.95 to $2.0; 7 lbs., $2.20 to $2.25; Mexicans, $2.30 to $2.45; 8 to 8.4 lbs., $2.65 to $2.75; Long Ells, per piece, Scarlet, $7.70 to $7.80; Assorted, $7.60 to $7.80; Blankets, assorted, $0.48 to $0.52; Camlets, SSS., $13.50 to $14.0; SS., $15 50 to $16.25; S., $17.25 to $17.75; Dutch, $24.0 to $26.50. Iron—Nail Rod, $2.45 to $2.55; Bar, $2.60 to $2.75; Hoop, $2.90 to $3.10; Quicksilver, $62.50 to $63.0; Lead, inferior, $6.40; L.B., $6.40 to $6.50; W.B., $6.75 to $7.0; Coals, English, $7.0 to $7.50; Welsh, $8.0 to $8.50.

SINGAPORE.—After the departure of the last mail a good demand for Grey Cloth was experienced, and large sales were effected at rates slightly in advance of those previously quoted. 8¼ lbs. Shirtings advanced to $2.92½ and $2.95; latterly, however, the demand had been weaker, and $2.90 must be considered a full price. In T-Cloths considerable clearances had been effected—rates advancing in the early part of the fortnight, but receding towards the close. Madapollams in small request, prices unchanged. Drills without change; heavy cloth, both Dutch and English, wanted; light out of request. White Shirtings of the finer qualities dull of sale; but a pretty active demand had been shown for the lower descriptions of cloth, and prices for these were a little higher. Cambrics in more request for medium and low makes; the higher descriptions without alteration. White Madapollams had been bought at an advance on last rates. Considerable sales of Figured Shirtings, but prices showed a slight decline. Sewing thread sold at 70 to 75 cents per gross for Spool, and 35 cents per 12 oz. bundles. Dyed Goods in very poor request, demand unequal to relieve the stocks in hand. Grey Yarn receded in price after the departure of last mail, and sales were effected of No. 40's at $148 per bale; at the close, however, the market was again bare, and $151 per bale had been paid; the lower numbers in better supply, and considerable sales made, demand being good. Turkey Red Yarn held firmly, sales small. Iron very dull, only small sales reported, at low rates. Govan Bar sold at $2.40 on quay, and $2.45 in warehouse. Hoop at $3.10, and Nail Rod at $2.47½; Yellow Metal quiet; Copper Sheathing in less request. Coals very dull; no speculative demand, and deliveries for consumption small. Sales reported of West Hartley on the wharf at $8¼, three months' credit, equal to about $7.50 ex ship.

PENANG.—There was no improvement in business to report; sales mostly effected at slightly weaker prices, but there had been no transactions of any great importance, buyers only supplying their immediate necessities. Grey Shirtings very quiet; only moderate sales of 7 lbs. at $49½ per corge cash and $51 credit, of 8¼ lbs. at $57 cash and $60 credit: in other weights no transactions. Grey Long Cloths: No operators, other Grey Cloths seemingly being preferred. Grey Madapollams: None on the market. Grey T. Cloths in moderate stock, but there being only a restricted demand, prices had not improved; sales reported of 6 lbs. at $38½ to $39; and of 7 lbs. at from $42 to $44 per corge; in other weights no business. White shirtings weaker—only a few sales Fine at $85 to $93

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per corge. White Cambrics very dull; nothing done except in Low at $22; and in Nos. 15-16 at $32.40 to $33 per corge. Grey Shirtings inactive; only one sale at $93 per corge. Dyed Cottons of all kinds very difficult of disposal; sales of Turkey Red Cambrics, 2 lbs. 8 ozs., at $49 to $50 (heavy); Siam Chowls at $11¼ to $16; Ginghams, at $40 per corge; Handkerchiefs, Matadamas, at $1.60 per dozen; Batticks, at $2.75 to $4.80 per corge; Kling Dresses at $12; and Kains, Red and Yellow, at $5 to $7 per corge. Grey Twist: None on the market; quotations nominal; a few small sales of Turkey Red, No. 44, at $145; Imperial Red, No. 40, at $81; Green, No. 40, at $83; and Blue, No. 40, at $85 per 200 lbs.

CEYLON.—The following is from Messrs. Geo. Wall and Co.'s Circular, dated 30th ult.:—We have had a very dull market during the fortnight; and although there is still a general disposition to resist a further decline, we close with prices tending in favour of buyers. In the absence of any demand for export, the business in grey goods has been extremely limited. Of Grey Shirtings a few parcels only have found buyers at prices which maintain our last quotation. Twist has not been dealt in. Long Cloths and other heavy grey cloths have been quite neglected, with the exception of Grey Drills, of which a fair sale has been made. A little has been done, at moderate rates, in Grey Jacconets. A few small parcels of White Cambrics and Mulls have been fairly placed. There has been some Christmas demand for favourite Prints, and for Printed and Wove Handkerchiefs. Printed Dresses, and wove goods, with the above exception, are still out of favour.

## CEYLON, STRAITS, JAVA, CHINA, AND JAPAN EXPORTS.

### TEA.

YOKOHAMA.—During the interval a brisk business had been done, and settlements (entirely for the San Francisco and New York markets) amounted to about 3,500 piculs. Supplies not having come in very freely, stocks were somewhat reduced; holders were therefore firm, and purchases showed an advance on last quotations. The P. M. S. S. Co.'s steamer Japan took 36,846 lbs. for New York and 70,384 lbs. for San Francisco. The Crown for London and Phaeton for New York had sailed. The Janet Ferguson, Herbert Graham, and Southern Belle were on the berth for New York, the Rifleman for Boston, and the Miako for San Francisco. Quotations:—Common, $20 to $21; good common, $22 to $23; medium, $25 to $26; good medium, $27 to $30; fine, $32 to $35; finest, $36 to $38; choice, nominal.

SHANGHAI.—Black: A fair amount of business had been transacted at prices showing, on the whole, but little change. The stock on offer was very undesirable, and low descriptions comprised in it had been purchased at about Tls. 18 per picul. Supplies had been liberal for the time of year, and they were not exhausted. All ideas of a reduced export had vanished, receipts from Hankow showing a considerable excess on those of last season. Settlements for the fortnight, 23,000 chests; reshipments on owners' account, 2,300 chests; stock, 88 chops, or 28,274 chests. Quotations, duty paid, exchange for credit, six months' sight, at 6s. per tael, and freight at £2 sterling per ton:—Shanghai-packed, 10¾d.; Hohow, common, 11¾d. to 1s. 1¾d.; Oonam, common, 1s. 0¼d. to 1s. 2d.; Ningchow, common, 1s. 1¼d. to 1s. 2d.; Oopack, common, 1s. 1d. to 1s. 2¼d. Green: A considerable business had been transacted at fully former prices for fine and finest descriptions, and at about previous rates for medium and common kinds. Quotations: Moyune and Teenkai, Tls. 33 to Tls. 34; Fychow, Tls. 28½ to Tls. 33¼; Pingsuey, Tls. 34¼ to Tls. 37; Shanghai-packed, Tls. 31½ to Tls. 33. Arrivals had been rather large, and stock remained as liberal as it was on the departure of the last English mail. Settlements for the fortnight, 30,000 half-chests; re-shipments on owners' account, 2,600 half-chests; stock—150 chops, or 79,800 half-chests.

HANKOW.—The following is from Messrs. Drysdale, Ringer, and Co.'s report, dated Nov. 4:—We have now arrived at so late a period of our season that there is but little business to report upon. In closing our report for the year we cannot help expressing the disappointment so generally felt that the early prospects of the season, which were more promising than in any year since the opening of this port, had been so entirely frustrated, both by the desire to anticipate a rise on the home market, manifested on all sides, but more especially in Shanghai, for the high prices paid for low class teas, in the hope of a short export—a course of action defeating its own ends; and again by the unaccountable manner in which the early arrivals of the new crop were forced off at home, by sale without average at public auction, recourse to which seems to us quite unjustifiable and uncalled for, seeing the comparatively small quantity of Tea shipped from China during the early part of the season. The transactions since the 21st ult. have been limited to 2,572 chests, a large portion of which has been in barter, and the shipment of Shanghai for sale on native account of 6,000 chests and 1,000 chests contracts. Prices paid have been 14 taels for Tea of inferior quality to 16½ for clean Oopacks; they do not show any decline for rates quoted in our last, and are fully up to home rates per last advices.

KIUKIANG.—Black Teas: Only one chop had been purchased during the fortnight, this being a parcel of Hohow. Supplies had been six chops of Ningchow and four of Hohow. Quotations were—Ningchows, nominal. Hohows, Tls. 13.2.5. Export from Jan. 1 to Nov. 5, 1869, 13,598,642 lbs.; export from Jan. 1 to Nov. 5, 1868, 15,603,578 lbs. Green Teas: No business had been done, and all arrivals had been forwarded to Shanghai. Export from Jan. 1 to Nov. 5, 1869, 5,822,404 lbs.; export from Jan. 1 to Nov. 5, 1868, 5,662,506 lbs. Stock, 1,402 packages.

FOOCHOW.—The following is from Messrs. Odell and Co.'s Report:—Congous: The demand has not been very general, and a fair proportion of the settlements reported have been on Continental account. Prices have been fully maintained, though at the close holders show more disposition to realise at current quotations. Arrivals from the country have fallen off, and the quantity still to come to hand does not, it is said, exceed 30,000 chests. Souchongs: Only a few sales have been made, there being such a poor assortment on offer. Oolongs: Some settlements made prior to the departure of the last mail have been reported, but the business transacted during the fortnight has been very small, the bulk of the stock on offer being in the hands of two or three teamen, who are holding for extreme rates. Scented Teas continue in fair inquiry, at previous quotations. Settlements during the fortnight have been:—Congou, 20,727 chests, at Tls. 9.5.5 to Tls 21.8 per picul, ship off; Souchong, 657 chests, at Tls. 18.8 to Tls. 24.8; Oolong, 13,942 ½-chests, at Tls. 17.8 to Tls. 23.5.5; Scented Teas, 4,396 boxes, at Tls. 8.8 to Tls. 23.3.

AMOY.—Congou: Nothing had been done in this description during the fortnight. Oolong: Market quiet. Settlements since last mail 6,323 packages at $18½ to $22¾ for common to fair cargo; $23 to $26½ for good to superior, and $29 to $34½ for fine grades. Supplies from the country nearly 50,000 packages less than at the same date last year.

CANTON.—The market had been very quiet. There was no disposition on the part of Teamen to force sales, although the stock of Canton made teas was somewhat larger than usual at this period of the year, common capers particularly being in abundant supply. The small sales of scented teas had been at former quotations. Canton made green teas had been taken to a small extent, in execution of special orders for the Continent. There were no country congous in the market. Canton settlements from 29th October to 11th November, 1869:—Canton district congou, nil; scented orange pekoe, 5,000 boxes at Tls. 20 to 29; scented caper, 500 boxes at Tls. 23 to 26; Canton greens, gunpowder, 1,600 boxes at Tls. 18 to 26; imperial, 2,500 boxes at Tls. 19 to 26; young hyson, nil; country greens, no sales and no stock.

### SILK.

YOKOHAMA.—A steady business had been done, amounting to 375 bales. Notwithstanding an increase of stocks, natives had been less pressing to make sales, and prices perceptibly stiffened; purchases at the close were not practicable at the rates previously current. Stocks, 1,800 bales. Silkworm Eggs were coming in on a much reduced scale, and almost all Bivoltini. Total arrivals, 1,350,000. It was estimated that settlements to 7th Nov. were about 1,200,000. Prices for annuals, $2 to $4½. Bivoltini, 30c. to 50c. for ordinary, and up to $1.25 has been paid for superior.

SHANGHAI.—The following is from Messrs. C. J. Skeggs and Co.'s Circular, dated, 9th November. In the early part of the fortnight, and up to the French mail, which left on the 3rd instant, a moderate daily business was passing at rather hardening prices; since receipt of the above telegram operations have been somewhat checked, but although the market is rather easier, no actual decline can yet be quoted, except for Hainins, which are about Tls. 5 lower. Common Silks of all descriptions still command full rates, and even a slight advance is noticeable in purchases of low Kahings. Chops might be placed Tls. 5 lower at the close, and a few anxious sellers of medium sorts are willing to accept about the same decline, but holders generally are firm, whilst buyers on the other hand want a concession of about Tls. 20. Settlements for the fortnight, including shipments by an extra P. and O. steamer on the 31st October, the French mail steamer on the 3rd instant and several sailing vessels as noted at foot, amount to about 1,700 bales, bringing the total since 1st June up to about 26,900 bales, against 37,800 bales at the same time last year.

### STRAITS AND CEYLON PRODUCE.

SINGAPORE.—The opportunities of shipment continued very limited, and prices of most articles were lower. Gambier had been taken up to the extent of 1,200 tons, at from $3 to $2.92½, the latter rate being that at which the market closed. No supplies of pepper in the market. Sago flour further declined, purchases of Singapore as low as $2.35 and Sarawak at $2.42½. Pearl Sago without much alteration, $3.10 to $3.15 being paid for ordinary small grain. Bontyne Coffee in good supply, and sales at $12¼ per picul. Tapioca lower, good quality lump $4.30 per picul. Gutta Percha of first quality more enquired for—chiefly in execution of orders from Home. Tin much lower, having declined about $2 per picul; the last purchases of Malacca at $28 to $28¼ per picul.

PENANG.—Some of the articles of produce had come to market freely during the past fortnight, especially Tin, which had been in full supply. The price had declined to $27.50, and had been fluctuating between that rate and $27 during the whole fortnight—the higher figure was the last price recorded. There was a considerable quantity on the market held for a higher figure. There had only been one small arrival of Black Pepper, from Acheen, which was bought in the bazaar at $7.35 per picul. No White Pepper offered. Cutch: In good supply; price gone back to $4.50 per picul, at which rate a fair quantity had changed hands. Full arrivals of Gum Benjamin; No. 1 offered at $55, and No. 2, T. T. and Co., taken at $20.40 per picul. Hides: More plentiful, and purchases of Buffalo from $9.75 to $10¼; Cow from $13.45 to $14½, according to quality. Horns: Scarce, and maintained former price. Mace: Scarce; a small lot of No. 1 bought at $75, and some very fine at $78 per picul. No operations in Nutmegs. Sugar: Penang, Nos. 1-3 in good demand at a slight advance, in some cases, on former prices. Tapioca sold, for delivery in February, at $4.15 per picul.

COLOMBO.—Messrs. George Wall and Co. report as follows:—Coffee, Plantation: We requote at from 10s. 4d. to 10s. 9d. for low, and 11s. 3d. to 11s. 9d. for high-grown parchment. There is not much doing, owing to continued dull advices from London. The Wynaud, the only ship that has cleared for London during the fortnight, brings up the total export of Plantation Coffee from 1st Oct. to 57,186 cwt., against 75,676 cwt. at the same time last year, showing a decrease of 18,490 cwt. Native: Exports from 1st Oct. to 30th Nov., 7,925 cwt., against 36,333 cwt. at the same time last year, showing a decrease of 28,408 cwt. We can only reiterate our previous remarks to the effect that the natives are using pulpers this year, and sending down their Coffee in parchment, and there is very little native Coffee on offer. We quote nominally 46s. f.o.b., and this for a wretchedly poor sample. Cinnamon: We have nothing fresh to report of this spice; for the few small lots on offer previous prices have been paid, 22s. to 24s. per lb. Exports to date 3,109 bags, against 2,180 bags last year. Cocoanut Oil: We have not heard of much having been done in this article; 1,000 casks have been purchased at a price equivalent to £34 10s. per ton f.o.b. Plumbago: Good bright lump £12 to £14; the latter price for very fine only, for which description there is a good demand. Inferior parcels meet with no attention. Dust, £4 10s. to £5. Coir Yarn: The finer descriptions are in good demand at from 26s. to 32s. per cwt. Medium qualities also sell well at previous quotations, 20s. to 24s. Exports from 1st Oct. to date 4,521 cwt., against 7,429 cwt. during the corresponding period last year.

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## EXCHANGES, &c.

[*For dates, see first page.*]

ON LONDON.

| At | Bank Bills. | Credits. | Documentary. |
|---|---|---|---|
| Yokohama, 6 m. s. | 4s. 6d. | 4s. 6¼d. | 4s. 6¼d. |
| Hiogo & Osaka | — | — | — |
| Shanghai | 5s. 11½d. | 5s. 11½d. | 6s. 0d. |
| Canton | 4s. 5¾d. | 4s. 6d. | 4s. 6¼d. |
| Hong Kong | | | |
| Macao | | | |
| Singapore | 4s. 6¼d. | 4s. 6¾d. | 4s. 7d. |
| Manila | 4s. 5d. | 4s. 5¼d. | 4s. 5¾d. |
| Colombo | par. | — | 2 dis. |

MISCELLANEOUS.

| — | At Shanghai. | At Hong Kong. |
|---|---|---|
| Bills on India | 300 | 225 |
| Hong Kong | 24⅛ to 24⅜ dis. | — |
| Bar silver | 111.5.0 | 8 prem. |
| Mexican dollars | 78.3.0 | ⅛ to ¼ prem. |

Bons, at Yokohama, 338 to 352 per 100 dols.

SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, New, 14 to 14½; Old, 20 per cent. premium
Hong Kong Gas Company, 44 dols. per share.
Hong Kong and Whampoa Dock, 14 to 15 per cent. discount.
Union Dock Company, 50 per cent. discount.
China Traders' Insurance, 1,200 dols. premium.
Hotel shares, 50 to 60 per cent. discount.
Hong Kong and Macao Steamboat Company, 19 to 20 per cent. premium.

# Shipping Intelligence.

## ARRIVALS.

At YOKOHAMA.—From Cardiff, Oct. 31, Ocean Gem.

At HIOGO.—From London, Oct. 5, Westbury; from Liverpool, 14, Frederica.

At SHANGHAI.—From Glasgow, Nov. 4, H. Miller; from Hamburg, 2, Excellsior.

At HONG KONG and CANTON.—From Sunderland, 12, Loochoo; from Cardiff, Hansa; 13, Dudbrook.

At MANILA.—From London (put in), Nov. 1, Laurel; from Cardiff, 5, Harfruen.

At SINGAPORE.—From London, Nov. 18, Panic; from Glasgow, Kate Carnie; 21, Lismore; from Liverpool, 18, Naworth; from Cardiff, 19. Drache; from Boston, 16, Rockett.

At PENANG.—None.

At BATAVIA.—From Bordeaux, Nov. 6, Ida; from Newcastle, 11, Neimath.

At COLOMBO.—From London, Nov. 21, West Australian; from Glasgow, 23, Glenarsary.

At GALLE.—From Liverpool, Nov. 19, Arlington.

## DEPARTURES.

From YOKOHAMA.—For London, Nov. 4, Crown; for Callao, 1, James Cheston; for New York, 4, Phæton.

From SHANGHAI.—For London, Nov. 7, Paunton.

From FOOCHOW.—For London, Nov. 1 Albert Victor; 3, Polar Star; 5, England's Glory; for Boston, Oct. 30, Jeanie.

From HONG KONG and CANTON.—None.

From MANILA.—For Boston, Oct. 28, Archer; Nov. 6, Messenger.

From SINGAPORE.—For London, Nov. 8. Tycho Brahe (str.); for England 13, H.M.S. Rodney; for New York, 13, Gemsbok.

From PENANG.—For London, Nov. 11, Tycho Brahe (str.); 16, Knighton.

From BATAVIA.—For Holland, Nov. 12, Hannah; 16, Eliza b

From COLOMBO.—For London, Nov. 17, City of Paris; 18, S Southern Cross; 25, Wynaud.

From GALLE.—None.

## VESSELS LOADING.

At YOKOHAMA.—For London, None; for New York, Janet Ferguson, Herbert Graham, Southern Belle; for Boston, Rifleman.

At SHANGHAI.—For London, Dundonald. John Lidgett, Ocean Chief, Araby Maid, Arracan, Fluellin, Annersley, Barbadian, Corea; for New York, N. B. Palmer, Tynedale, Dilpussund, Elizabeth Dougal, Etha Rickmers.

At FOOCHOW.—For London, Ceylon, Carmarthenshire, Earl Dalhousie, Beemah, Tyburnia; for New York, Springfield, Resolute.

At AMOY.—For New York, Raleigh, Golconda.

At HONG KONG and CANTON.—For London, Pakwan, Petchelee, John Shepherd; for New York, Oliver Cromwell.

At MANILA.—For London, Hindostan, Doriga; for Cadiz, Espana, Cervantes, Elena; for New York, Western Chief, Franklin, Oliver Davais, Tabor; for Boston, Bunker Hill.

At SINGAPORE.—For London, Chusan, River Clyde, Roxburgh Castle, Kate Carnie; for Liverpool. Panic; for Boston, Rocket.

At PENANG.—For London, John Paul, Pelham.

At COLOMBO.—For London, Ocean Beauty, Albert Victor, Lincelles, Rookwood, Elizabeth Graham, Palestine, Belvidera, Lady Melville, Milcilla, Thomas Blue, Peter Denny.

At GALLE.—For London, *v a* Colombo, Percy Douglas.

## FREIGHTS AND CHARTERS.

At YOKOHAMA.—To London there is no vessel on the berth; to New York or Boston, £2 5s. per ton of 40 feet.

At SHANGHAI.—To London £2 per ton; to New York, £2 10s.

At FOOCHOW.—The rate to London is £2, and to New York the same.

At AMOY.—To New York, £2 and $10 gold.

At HONG KONG and CANTON.—To London, £2; to New York, £1 15s.

At MANILA.—To Europe there is only one vessel to report, the Doriga (554), taking sugar and tobacco, at £2.

At SINGAPORE.—To London, £2 5s. to £2 10s.; to Liverpool, £2 to £2 5s.

At PENANG.—There is no alteration to report.

At COLOMBO.—To London, coffee in casks, 60s.; dead weight, 45s. to 50s.

## VESSELS PASSED STRAITS OF SUNDA.

| Date. | Ship. | From | To. |
|---|---|---|---|
| Oct. 30 | Golden City | London | Batavia |
| " — | Mary and Hillegonda | Batavia | Schiedam |
| " — | Zeenijmph | Amsterdam | Batavia |
| " — | Schelde | Batavia | Middelburg |
| " 31 | Dolores Ugarte | Rio Janeiro | Hong Kong |
| " — | Chetah | Macao | London |
| " — | Hollands Prouw | Probolingo | Amsterdam |
| Nov. 2 | Doelwijk | Rotterdam | Batavia |
| " — | Samuel Russell | Foochow | New York |
| " — | Lord Macaulay | Foochow | London |
| " — | Cathaya | Macao | Do. |
| " 4 | Rollo | Shanghai | Do. |
| " — | Eduard P. Bonawir | Foochow | Do. |
| " 5 | Panama | England | Order |
| " — | Jourdain | Macao | Havana |
| " — | Huddersfield | Liverpool | Singapore |
| " — | Mikado | Bangkok | Falmouth |
| " — | Constance | Foochow | Melbourne |
| " 6 | Adler | Macao | Hamburg |
| " — | Kiok | Amoy | London |
| " — | Preciosa | Bangkok | Falmouth |
| " — | Rome | Hong Kong | New York |
| " 7 | Norham Castle | Singapore | Liverpool |
| " — | Alma | Shanghai | New York |
| " — | Mary Alice | Yokohama | Do. |
| " — | Sydney | Samarang | Amsterdam |
| " — | Wimmera | Shanghai | London |
| " — | Merses | London | Hong Kong |
| " 8 | Northampton | Shanghai | London |
| " — | Cardiganshire | Whampoa | Monte Vidio |
| " — | Puansia | Sarawak | London |
| " — | Peerless | Batavia | Falmouth |
| " — | G. F. Vorwerk | Bangkok | Do. |
| " — | Argo | Macao | Callao |
| " — | Wild River | Manila | Boston |
| " 9 | Lorton | Shanghai | London |
| " — | Dos Hermanos | Macao | Havana |
| " — | Orion | Ilo Ilo | Liverpool |
| " — | Ravenscliffe | Bangkok | Falmouth |
| " — | Onina | Manila | Liverpool |
| " — | Nettie Merryman | Shanghai | New York |
| " — | Louise Canevara | Macao | Callao |
| " — | Willy Rickmers | Shanghai | New York |
| " 10 | Angela | Manila | Falmouth |
| " 11 | Luzon | Bangkok | Do. |
| " 12 | Attagracia | Havana | Amoy |

## COMMERCIAL POSTSCRIPT.

We notice with deep regret the announcement that Messrs. A. Hall and Sons, the eminent shipbuilding firm of Aberdeen, have been compelled to suspend payment. The unsecured liabilities are stated at £70,000.

The amount of bullion by the P. and O. Company's steamer *Pera*, from Southampton on the 25th inst., was in gold, to Alexandria £10,000; to Gulle £64; to Bombay £2,500; to Madras £600; in silver, to Bombay £10,000; to Penang £2,300; to Singapore £10,000; total in gold £13,164; in silver £22,300.

SHIPPING.

ARRIVALS NOT IN THE TABLES.—Dec. 20, at Texel, from Batavia, Bato; 22, at Deal, from Foochow, Flying Spur, John Milton; 18, at Marseilles, from Singapore, Rachel; 9, at New York, from Manila, Cleopatra; 23, at Deal. from Ceylon, &c., Dorothy; —, at New York, from Manila, Minden; 27, at London, from Foochow, Yang-Tzse; 25, at Liverpool, from China, Veronica; 27, at Deal, from Sarawak, Gulnare; 13, at San Francisco, from Yokohama, Mico.

DEPARTURES.—Dec. 22, from London, for Yokohama, Eleanor; 21, from Falmouth, for Hong Kong. Hydra; from Cardiff, for Hong Kong, Martin; for Singapore, Joseph Hadyn; 23, from London, for Penang, Benvoirlich; for Shanghai, Whinfel, Falcon; for Cardiff and Shanghai, Excelsior; 24, for Shanghai, Helen Nicholson; 23, from Ramsgate, for Batavia, California, after repairing; from Liverpool, for Manila, Loyola; 27. from London, for Singapore and Penang. Volunteer; from Zierikzee, for Batavia, Noach; from Rotterdam, for Batavia, Nederland; 24, from Cardiff, for Shanghai, G. H. Handel; for Singapore, Milton; for Congo and Ceylon, Cruiser; 7, from Cuxhaven, for Macassar, Mozart; 12 from San Francisco, for Hong. Panther.

LAID ON.—For Colombo (*via* Canal), Otterburn (str.); at London, for Shanghai, John R. Worcester, Thyatira, Flying Spur; for Penang, Eleanor; at Liverpool for Hong Kong, Veronica.

SPOKEN.—Hollinside (barque), Colombo to London, Nov. 14, 22 S., 1 E. (not as before reported); Boyne (barque), London to Colombo, Dec. 13, 19 (?) N., 23 W.; Hesperus, Hamburg to Shanghai, Nov. 8,

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1 N., 19 W; Buston Vale, London to Penang, Nov. 23. 18 N., 27 W.; Charmian, from Shanghai. Aug. 27. 16 N., 127 E. Wemyss Castle, Clyde to Singapore, Nov. 17, 1 N., 25 W. Gleam (not Glen as before reported), Amoy to London, Nov. 10. 29 S., 10 E. Castiglione, Newcastle to Japan, Nov. 26, 39 N., 16 W. Jacoba Cornelia, Rotterdam to Batavia Nov. 18, 4 N., 27 W. Lotus (Siamese gbt.), Plymouth to Bangkok, Nov. 5. Royal Sovereign. Batavia to Rotterdam, Oct. 25 32 S., 33 E. Henri Joseph, Bordeaux to Batavia, Nov. 6. 21 S., 28 W. Bessie Morris (brq.), London to China, Nov. 26, 3 S., 32 W.

MISCELLANEOUS.—At Table Bay, Nov. 5, Bremen, Bullerdüeck, from New York, and sailed 17 for Batavia; 16. Nieuwe Waterweg, Von Lindern, from Batavia, for Amsterdam; at Kingstown, str. Arrow, for Colombo. The Admiralty have invited tenders for the conveyance of 77 tons stores to Hong Kong.

CASUALTIES.—The Wild Curlew, Parnell, from London to Bangkok, arrived in the Downs, 22 Dec, and was supplied with an anchor and sixty fathoms chain in lieu of others lost. The Eastern Isles (str.), Knight, which sailed from Glasgow, Dec. 17, for Singapore, Hong Kong, &c., put into Falmouth, Dec. 22, with slight damage to machinery. The Cleopatra, Doane, arrived at New York, Dec. 9, from Manila, experienced a heavy N.N.E. gale, Dec. 6, off the Highlands, lasting fifteen hours, during which she lost sails, and was driven as far as Cape May. The George Treat, Ginn, from Penang to London, which put into Fayal, Nov. 26, leaky, and with mainmast sprung, &c., commenced discharging on the 30th. The California, Deinum, which sailed from Ramsgate, Dec. 23, for Batavia, after repairing, put into Plymouth, Dec. 25, leaky. The Ogir, for Singapore, loading in the Birkenhead Dock, Liverpool, had part of her deck, hold, sails, and outstanding rigging burnt, owing to a shed having caught fire. The Mozart, Brusch, which sailed from Cuxhaven, Dec. 7, for Macassar, put back to Hamburg, Dec. 21, with loss of bowsprit and foretop.

## LATEST TELEGRAMS.

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(VIA SAN FRANCISCO, RECEIVED AT THE "LONDON AND CHINA TELEGRAPH" OFFICE, DEC. 27TH.)

### CHINA.

THE NEW TREATY.

HONG KONG, NOV. 19.—A new treaty has been signed between the English and Chinese Governments; but it will not come into operation until the other Governments having dealings with China accept its provisions. The treaty guarantees a modification of the transit dues, the opening of two new ports, the working of coal mines by English appliances, a reduction of duties, the right of navigation on inland waters, and the right of foreigners to temporary residence in any part of the country. An English barrister will be employed to frame a code of mercantile regulations under this treaty, the draft of which Sir Rutherford Alcock is about to take with him to England. The Duke of Edinburgh has been splendidly entertained at Hong Kong.

At Shanghai the exchange on London is 5s. 11½d. The vessels *Mikado*, *Gladstone*, and *Willy Rickmers* have sailed.

### JAPAN.

YOKOHAMA, DEC. 2.—The English ambassador has been informed of the existence of a plot to assassinate him. The captain of the *Runnymede* has been drowned. The Austrian envoy has quitted the country, the Austrian subjects being left under the protection of the British Minister.

The tea demand is good, the crop being short. Silk is quiet, Exchange on London 4s. 5¾d.

## BIRTHS, MARRIAGES, AND DEATHS.

—o—

### BIRTHS.

DE SOUZA—On the 13th Nov., at Singapore, the wife of Mr. G. R. De Souza, of a daughter.

HABEKOST—On the 17th Nov., at Singapore, the wife of Capt. Habekost, of a daughter.

HOOPER—On the 23rd Sept., at Plympton, Devon, the wife of Capt. T. B. Hooper, of a daughter.

HOOPER—On Christmas-day, at Manor Park, Lee, the wife of John R. Hooper, Esq., of a daughter.

MACKENZIE—On the 11th Dec., at 22, Manor-park, Lee, the wife of James Mackenzie, late of Shanghai, of a daughter.

ROBERTSON—On the 26th Dec., at Lusswade, N.B., the wife of Dr. Robertson, of a daughter.

SCHUTZE—On the 10th Nov., at Macao, Mrs. F. S. Schutze, of a son.

SOHST—On the 11th Nov., at Singapore, the wife of Theodor Sohst, Esq., of a son.

### MARRIAGES.

CHURTON—HART.—On the 4th Nov., at Trinity Church, Shanghai, by the Rev. Canon Butcher, Charles Stanley Churton, fourth son of Edward George Churton, Esq., of 51, Ventnor-villas, Brighton, to Emilie, third daughter of the late Charles Hart, Esq., of Liverpool.

SMITH—BROOKE.—On the 30th Oct., at the British Consulate, Yokohama, before F. Lowder, Esq., H.B.M. Consul, and subsequently at Christchurch, by the Rev. M. B. Bailey, William Henry Smith, Esq. formerly of the Royal Marines, the eldest son of the late Rev. W. H. Smith, vicar of Tuddenham Norfolk, to Gertrude, eldest daughter of J. H. Brooke, Esq., formerly Minister of Lands, Victoria, Australia.

### DEATHS.

BRAYSHER—On the 7th Nov., at Shanghai, Jane Katherine, wife of C. Deighton Brayshер, Esq.

CAY—On the 22nd Dec., at Mentone, Charles Hope Cay, M.A., Fellow of Gonville and Caius College, Cambridge, Mathematical Master of Clifton College, third son of Robert Dundas Cay, W.S., Edinburgh, and late of Hong Kong.

DYMES—On the 4th Nov., at Shanghai Joseph P. Dymes, late of Chinkiang.

FENNING—On the 6th Nov., at Shanghai, Victorine Susan, daughter of William Fenning, aged 17 months.

LEE—On the 16th Dec., at Belsize-park, William David Lee, Esq., late of Colombo, Ceylon, aged 51.

LYLE—On the 3rd Nov., of consumption, James Lyle, brass finisher in the Gas Company's service.

## COURT OF COMMON PLEAS.—DEC. 21.

(Before the LORD CHIEF JUSTICE and a Special Jury.)

BRANDT AND OTHERS V. BLACK AND OTHERS.

Mr. Hawkins, Q.C., Sir George Honyman, Q.C., Mr. Watkin Williams, and Mr. English Harrison were for the plaintiffs; Sir John Karslake, Q.C., and Mr. Cohen for the defendants.

This was an action to recover damages for not delivering a cargo of tea in the same condition in which it was shipped at Foochow, in China. It was said that the tea, which arrived in England in the *Wemyss Castle*, was tainted more or less with tar, pitch, petroleum, or some oil or other, and that what was worth upwards of £9,000 originally had only sold for about £6.000 in England. The defendants paid about £1,100 into court, and as to the residue of the money claimed they said that the deterioration of the tea was not so great as was alleged, and that it had not been sold judiciously, having regard to the mode in which the good had been selected from the bad and classified. The day was occupied with the details of such sale and classification, and in ascertaining how the different packages had been examined and tested. In the end the jury, having retired to consider their verdict, found for the plaintiffs for £900 over and above the money paid into court.

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THE AUSTRIAN TREATY WITH CHINA.—The treaty with China (says the *Standard*), which has lately been concluded at Peking by the Austrian Legation, while by a general article it secures every privilege which has been ceded, or may be ceded, to the most favoured nations, presents some peculiarities worthy of notice as representing the results of experience in modifying the relations of foreign nations with the Chinese Empire. The Chinese absolutely refused—and very wisely refused—to allow any foreign Consuls to trade. It is notorious that in every part of the East merchant-consuls have abused their privileges, involved themselves and their Governments in serious misunderstandings, have looked naturally enough to their own mercantile interests, and, being paid generally in the shape of fees alone, have practised exactions and permitted irregularities, which, on account of the remoteness of the locality or imperfection of evidence, have remained unredressed. In all the great marts of Oriental trade the British Government has given the example of appointing salaried Consular functionaries, and certainly with the happiest results. The Chinese have also objected to any clause giving the foreign authorities the right to claim protection or exemption from the native law for Chinese subjects converted, or claimed as converted, to Christianity—a condition naturally insisted upon by the Chinese, as so much trouble has been given by the Catholic missionaries in demanding that an adhesion to the Christian faith shall give special privileges to Chinese converts. The rights to build houses of worship, hospitals, &c., in all the open ports has been amply conceded. The Court of Rome expected, through the Austrian influence, to obtain further concessions for Catholic converts, and great indignation has been expressed in some of the Papal newspapers that the ties which bind Austria to Rome have been further loosened or broken in China when they ought to have been strengthened; but the fact thus recognised in the remotest East is but a confirmation of similar facts exhibited nearer home. It is a satisfaction withal that the Austrian Government—less disturbed by domestic affairs—has been able to extend its views to commercial objects abroad, and has succeeded in obtaining most satisfactory treaties with China, Japan, and Siam. The Austrian expedition reached San Francisco at the beginning of this month, and is now on its way to Valparaiso.

During the forenoon of Thursday, the 16th inst., and at the time the wind was backing out to the southward and increasing in its strength, the Donegal was signalled to proceed to sea. The order was obeyed, and the ship steamed out to encounter the gale. Eight hours afterwards the Donegal was off St. Alban's Head. Storm sails were split, ports stove in, quarter gallery washed out, and decks filled with water. The ship was strained and leaked very much in her topsides, if not below the water line. After knocking about in the Channel all night, St. Helen's Roads, beyond which no sane person who saw her get under way from Spithead on the previous day supposed she had gone, was made, and the ship anchored there in safety. *The Times* says that the bill for making good the total damages sustained by the Donegal will not be much less than £1,000. Some one is responsible for ordering the ship to sea in such weather. The Donegal sailed from St. Helen's Roads, off the east end of the Isle of Wight, on the 21st inst., for China. An officer, writing from her, says:—"One thousand pounds is the estimated cost of the bill for coals burnt and damages. Government stores in the wardroom and gunroom were damaged to the extent of £90. The dockyard people, and all interested, have 'dodged' the expense of the Donegal's refit by sending on board the materials necessary for repairs as stores, and the artificers of the fleet, as I may call them—we have on board four ship's companies, viz., the Ocean, the Rinaldo, the Zebra, and the Sylvia—have to make the repairs as best they can. Of course they will only be temporary ones, the material damage—that is, the straining of the hull of the ship—cannot be repaired except in harbour."

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IT is announced that a lengthened and careful examination held at Trinity-house into the loss of the *Spindrift* has resulted in the suspension of Mr. MARTIN, the pilot, for six months. At the expiration of that period a re-examination and production of testimonials to character will be required before the licence is renewed. His previous good character is alleged as the reason for this lenient treatment, but for all that we must endorse the verdict of *The Times*, that it is "a most inadequate sentence."

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JAMES WEST, PUBLISHER,
2, COWPER'S-COURT, CORNHILL, LONDON.

# The London & China Telegraph.

*LONDON: TUESDAY, DEC.* 28, 1869.

## THE NEW CHINA TREATY.

A TELEGRAM received yesterday, and published in another part of our paper, announces the signature of a new treaty between Great Britain and China. This telegram, though bringing only three days' later news than the mail, announces it as a positive fact, whereas the China papers received by the mail mention it only as a report still wanting confirmation. Our own private advices leave no doubt that a new treaty was actually signed on the 23rd of October. What we shall gain by it is by no means so clear. The telegram tells us, "a modification of the transit dues"—which sounds exceedingly vague; "the opening of new ports"—we believe Wanchew is to be opened, and some other southern ports as subsidiary ports; "the working of coal mines by English appliances"—as far as our own information goes, which we believe to be thoroughly reliable, it is merely conceded that English appliances may be used to work certain mines *in the South only*, and means will doubtless be found to render this a dead letter, as far as any tangible advantage to Englishmen is concerned; "a reduction of duties"—on what articles, and to what extent, is still a mystery; "the right of navigating inland waters, and of residence in the interior"—valuable privileges if accompanied by the necessary protection for foreign life and property in the interior—otherwise worthless. Should foreign vessels appear in any waters, or foreign travellers arrive in any province where their presence is unwelcome to the mandarins, these latter, with the aid of the *literati*, will soon organise a riot or "anti-foreign demonstration," and have the intruders robbed or murdered, knowing that Lord CLARENDON'S instructions will secure them from any impertinent interference by British gunboats. Until, however, the treaty itself is made public, we cannot comment on it with any degree of certainty. One thing looks suggestive—the fact that all concessions are as much as possible restricted to the South, as though in pursuance of a determination to keep foreigners as far from the capital as possible. If access to the coal mines is to be permitted at all, why not open the Chai-tang mines? We regret to learn that WEU-SEANG, the Foreign Minister, who should have taken a leading part in the arrangement of this treaty, is seriously ill, and that the document does not bear his signature. WEU-SEANG is one of the most reasonable and liberal of Chinese statesmen; indeed, we have reason to believe that of late he has been the only one at all open to conviction on any point of progress. Should he succumb to this illness, there is no small probability of his being succeeded by an "anti-foreign" Minister, and then what little ground has lately been gained would be at once lost. WEU-SEANG can hardly be called a warm advocate of foreign intercourse, but at least he has the sense to see that progress in this direction is inevitable, and that the true policy is to acquiesce with a good grace. There are but few among the governing class who hold even such advanced opinions as these, and WEU-SEANG'S death would be a severe check to any hopes we may be induced to fix on the new treaty.

## THE CEYLON CURRENCY QUESTION.

THE last phase of the discussion regarding the position of the Ceylon currency is represented by the Report of a Commission appointed by Sir HERCULES ROBINSON to determine, *not* whether any alteration of the currency is desirable, but what will be the effects of an alteration that he has decided shall forthwith be made. The Governor is fully alive to the value of the old maxim "*Divide et impera.*" He found the colonists all but unanimous in opposing any change at all, and finding so strong a combination as this rather awkward to deal with, he sought to divert the attention of the people from the principal question at issue to some smaller one on which they might probably disagree, and accordingly threw them—as a bone of contention—the problem, how their accounts should be kept when the sterling currency *was* abolished; whether in rupees, annas and pie, after the Indian fashion, or in rupees, shillings and pence, or again, by a decimal method of rupees and cents. The Report of the Commission on these points is an exceedingly curious document, but before commenting on it we must for a brief space revert to the original difficulty, as to the necessity, or otherwise, for abolishing the sterling currency and making the rupee not only the sole legal tender, but the standard for all contracts and accounts. The Governor's view of the case seems to be this; though willing to admit that for thirty years or more the system of keeping accounts in pounds, shillings, and pence, while all payments have been made in rupees at the rate of ten to the pound, has worked well, he nevertheless contends that it may lead to grave difficulties, in this way—a person to whom the Colonial Treasury is indebted in the sum of, say, a thousand rupees, might at present refuse to accept payment in silver, and demand a hundred golden sovereigns, which, if acceded to, would entail a loss to the Treasury of £6 5s., the intrinsic value of each rupee in English money being only 1s. 10½d. Whence he concludes that the use of sterling denominations is altogether dangerous, and should be done away with entirely. The popular view, however, is this,—that English currency has nothing to do with the question at all, for the "pound" in this case would not mean a golden sovereign, but a Ceylon currency pound, which is simply ten rupees, or the equivalent of ten rupees, at their actual intrinsic value. The value of an imaginary coin, such as the Ceylon pound, must depend solely on its relation to the coin actually and tangibly in circulation. Beyond similarity of nomenclature, there is no affinity whatever between English and Ceylon currency, and the discrepancy that certainly exists, in the circulating medium being a coin that never enters into accounts, might be readily overcome by ordaining that the rupee should be a legal tender for sums to any amount, at a fixed value of two shillings. The inhabitants of Ceylon would then be in precisely the same position as we should be in England if our sovereigns, half-sovereigns, crowns, and half-crowns fell into disuse, leaving us only the florin and its subsidiary coins (the shilling and sixpence being virtually half and quarter-florins) as a circulating medium. We might still keep our accounts in pounds, and an English pound would then be ten florins, just as a Ceylon pound now is ten rupees. This, which, as we have said, is the "popular" view of the case, is, we are convinced, the correct one also. It is very fairly embodied in a report drawn up by a sub-committee of the Ceylon Chamber of Commerce, consisting of Messrs. MACDONALD, WALL, and RICHMOND, who recommended that a memorial should be addressed to the SECRETARY of STATE for the COLONIES, deprecating any alteration in the denomination of the currency. This recommendation was acted on, but the memorial was disregarded, and, as we stated in a recent issue, the affair is so far settled that the banks here connected with Ceylon are now sending out rupee notes to replace the pound notes hitherto in use.

Reverting to the Report of the Commission above alluded to, the first thing that attracts attention is, that out of ten Commissioners only three sign the document without dissenting therefrom! Some of the members were officials of the Colonial Government, while others were merchants, or independent residents; and from the first it became evident that no unanimity on any one point was to be hoped for. So it was decided to take legal evidence, in the first place, to decide what a "pound currency" in Ceylon really meant; and several members of the Ceylon bar, on being examined, agreed in holding that "a pound" in Ceylon meant a

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pound in English currency, and nothing else; a conclusion so extraordinary, and so diametrically opposed to the facts, that we can only conclude that the subject was strange to them, and that they all went to the same source for information. However this may be, their joint *dictum* was adopted as the basis of the Report itself, while three members signed it only subject to a "memorandum of dissent," wherein they adduce ample reasons for adhering to exactly the opposite opinion. Then, as regards the best manner of subdividing the rupee, in accounts, there is also a great diversity of opinion. The Report itself recommends that the Indian system be adhered to; but another "memorandum of dissent" is signed by four out of the ten Commissioners, who think that as there is to be a total revolution in the monetary system of the colony, the great advantages known to attend the use of the decimal system should be availed of. Indeed (and here is another curious inconsistency in the Report) it seems that though the Indian system is avowedly recommended, the majority of the members voted in favour of the decimal system! The *imbroglio* was brought about in this wise—firstly, the decimal system was brought forward, but was rejected by a majority composed of the joint supporters of the two other systems; and next, the Indian method was brought forward as opposed to the rupees, shillings, and pence method *alone*. For the decimal system there were four votes; for each of the others, three—yet one of the latter is recommended in the body of the Report! The upshot of it all is, evidently, that the Governor will carry his own wishes into effect, to the great and not unreasonable discontent of the majority of the colonists.

## "THE TIMES" AND ITS SHANGHAI CORRESPONDENT.

A LETTER from the Shanghai Correspondent of *The Times* (rather stale, by the way, for all the news it conveys had appeared a week earlier in our own inward journal) contains some strong comments on the outrageous insult offered to the Duke of EDINBURGH by the Chinese Government, in refusing him an official reception at Peking. The writer broadly asserts that no progressive friendly intercourse is possible while this insolent assumption of superiority on the part of the Chinese is tolerated, and that Mr. BURLINGAME'S misrepresentations to our own and other foreign Governments have been so gross that even Mr. HART, the chief promoter of the Mission, is disgusted with the imposture. The statements thus put forth by its correspondent are printed in large type, as though considered worthy of special attention, and yet, with a curious inconsistency, the journal that does him this honour persistently refuses to accord the smallest degree of credibility to his information, preferring to adhere to the philo Chinese view that suits the present Government. However, there is little danger that those who read the letters of the correspondent, which carry conviction in every line, will allow their judgment to be blinded by the weak sophistries with which it is sought to bolster up Lord CLARENDON'S wretchedly un-English policy.

WE understand that the negotiations that have been on foot between the War-office and the Ceylon Government, in reference to the proposal that the colony shall assume the control and bear the entire cost of its military force, are likely soon to be made public. This would seem to be a not unsatisfactory solution of the difficulty; for, while the colonists assert that they are paying more than the actual cost of the force employed, the War-office retorts that this is not the case, as their calculations are made without any allowances for non-effectives, pensions, &c. We may also mention that the present arrangements regarding the Indian army are also considered unsatisfactory, and that Mr. CARDWELL is endeavouring to get quit of any connection with Indian military organisation. Probably some modification of military arrangements in the Straits Settlements will follow in due course.

WE are informed that the Rajah of SARAWAK and Mrs. BROOKE, with the Bishop of LABUAN and Mrs. CHAMBERS, intend leaving England by the second mail in February. The Bishop will stay on his way at Penang and Singapore, for the purpose of holding confirmation.

WE think it worth while to repeat the caution given in our last issue against the habit prevailing among correspondents in the East of omitting to address their London letters and packets in full. Some circulars that we received by the last French mail, addressed simply "London," had been stamped by the Post-office with the words "not fully addressed." This shows that the postal authorities now intend to give the precedence in delivery to properly directed letters, and when any delay or loss occurs with packets not so treated, the responsibility will lie—and very justly—with the writers who neglect so obvious a precaution.

JUDGING from certain remarks that have appeared in some of our contemporaries in the Far East, it would appear that an impression exists that the steamers of the *Messageries Impériales* will at once avail of the Suez Canal to proceed direct through to and from Marseilles, so as to avoid any transhipment of cargo. We find, however, that the Directors of the *Messageries* have not yet issued any instructions to this effect, as the depth of the Canal—16 to 17 feet—renders the plan impracticable for the present. The time-tables of this company for 1870 are not yet published.

## FOOCHOW TEAS—DETERIORATION.

(To the Editor of the *London and China Telegraph.*)

SIR,—In your issue of the 18th inst. you published a very capital letter from "An Importer" upon the above subject, and it is of such importance that I crave a small space in your paper in continuation, hoping that buyers in Foochow may take some measures to impress upon the Teamen that if imports from that port continue to come forward of a character so certain rapidly to lose all the little quality they might have possessed when shipped, red leaf teas will sink into disfavour more and more, and when once that disfavour has become general and rooted amongst country buyers, it will be almost impossible to restore them to favour at all. "Medium Kaisows" as now imported takes no place but a low one in the general consumption; they have very little flavour, which soon passes off, and no strength; disappointing—very—to the importer, and of little value to the dealer. If the former, disgusted at the low prices offered, puts them away, he finds that what lost him 4d. per lb. when he refused 1s. 4d., are only worth, when he looks at them again, 1s. 1½d. The dealer having also purchased similar experience, often times refuses to taste them, much less offer for them.

Now the Chinese are very amenable to reason in trading matters, especially where their own interests are involved, and I do think that Foochow buyers might bring this subject prominently before them, by means of intelligently and forcibly worded "chops," which might be freely circulated throughout the tea districts, and I am quite sure that the Consul—Mr. Sinclair—always ready and willing to assist where good may be done, would energetically back up the movement. The difficulty of securing unanimity and consonance of action in China I am well aware of, but as the matter under review affects *all* interested in the Foochow tea trade, I would fain hope that the *buyers abroad* will endeavour to see with the glasses *sellers here* are compelled to see through, and will try what are the practical methods of remedying, on their side of the water, the defects which are so glaring when the teas arrive here. One word more, and I have done. Have not the Chinese been brought to their present style of preparing tea for the home markets by the eager, I may say, reckless competition for "tea at any price" that has been, of late years, the order of the day? I think they have; and when they see that for mixed and wretched quality they can get prices that only ought to be paid for fine, they accommodate themselves to the times and pander successfully to the public taste; but let the buyers discriminate, and buy "rubbish at rubbish prices," and really fine accordingly, and it will soon be seen that the sellers will find out how to suit their customers.—I am, Sir, your obedient servant,

OLD CANTON.

## SILKWORM BREEDING.

IT has been strongly suspected for a long time that, like many other maladies, that which has ravaged the silkworms and almost ruined a most important industry was the result of codling—add want of knowledge of the effects of cleanliness and ventilation, and perhaps the case would be complete. This is certain, that when the eggs are well chosen and the breeding conducted by scientific men the disease either does not make its appearance at all, or comes in a very moderate form. We can speak of such experiments

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from personal observation near Paris and in the extreme south of France. Without doubt too much heat is almost always to be found in ordinary magnaneries—they are almost stoves; one scientific breeder has had great success in keeping his worms—"educating," we call it in France—in the open air, with no shelter but a light tent. In the cooler parts of France it has generally been believed that silkworms could not be reared with profit, but this opinion promises to take its place amongst exploded fallacies. In one of the Departments of France, where the mulberry has never been grown, and silkworms never reared, the Nièvre, almost in the centre of the country, the experiment has been made of breeding silkworms in a small apartment with a cold exposure, without any fire, during the whole period of education, thirty-eight days; the temperature of the season was rather below than above the average, 48 deg. to 50 deg. Fahrenheit, yet the success of the experiment was complete, not a worm was diseased, and the cocoons produced were magnificent. Who can tell whether silkworms may not be reared with success in the south of England? the experiment is really worth trying on a large scale, care being taken that the establishment be in a situation well sheltered from wind. It is true that we have not much white mulberry in England yet, but here again a long existing notion is being sapped; the Spanish worms are principally fed on the common black mulberry, and they have scarcely suffered at all, while in France and Italy, where the white mulberry alone is used, the ravage has been terrible.

## BRITISH POLICY IN CHINA.

(STANDARD.)

The last mail from China brings us news of a farewell dinner which was given at Hong Kong to Admiral Sir Henry Keppel on the eve of his departure for this country. This entertainment was unusually significant for a variety of reasons. Admiral Keppel has been more closely identified than any other naval officer with the development of British trade in the Far East. It is twenty-seven years ago since he was first put in command of a ship on the China station. At that time it was officially reported that Hong Kong—just obtained from the Chinese by the treaty of 1840—might be capable of supporting one house of business. Now it is the seat of an important commercial city, whose trade, in the opinion of a company formed a short time since, requires a submarine telegraph to India and Europe. This magical change has been wrought by the policy which the British has hitherto pursued in China. The great principles of justice have been respected in our dealings with the native Government, but the power and dignity of the British flag have been vindicated at the same time, and the Chinese authorities have been taught the absolute necessity of tolerating that intercourse between their subjects and ourselves which the mercantile classes of China and of Europe were equally anxious to establish. Flagrant bad faith has been systematically punished, and, though the force at hand has generally been very small, and seemingly incommensurate with the magnitude of the work it was required to carry on, the gallantry and perseverance of its commanders supplemented all deficiencies, and the growing trade was protected until at last it acquired its present dimensions. Finally, however, a change has come over the spirit of the scene. The Government which now rules the destinies of England has seen fit to order a complete reversal of the one policy hitherto observed. The European communities planted in Hong Kong and at the treaty ports are in future, like colonies in trouble, to sink or swim as best they may. They are not to expect any further interference in their behalf from the Government of Great Britain. If they are outraged our political agents will be instructed to remonstrate; nothing more. If the rights guaranteed to them by treaties are disregarded, they must content themselves with representations through a consul to an Asiatic Government which has never been known to act wisely or fairly, except under compulsion. If they have imagined that their allegiance to the Queen of England entitled them to the protection of her power abroad, they must learn that such a claim is obsolete and worthless in the eyes of a Radical Government, and to impress this fact upon them in the clearest possible manner the gallant Admiral, Sir Henry Keppel, who had been their champion for nearly thirty years, was curtly recalled.

Organised though it appears to have been in the first instance as a simple demonstration of regard, the farewell banquet given to Sir Henry on his departure could hardly help acquiring a political importance. One of the speakers declared towards the close that the evening had been occupied with something like a debate on China affairs, and though all the speeches tended one way—as the speeches on this subject of all men practically acquainted with China invariably must—still they constituted a protest against the fatally erroneous doctrines of the present Cabinet the importance of which it would be impossible to ignore. The governor of the colony, Sir Richard MacDonnell, was present, and, hampered though he was, of course, by the impossibility of openly criticising the proceedings of the Government he represented, he showed, by his cordial eulogy of Sir Henry Keppel, his disapproval of the total change of policy which has deprived the admiral of his command. It was manifestly impossible for him to do this in the same uncompromising terms which were employed by men in a less responsible position; but he said, according to the local papers, that he could not but avail himself of the opportunity of expressing his complete concurrence with the action of the gallant Admiral. No doubt the eloquent Governor conveyed his meaning in much more graceful terms, but we have to be content with an imperfect report. Sir Henry being the most conspicuous living representative of our old policy in China, any expressions of admiration for him are sufficiently replete with meaning. Colonel Knox Gore, C.B., less oppressed than the Governor by the necessity of using diplomatic language, went still more directly to the point. He said that "if any fault was found with them," the army and navy, "it was to be attributed to false economy, resulting from the country committing itself to the views of mob-orators who were inclined to reduce the service to an inefficient state." There may be more truth sometimes in the blunt commonplaces of a soldier than in all the *finesse* of a doctrinaire. The vindication of Sir Henry Keppel's career, however, was more elaborately accomplished by other speakers. The Hon. C. H. Pollard, Q.C., the acting Attorney-General, briefly reviewed the political situation. England had taken the initiative in bringing China into commercial relationship with the rest of the world. Her Government had done this by inducing enterprising men to push their trade forward, often at the risk of their lives. They had to deal with a native Government proverbial for misrule, and so effete as to have no power in its own domains. To protect their lives and property had been the first care of the British authorities, and for this duty they had selected officers, like the gallant guest of the evening, not only of pluck and daring, but of knowledge, tact, and discretion as well. These officers, by a judicious exercise of their large powers, had brought the Chinese to understand that it was unsafe to molest the persons or property of British subjects. Sir Henry Keppel's conduct had been stamped with emphatic approval not only in China but at home. "Three different Administrations selected him upon three different occasions to take a command in China; and a fourth, not the present Administration, appointed him to undertake the grave responsibilities of Commander-in-Chief on the China station. These facts outweighed anything that had recently occurred." It is needless to go on quoting evidence of the character which the demonstration acquired. The mercantile speakers, as a matter of course, joined in the cordial approval bestowed on the admiral's conduct, and in the condemnation which that approval involved of the policy to make room for which he had been so unwisely and ungratefully removed.

The Hong Kong dinner completes the series of protests against that surrender of British interests to the Chinese which the present Government is setting itself to accomplish. First, we had an emphatic groan from Sir Rutherford Alcock, the British minister at Peking, who, in a published despatch, described the Chinese authorities as growing more difficult to manage than ever, more obstructive and hostile to measures of progress. This declaration was exceedingly significant to every one who had studied our relations with the Chinese, because Sir Rutherford himself had always been considered the foremost representative of inaction—a man who had nearly become a mandarin, and was but half-hearted in his defence of British interests. Lord Clarendon no sooner enunciates his doctrine about the reference of all subjects of dispute to Peking, and then if they are important to the Home Government, and no sooner enjoins for the future a total abstinence from gunboats, than Sir Rutherford confesses himself powerless to guard the interests of his countrymen on those terms. Next, the commercial community of Shanghai takes an opportunity of expressing its conviction that it would be impossible to settle all questions by diplomatic action at Peking, and Mr. Ross Brown, the American Minister, breaking free from all restraints of his official character, declares in a public speech that after a personal acquaintance with China and a residence in Peking, he had perceived the absurdity of treating the native Government like a civilised European Power, and of trusting to the delusive promises of the Burlingame Embassy. Finally, we have representatives of the military, official, professional, and mercantile communities of Hong Kong echoing the same language in various ways. Will all this have no influence on Lord Clarendon or the ruling spirits of the Cabinet? Surely it cannot fail to have some influence on public opinion generally. Surely it cannot be supposed that one gigantic conspiracy spreads through all Europeans in China, from the southern coast to the Peiho, and that they are all truculent filibusters, only desirous of bullying the Asiatic race amongst whom they live! Is it supposed that any natural bonds of sympathy unite soldiers, merchants, lawyers, Foreign and Colonial Office officials? Their natural feelings are rather those of antagonism, but in reference to the China policy of the present Government all minor prejudices disappear. All men who know anything of China must agree, no matter how divergent they may be on many points, in perceiving that the Chinese embassy is a farce, and that Lord Clarendon has been duped. They know that if trade with China is continued at all it must be protected from the hostility of the mandarins; that the people of the empire at large accept it with avidity, and that our difficulties are with the authorities of a barbarous despotism, not with China as a State. That to tie the hands of naval and consular officers by rules of conduct which would be only appropriate to intercourse between civilised nations, is to invite outrage and to refer anything to Peking is like referring it to the Greek Kalends. Experience shows that widely beneficial results—results more beneficial even to the Chinese than to ourselves—have ensued from spirited policy, and the concurrent testimony of everybody worth consulting is to the effect that disastrous consequences must ensue eventually from a revolution in our behaviour. For a time the good effect of lessons which have already been taught to the Chinese will still be reaped. It is a common practice of Liberal statesmen to profit in this way by the administration of their predecessors, and to plume themselves, before their own measures have had time to work, on the brilliant success they have accomplished. It is likely enough, therefore, that for a little while we may still be at peace with China, and continue to trade with her as before. The weak communities at the minor ports, however, will not be unmolested for long, and directly the mandarins discover that the British residents have been deserted by their own Government the effects of the new policy will begin to be felt.

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# Monetary and Commercial.

The Christmas holidays having caused nearly all business establishments in the City to be closed for the last few days, we have little to chronicle under this head. Business generally continues depressed and a revival can hardly be looked for before the opening of the new year.

The branch of the National Bank of India, to be opened in China in 1870, will, we understand, be in the first place at Hong Kong, under the management of Mr. Sherwood. This branch will probably open in January. The position of the National in India fully justifies the step of extending its exchange operations to China.

At a meeting on the 22nd of the Ceylon Company (Limited), the directors' report, of which we gave a summary in our last issue, was adopted, and a dividend declared for the half-year at the rate of 6 per cent. per annum, free of income-tax.

At Lloyd's, on the 20th inst. a message received at 9 A.M. was posted, giving the names of "twelve English ships which had arrived out at Calcutta from London and Liverpool prior to the 19th of November." One of these ships had already created some anxiety, and twelve guineas extra premium had been paid to effect insurances upon her. This message just occupied *one month* in its transmission.

The *Leeds Mercury* announces the suspension of Messrs. Hamilton, Graham, and Co., who had been engaged in the stuff trade at Bradford for about eight years. The reasons given are depression of trade and heavy losses. The liabilities, it is thought, will reach £20,000; but there are grounds for hoping that the dividend will not be a bad one.

At a meeting of creditors of Mr. George Gledhill, cloth merchant, of Leeds and Morley, the statement of affairs showed liabilities for about £5,500, with assets valued at £650, and it was agreed to accept an assignment.

The *Yorkshire Post* says, with regard to the affairs of Messrs. Jörss and Co., of Leeds: "We understand that in consequence of certain formal difficulties attending the administration of the affairs of Messrs. Jörss and Co. by deed, the estate has been provisionally placed in bankruptcy, in order that subsequent arrangements may be satisfactorily adjusted. An adjudication has already been made in the Leeds Court, under which the estate will be protected."

The *Daily News* contains the following on the Agra Bank:—"The offer recently put forth by the Agra Bank (Limited) to the holders of the 'B' shares, to buy up their shares at the rate of £4 15s. each, has evidently occasioned a good deal of uncertainty amongst them. It is objected that, before acting upon this invitation either one way or the other, those interested ought to be put in possession of such a statement relative to the liquidation of the assets of the old company as shall enable them to understand their real position. At present they have not before them the means for forming a judgment."

The chairman of the British Indian Submarine Telegraph Company has transmitted for publication the annexed letter from the company's engineers, announcing the completion of their cable, to be laid from Suez to Bombay:—

"BRITISH INDIAN SUBMARINE TELEGRAPH.

"7, Pope's Head-alley, Dec. 13.

"Sir,—We beg to report that the manufacture of your cable, 3,600 nautical miles in length, was completed at Greenwich on Saturday last, the 11th inst., and we herewith forward you our final daily return of cable manufactured. The manufacture of the outer covering of this cable was commenced at Greenwich on the 23rd of June last; it has, therefore, been exactly five months and eighteen days in course of manufacture, equal to 147 working days, which gives an average speed of manufacture of twenty-four and a-half nautical miles per diem. This is probably the greatest average speed of manufacture ever before obtained for such a long and important cable, and it is gratifying to us to be able to state that its electrical condition throughout the entire manufacture has been practically perfect, and we feel that, so far as its mechanical condition is concerned, the cable is well suited for the depth of water and position it is intended for.—Yours faithfully, "CLARK AND FORDE."

## EXPORT OF COTTON GOODS TO THE FAR EAST.

The following is a summary of Mr Sam Mendel's tables for the present month, which contain details of the quantities of Cotton Manufactures and Yarn shipped from the ports of London, Liverpool, Southampton, and the Clyde, to Hong Kong, Shanghai, Japan, Singapore, Batavia, Manila, and Ceylon, during the month and twelve months ended 16th Dec., 1869, compared with the corresponding periods of the two preceding years:—

### HONG KONG AND WHAMPOA.

PLAIN COTTONS.—Export for the month ended 16th Dec., 1869, 5,975 934 yards; for the twelve months 1869, 40,914,118 yards; for the twelve months, 1868, 55,903,193 yards; for the twelve months 1867, 52,980,242 yards. Decrease for 1869 against 1868, 14,989,075 yards.

COLOURED COTTONS.—Export for the month ended 16th Dec., 1869, 172,958 yards; for the twelve months 1869, 1,617,317 yards; for the twelve months, 1868, 1,302,351 yards; for the twelve months, 1867, 2,553,349 yards. Increase for 1869 against 1868, 314,966 yards.

PRINTED COTTONS.—Export for the month ended 16th Dec., 1869, 98,966 yards; for the twelve months 1869, 973,587 yards; for the twelve months 1868, 2,143,654 yards; for the twelve months, 1867, 832,951 yards. Decrease for 1869 against 1868, 1,170,067 yards.

COTTON YARN.—Export for the month ended 16th Dec., 1869, 1,162,070 lbs.; for the twelve months 1869, 4,329,450 lbs.; for the twelve months 1868, 6,568,310 lbs.; for the twelve months 1867, 7,821,444 lbs. Decrease for 1869 against 1868 2,238,860 lbs.

VALUE.—For the month ended 16th Dec., 1869, £187,238; for the twelve months 1869, £1,148,253; for the twelve months 1868, £1,463,967; for the twelve months 1867, £1,568,217. Decrease for 1869 against 1868, £315,714.

### SHANGHAI.

PLAIN COTTONS.—Export for the month ended 16th Dec., 1869, 19,474,330 yards; for the twelve months 1869, 210,785,119 yards; for the twelve months 1868, 250,015 787 yards; for the twelve months 1867, 140,068,637 yards. Decrease for 1869 against 1868, 39,280,668 yards.

COLOURED COTTONS.—Export for the month ended 16th Dec., 1869, 759,478 yards; for the twelve months 1869, 13,234,043 yards; for the twelve months 1868, 6,553,961 yards; for the twelve months 1867, 11,019,780 yards. Increase for 1869 against 1868, 6,680,082 yards.

PRINTED COTTONS.—Export for the month ended 16th Dec., 1869, 155,000 yards; for the twelve months 1869, 4,910,036 yards; for the twelve months 1868, 3,507,173 yards; for the twelve months 1867, 5,539,454 yards. Increase for 1869 against 1868, 1,402,863 yards.

COTTON YARN.—Export for the month ended 16th Dec., 1869, 166,800 lbs.; for the twelve months 1869, 432,863 lbs.; for the twelve months 1868, 315,700 lbs.; for the twelve months 1867, 441,232 lbs. Increase for 1869 against 1868, 117,163 lbs.

VALUE.—For the month ended 16th Dec., 1869, £365,816; for the twelve months 1869, £4,152,586; for the twelve months 1868, £4,249,167; for the twelve months 1867, £2,920,353. Decrease for 1869 against 1868, £96,581.

### JAPAN.

PLAIN COTTONS.—Export for the month ended 16th Dec., 1869, 2,538,469 yards; for the twelve months 1869, 16,444,421 yards; for the twelve months 1868, 22,008,295 yards; for the twelve months 1867, 21,067,186 yards. Decrease for 1869 against 1868, 5,563,874 yards.

COLOURED COTTONS.—Export for the month ended 16th Dec., 1869, 181,786 yards; for the twelve months 1869, 1,661,013 yards; for the twelve months 1868, 1,665,311 yards; for the twelve months 1867, 3,211,646 yards. Decrease for 1869 against 1868, 4,298 yards.

PRINTED COTTONS.—Export for the month ended 16th Dec., 1869, 49,456 yards; for the twelve months 1869, 847,448 yards; for the twelve months 1868, 501,637 yards; for the twelve months 1867, 726,668 yards. Increase for 1869 against 1868, 345,811 yards.

COTTON YARN.—Export for the month ended 16th Dec., 1869, 1,065,580 lbs.; for the twelve months 1869, 5,254,414 lbs.; for the twelve months 1868, 4,848,275 lbs.; for the twelve months 1867, 3,441,349 lbs. Increase for 1869 against 1868, 406,139 lbs.

VALUE.—For the month ended 16th Dec., 1869, £119,837; for the twelve months 1869, £698,559; for the twelve months 1868, £711,221; for the twelve months 1867, £749,686. Decrease for 1869 against 1868; £12,662.

### SINGAPORE AND PENANG.

PLAIN COTTONS.—Export for the month ended 16th Dec., 1869, 3,262,619 yards; for the twelve months 1869, 49,858,799 yards; for the twelve months 1868, 46,733,783 yards; for the twelve months 1867, 64,180,992 yards. Increase for 1869 against 1868, 3,125,016 yards.

COLOURED COTTONS.—Export for the month ended 16th Dec., 1869, 649,454 yards; for the twelve months 1869, 5,479,756 yards; for the twelve months 1868, 4,126,069 yards; for the twelve months 1867, 8,940,276 yards. Increase for 1869 against 1868, 1,353,687 yards.

PRINTED COTTONS.—Export for the month ended 16th Dec., 1869, 398,266 yards; for the twelve months 1869, 4,289,153 yards; for the twelve months 1868, 2,061,641 yards; for the twelve months 1867, 4,433,951 yards. Increase for 1869 against 1868, 2,227,512 yards.

COTTON YARN.—Export for the month ended 16th Dec., 1869, 352,244 lbs.; for the twelve months 1869, 1,582,167 lbs.; for the twelve months 1868, 1,528,663 lbs.; for the twelve months 1867, 3,033,969 lbs. Increase for 1869 against 1868, 53,504 lbs.

VALUE.—For the month ended 16th Dec., 1869, £101,111; for the twelve months 1869, £1,149,682; for the twelve months 1868, £970,755; for the twelve months 1867, £1,725,563. Increase for 1869 against 1868, £178,927.

### BATAVIA.

PLAIN COTTONS.—Export for the month ended 16th Dec., 1867, 423,332 yards; for the twelve months 1869, 8,785,264 yards; for the twelve months 1868, 17,728,837 yards; for the twelve months 1869, 20,541,526 yards. Decrease for 1869 against 1868, 8,943,573 yards.

COLOURED COTTONS.—Export for the month ended 16th Dec., 1869, 240,289 yards; for the twelve months 1869, 7,890,008 yards; for the twelve months 1868, 6,924,708 yards; for the twelve months 1867, 13,448,622 yards. Increase for 1869 against 1868, 965,300 yards.

PRINTED COTTONS.—Export for the month ended 16th Dec., 1869, 502,836 yards; for the twelve months 1869, 4,649,780 yards; for the twelve months 1868, 5,084,235 yards; for the twelve months 1867, 14,391,128 yards. Decrease for 1869 against 1868, 434,455 yards.

COTTON YARN.—Export for the month ended 16th Dec., 1869, 16,000 lbs.; for the twelve months 1869, 324,195 lbs.; for the twelve months 1868, 581,820 lbs.; for the twelve months 1867, 703,960 lbs. Decrease for 1869 against 1868, 257,625 lbs.

VALUE.—For the month ended 16th Dec., 1869, £22,399; for the

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twelve months 1869, £457,117; for the twelve months, 1868, £628,400; for the twelve months 1867, £1,148,192. Decrease for 1869 against 1868, £171,283.

MANILA.

PLAIN COTTONS.—Export for the month ended 16th Dec., 1869, 1,342,501 yards; for the twelve months 1869, 14,221,498 yards; for the twelve months 1868, 18,435,316 yards; for the twelve months 1867, 17,476,039 yards. Decrease for 1869 against 1868, 4,213,818 yards.

COLOURED COTTONS.—Export for the month ended 16th Dec., 1869, 1,011,953 yards; for the twelve months 1869, 12,358,230 yards; for the twelve months 1868, 14,223,082 yards; for the twelve months 1867, 15,394,522 yards. Decrease for 1869 against 1868, 1,864,852 yards.

PRINTED COTTONS.—Export for the month ended 16th Dec., 1869, 123,334 yards; for the twelve months 1869, 1,370,466 yards; for the twelve months 1868, 1,032,409 yards; for the twelve months 1867, 972,228 yards. Increase for 1869 against 1868, 338,057 yards.

COTTON YARN.—Export for the month ended 16th Dec., 1869, 36,260 lbs.; for the twelve months 1869, 194,245 lbs.; for the twelve months 1868, 315,912 lbs.; for the twelve months 1867, 261,136 lbs. Decrease for 1869 against 1868, 121,661 lbs.

VALUE.—For the month ended 16th Dec., 1869, £52,350; for the twelve months 1869. £591,705; for the twelve months 1868, £673,267; for the twelve months 1867, £812,634. Decrease for 1869 against 1868, £81,562.

CEYLON.

PLAIN COTTONS.—Export for the month ended 16th Dec., 1869, 1,304,928 yards; for the twelve months 1869, 22,705,674 yards; for the twelve months 1868, 22,644,373 yards; for the twelve months 1867, 18,472,689 yards. Increase for 1869 against 1868, 61,301 yards.

COLOURED COTTONS.—Export for the month ended 16th Dec., 1869, 87,912 yards; for the twelve months 1869, 1,229,086 yards; for the twelve months 1868, 757,675 yards; for the twelve months 1867, 1,270,224 yards. Increase for 1869 against 1868, 471,411 yards.

PRINTED COTTONS.—Export for the month ended 16th Dec., 1869, 206,359 yards; for the twelve months, 1869, 3,622,993 yards; for the twelve months 1868, 2,231,118 yds.; for the twelve months 1867, 2,038,200 yards. Increase for 1869 against 1868, 1,391,875 yards.

COTTON YARN.—Export for the month ended 16th Dec., 1869, 55,100 lbs.; for the twelve months 1869, 459,772 lbs.; for the twelve months 1868, 428,737 lbs.; for the twelve months 1867, 351,735 lbs. Increase for 1869 against 1868, 31,035 lbs.

VALUE.—For the month ended 16th Dec., 1869, £33,509; for the twelve months 1869, £528,504; for the twelve months 1868, £456,820; for the twelve months 1867, £470,851. Increase for 1869 against 1868, £71,684.

## ARTICLES OF IMPORT.

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### TEA.

The following is from Messrs. W. J. and H. Thompson's Circular dated 22nd inst.:—Business in Tea has been much restricted, in consequence of the near approach of the holidays. Prices do not show any alteration. Foochow Congous: Dusty siftings have been sold at 7d. to 8d. Good common, at 1s. 0½d., continues rather scarce. Fair to medium have been little dealt in at 1s. 1d. to 1s. 3d. per lb. Good and fine do not show any change. Black Leaf Congous: Good common has been sold at 1s. 0½d. per lb., inferior at 1s. 0½d. per lb. In fair to medium, at 1s. 1d. to 1s. 4d., few transactions have taken place. Good and fine are held rather firmly, and occasionally better rates have been paid. Oolongs: A few have been taken for export at 1s. 3d. to 1s. 7d. for medium to fine. Souchongs: Medium to good have been sold at 1s. 6d to 1s. 10d. per lb. Scented Orange Pekoes: Several common parcels are offering, without finding buyers. Scented Capers: Clean common may be quoted at 10d.; fair to medium sell with great difficulty at 1s. to 1s. 4d. per per lb. Green Teas: Some sales have been made of Ping Suey Imperials and Gunpowders at fair rates, but the bulk of the late arrivals are still held back. There have been no public sales.

### SILK.

The market is firm, with an upward tendency; the sales during the interval have comprised a total of about 1,500 bales; Red Peacock is quoted 25s. 6d.

### COFFEE.

The business in Ceylon since our last issue has been somewhat restricted, but the improvement recorded in our last report has been further strengthened. Most descriptions of Plantation exhibit a further rise, while for Native the rates current for last mail have been firmly maintained. The supplies of other East India sorts have again been extremely limited; in Java and Manila no transactions are reported; of 335 bags Singapore offered one-half sold, ordinary dark at 36s. 6d., brownish at 51s. 6d. to 55s. 6d., at Pari Pari 52s., a small lot Bonthyne at 60s. 6d.

The quantity of Ceylon Coffee afloat for Great Britain on the 13th Dec. was as follows:—Plantation, 82,779 cwt., against 92,172 cwt. at the corresponding date of 1868; Native, 20,277 cwt., against 29,317 cwt. The quantity afloat for Europe was—*nil*, in both years. The quantity of Coffee landed in the fifty-one weeks ended Dec. 18, 1869, was, of Ceylon, 39,850 tons, against 43,953 tons during the corresponding period of 1868; of all descriptions, 69,242 tons, against 69,141 tons. The quantity entered for home consumption was, of Ceylon, 10,586 tons, against 11,335 tons; of all descriptions, 18,454 tons, against 19,050 tons. The quantity exported was, of Ceylon, 26,348 tons, against 30,970 tons; of all descriptions, 45,632 tons, against 47,153 tons. The stock on Dec. 18 was, of Ceylon, 13,911 tons, against 11,135 tons; of all descriptions, 24,476 tons, against 19,272 tons.

### SUGAR.

Without any great amount of activity the market since our last report has been steady for all descriptions, and there is consequently little or no alteration to record. The market will be closed this day, to be reopened on Tuesday, the 4th Jan. Penang: At auction—of 4,017 bags offered about 3,300 bags were sold, ordinary to middling brown (duty 8s.) at 28s. 6d. to 30s. 6d., good brown to middling strong yellow (9s. 7d.) at 32s. to 36s., good to fine dry yellow (10s. 6d.) at 37s. to 39s. Singapore: 335 bags low quality were offered at public sale and bought in at 27s. Manila: The only offer at auction has been 18,800 bags clayed (duty 8s.), which realised 30s. per cwt. There has been no business by private contract in any descriptions.

The quantity of Sugar landed in the fifty-one weeks ended Dec. 18, 1869, was, of Penang, 4,977 tons, against 1,654 tons in the corresponding period of 1868; of Manila, Java, and China, 33,054 tons, against 22,824 tons; the quantity entered for home consumption was, of Penang, 2,741 tons, against 1,583 tons; of Manila, Java, and China, 22,244 tons, against 15,750 tons; the quantity exported was, of Penang, 199 tons, against 128 tons; of Manila, Java, and China, 2,937 tons, against 1,957 tons; the stock on Dec. 18 was, of Penang, 2,396 tons, against 269 tons; of Manila, Java, and China, 36,137 tons, against 30,711 tons.

COIR GOODS.—At the last auctions a good supply of yarn offered met a steady demand, and nearly the whole of the parcels of fresh import sold at fully previous quotations. A large quantity ex catalogue of 17th November was chiefly withdrawn. Fibre: Sold at an important decline, second-hand parcels being chiefly withdrawn. Rope: Was eagerly competed for, and all sold at full rates. Yarn: Of 27,858 dholls (39 tons) Ceylon offered all was sold, low and common £20 5s. to £22 5s., good common £25, medium £27 10s. to £29 15s., good £32 5s. to £35 10s.; of 82 tons of old import offered about 20 tons sold, common £21 10s., good common £26 to £26 5s., medium to fair £27 10s. to £31; of 54 bales ditto 40 bales sold, good £37, very fine £56. Fibre: 52 bales Singapore withdrawn; of 11,903 ballots (32 tons) about 20 tons sold at £20, first-class sea damaged £19.

COCOA NUT OIL.—The market for Ceylon is steady at £41 per ton.

ISINGLASS.—The sales have included 14 cases and 15 bags Penang—good middling tongue at 3s. 6d.; middling, 3s. 4d. to 3s. 5d.; large thick leaf, 3s. 11d.; good thin, 3s. 6d. to 3s. 9d.; low and ordinary, 2s. 7d. to 3s. 4d.; Manila sort, 2s. 4d.

INDIA-RUBBER.—At auction 28 bales and 7 baskets Borneo realised 1s 0½d. to 1s. 1d., and 28 baskets Penang were bought in at 1s. 5d. per lb.

JAPAN WAX.—Five cases hard saucers were offered and bought in at 80s. per cwt.

MANILA HEMP.—The dulness in the market continues, and there have been no transactions since we last reported.

PLUMBAGO.—Of 243 barrels Ceylon offered 205 barrels common dust sold readily at 6s. 6d. to 7s., the remainder, chips, being bought in at 13s. 6d.

PEPPER.—Rates show no change; of 1,837 bags Penang Black offered, 1,400 bags sold at steady rates, common 4d., good common 4d. to 4½d., chiefly the former price; 71 bags Singapore White sold at 5½d. to 5⅝d. per lb.

RICE.—The dulness in the market continues, and the transactions at the public sales have been very limited, at steady prices. By private contract there has been no business. The only sales reported, beyond a small parcel of white Bengal, have been 1,051 bags middling white Java at 10s. to 10s. 6d., and the arrived cargo per S. A. Blaisdell, 702 tons Bassein, at 8s. 9d., ex ship, in London; 12,600 mats and 610 bags garden Siam having been offered and bought in at 9s.

RUM.—The market is dull, the inquiry being greatly restricted; 260 puncheons Penang have been sold at 1s. 8½d. proof.

RATTANS.—The sales have been 5,914 bundles Penang at 3s. 4d. to 4s. 3d., good 5s. 1d. to 5s. 2d., mouldy and damaged 3s. to 4s. 11d., and 2,384 bundles Singapore, one lot sound at 3s. 7d., chiefly damaged at 3s. to 3s. 11d per 100 canes.

TIN.—The quotations given in our last report are unchanged; the business has been limited; there are sellers of Straits at £111 and buyers at £110 per ton.

## NEW YORK MARKETS.

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### TEA.

Only a moderate demand has existed, which has been principally confined to Greens, the bulk of the sales effected being of that description. Holders have been firm, and prices have consequently remained steady; an agitation to effect a reduction of five cents per lb. (gold) upon the duty now payable has had no appreciable effect upon the tone of the market. The current rates rule as follows:—Hyson; Common to fair, 90c. to $1.10; superior to fine, $1.15 to $1.35; extra fine to finest, $1.40 to $1.65. Young Hyson: Canton made, nominal; common to fair, 82c. to $1.05; superior to fine, $1.15 to $1.35; extra fine to finest, $1.40 to $1.70. Gunpowder and Imperial: Canton made, nominal; common to fair, $1 to $1.15; superior to fine, $1.25 to $1.50; extra fine to finest, $1.60 to $1.90. Hyson Skin and Twankay: Canton made, nominal; common to fair, 75c. to 80c.; superior to fine, 85c. to 88c.; extra fine to finest, 90c. to 95c. Uncoloured Japan: Common to fair, 80c. to 90c.; superior to fine, 95c. to $1.05; extra fine to finest, $1.10 to $1.25. Oolong: Common to fair, 70c. to 78c.; superior to fine, 85c. to $1.15; extra fine to finest. $1.20 to $1.60. Souchong and Congou: Common to fair, 70c. to 80c.; superior to fine, 90c. to $1.05; extra fine to finest, $1.25 to $1.50. The sales have been on the spot 1,823 half-chests Green, per Horatio, and 250 half-chests Oolongs, vessel not named; to arrive, 2,175 boxes, 4,000 half-chests new crop Greens, and 2,000 half-chests new Japans.

The total receipts of Tea from China and Japan in the United States from Jan. 1 to Dec. 1, 1869, were as follows:—Greens, 19,243,043 lbs.; Japans, 9,960,106 lbs.; Souchongs, 1,843,217 lbs.; Oolongs, 9,954,707 lbs.; other sorts, 263,748 lbs.; total, 41,264,821 lbs. The stock on Jan. 1 was 9,577,014 lbs., which, added to the above total, gives a re-

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sult of 50 841,835 lbs. Subtracting from this total the exports from Jan. 1 to Dec. 1, 4,971,847 lbs., and the withdrawals for home consumption during that period, 36,558,385 lbs., there remains a total of 9,311,603 lbs., representing the stock on the last-named date. The receipts from Nov. 17 to Dec. 1 amounted to 199,818 lbs.; the withdrawals for home consumption to 1,620,757 lbs., and the exports to 123,631 lbs.

COFFEE.—There is no alteration in the tone of the market to record, a fair enquiry still prevailing for Brazil, and the demand for all descriptions of East India continuing extremely inactive; no sales of the last named are reported. The current quotations—which must be regarded as nominal—are, Java (mats) 22½c. to 23c.; do. (Government bags), 22c. to 22½c.; Manila (duty paid), 16c. to 18c.; Singapore, 20c. to 22½c.; Native Ceylon, 17½c. to 19½c. gold. The stock of Manila on the 1st Dec. was estimated at 2,627 bags, against 4,867 bags on Nov. 1, 1868; of Java (Government) at 560 bags, against 1,336 bags; of Java (mats) 14,245 mats, against 13,000 bags; of Ceylon *nil*, against 8,500 bags; of Singapore *nil*, against 3,190 mats.

CORDAGE.—Prices have declined half a cent, and we quote Manila 23½c.; ditto 6-thread and 9-thread (¼ inch and 5-16 inch diameter), 24½c.; ditto, 12-thread (⅜ inch diameter), 24c.; Manila Hay Rope, 24c.; Manila Cordage, Bolt Rope Yarns, 25½c.; ditto, 6-thread and 9-thread, 26½c.; Tarred Manila, 23c.; Fine Tarred Manila Lath Yarn, 24½c.

HEMP.—The market for Manila is still dull; there have been sales to the extent of 1,000 bales on the spot, and 250 bales to arrive at 14½c. gold (30 days and 60 days), but at the close there is an entire absence of enquiry, holders being firm at 14½c. to 14¾c. gold. The Cleopatra has arrived with 1,250 bales, all to manufacturers. The stock of Manila on the 1st Dec. was estimated at 15,034 bales, against 13,508 bales at the corresponding date of 1868, and 16,560 bales in 1867.

INDIGO.—The market for Manila is quiet, but firm: 18 cases have been sold at $1.15 to $1.45 currency, and 29 cases on private terms.

RICE.—The dull tone of the market for East Indian produce continues to prevail; the only sale has been of 350 bags Rangoon for export at $3.25 gold (in bond). The stock of East India on the 1st Dec. was 8,507 bags, against 7,590 bags at the corresponding date last year, and 4,742 bags in 1867.

RHUBARB.—The quotation for China is $2 to $3 currency.

SUGAR.—The market remains inactive, the demand being restricted to the immediate wants of Refiners and the Trade. The latter are doing very little, and the former having reduced their work about 33 per cent., the inquiry from that quarter is also light—yet the offerings continue quite small, and holders maintain a firm attitude, the little business done being at full previous rates. We note the sale of 4,556 bags Manila at the current quotations, which rule as follows:—Java, Nos. 10 and 12, 11c. to 11⅛c.; Manila, current clayed, and superior, 10⅜c. to 10½c. per lb. gold. The stock of Java on the 1st Dec. was 310 baskets, against 310 baskets at the corresponding date last year; of Manila 186,538 bags, against 37,866 bags.

TIN.—The demand is very limited, sales are reported amounting to 200 slabs Malacca at 33c. to 33¼c. gold. The nominal quotation for Banca is 35c. to 36c. gold.

## SHIPPING.

ARRIVALS.—Nov. 8. at Port Ludlow, from Shanghai, Marzillias; 24, at Boston, from Singapore, Jungfrau; 27, at New York, from Hong Kong, A. W. Stevens, H. Upmann; from Manila, Sonora; 30, from Colombo, Mary Ann Johnson; Dec. 9, from Manila, Cleopatra.

DEPARTURES.—Nov. 30, from Boston, for Batavia, Sooloo; Dec. 1, from San Francisco for Yokohama and Hong Kong, Japan (s.); for Manila, Voyager.

LOADING.—At San Francisco, for Hong Kong, Panther; at New York, for Hong Kong, Endeavour.

# Shipping Intelligence.

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## ARRIVALS.

| Date. | Ship. | Captain. | From. | At. |
|---|---|---|---|---|
| Dec 13 | Vrede | Van der Plas | Batavia | Texel |
| — 14 | Maria Regina | Ouwehand | Padang | Texel |
| — 14 | Vesta | Gottleben | Batavia | Brouwershaven |
| — 14 | Alida | Amesz | Padang, for Amstdm. | Off Dungeness |
| — 14 | Almelo | Grombeck | Java, for Amsterdam. | Do. |
| — 15 | Glen Monarch | Jones | Akyab | St. Helen's Roads |
| — 16 | Eleanor | Fountain | Padang | Deal |
| — 16 | Rowena | Hurry | Rangoon, for Shields | Do. |
| — 16 | Sea Mew | Ratsey | Macao, for Hamburg | Cowes |
| — 16 | Senator Iken | Schumacher | Akyab | Torbay |
| — 16 | Blenheim | — | Singapre., for London | Douarneuez Rds. |
| — 17 | Vanguard | Hunter | Macao, &c. | London |
| — 17 | Shooting Star | McKenzie | Colombo | Deal |
| — 17 | Nieuwland | — | Batavia, for Rottrdm. | Off Dover |
| — 18 | Camelot | Richardson | Colombo, for Amstm. | London |
| — 18 | Amalia | Colombo | Singapore | Brouwershaven |
| — 19 | Christina | Visser | Tjilatjap | Texel |
| — 19 | Kosmopoliet II. | Chevalier | Batavia for Rottrdm. | Zierikzee |
| — 20 | Susan Pardew | Canning | Colombo | London |
| — 20 | Silver Eagle | Case | Foochow | Deal |
| — 20 | Condor | Schmidt | Macao | Falmouth |
| — 20 | Waterlily | Heddell | Bangkok | Falmouth |
| — 21 | Magellan | Crosbie | Foochow | London |
| — 21 | St. Magnus | Walker | Colombo | Deal |
| — | Scotland | — | Maulmain | Queenstown |

(*See Commercial Postscript and Correspondents' Letters.*)

## DEPARTURES.

| Date. | Ship. | Captain. | For. | From. |
|---|---|---|---|---|
| Dec 11 | Arrow (str.) | — | Ceylon | Clyde |
| — 16 | Edinburgh Castle | Cape | Singapore | Glasgow |
| — 16 | Simpson | — | Colombo | Clyde |
| — 17 | Guinevere | Spowart | Hong Kong | London |
| — | Hydra | Runge | Do. | Hamburg |
| — 18 | Black Prince | Inglis | Do. | London |
| — 18 | Whiteadder | Tiptaft | Shanghai | Do. |
| — 18 | Sakana (str.) | Lobniz | Yoko., via Suez Canal | Do. |
| — 19 | Trowbridge | Reynolds | Galle | Sunderland |
| — 20 | Burdwan | Douglas | Hong Kong | London |
| — 20 | Serica | Balfour | Shanghai | Do. |
| — 20 | Sisters | — | Galle | Sunderland |

## LOADING.

At LONDON.—For Yokohama: Eleanor, Min. For Yokohama and Hiogo: Lochnagar, Harbottle. For Shanghai: Clara, Helen Nicholson, Weymouth, Whinfell, Falcon, Wild Deer, Melbrek. For Hong Kong: Dunmail, Hopewell, Maiden Queen, Scawfell. For Singapore: Ocean Belle, Kingdom of Belgium, Sree Singapura. For Singapore and Penang: Volunteer. For Penang: Benvoirlich. For Penang, Singapore, Hong Kong, and Shanghai (*via* Suez Canal): Chu Kiang (str.). For Batavia and Sourabaya: New Brunswick, Vesta. For Colombo: Prince Alfred, River Indus, Shooting Star. For Colombo, Singapore, and Hong Kong (*via* Suez Canal): William Miller (str.).

At LIVERPOOL.—For Yokohama and Hiogo: Albatross. For Yokohama: Singapore. For Shanghai: Doune Castle. For Hong Kong (*via* Cardiff): Helen Morris. For Singapore: Katharine. For Manila: Estrella, Aurora. For Batavia and Sourabaya: Konigin Augusta. For Mauritius, Penang, Singapore, Hong Kong, and Shanghai: Ajax (str.).

At GLASGOW.—For Shanghai: Cutty Sark. For Singapore: Kinfauns Castle. For Penang: Annie Braginton. For Batavia, Samarang, and Sourabaya: County of Berwick. For Batavia and Sourabaya: Dunmore. For Colombo, &c. (*via* Suez Canal): Afrique (str.).

## SPOKEN.

WEMYSS CASTLE, Clyde to Singapore, Nov. 13, 4 N., 23 W.
FORWARD HO!, London to Shanghai, Nov. 20, 16 N., 27 W.
DERWENT, London to Shanghai, Nov. 19, 5 S., 32 W.
THE CALIPH, London to Shanghai, Nov. 15, 3 N., 25 W.
GLEN, Amoy to London, Nov. 10, 28 S., 10 E.
ELIZA, Leishman, Padang to Boston, Oct. 26, 30 days out, 33 S., 27 E
HOLLINSIDE, Ceylon to London, Nov. 14, 67 days out, 22 S., 51 E.
BOLIVIA, Liverpool to China, Nov. 13, 5 N., 25 W.
MAHA RANEE, London (?) to Shanghai, Nov. 12, 4 N., 22 W.
SURPRISE, New York to Shanghai, Nov. 10 (?), 2 (?) S., 32 W.
CHUSAN, Foochow to London, Sept. 13, 26 days out, 10 N., 122 E.
JOSEPH SPROTT, Shanghai to London, Oct. 7, in Ombay passage.

## FREIGHTS AND CHARTERS.

Freights to the Eastern Ports are about the same, nor do we anticipate much change until after Christmas. In coal freights there is but little doing.

Current rates of freight for vessels on the berth:—To Yokohama: 32s. 6d. weight, 35s. meast. To Shanghai: 40s. weight, 30s. meast. To Hong Kong: 35s. weight, 30s. meast. To Batavia: 25s. weight, 30s. meast. To Singapore: 30s. weight, 25s. to 30s. meast. To Ceylon: 20s. to 25s. weight, 20s. meast. At New York to China; $12 to $15 per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—For Shanghai: £40. For Singapore: £25 10s. For Galle: £23. From Newport, Cardiff, or Swansea per ton. For Yokohama: £1 18s. For Shanghai: £2 2s. For Hong Kong: £1 11s. For Saigon: £1 5s. For Singapore: £1 5s. 6d. For Galle: £1 4s. 6d.

The Admiralty have invited tenders for the conveyance of 242 tons stores to Hong Kong.

## MISCELLANEOUS.

The Viajante (Port. barq.), Gonsalves, Lisbon to Macao, which arrived at Port Said Nov. 19, and the Curacao (Dut. corvette), for Java, have passed through the Canal.

A brig, reported to be the Mexican, from an English port to China, passed Madeira Dec. 12, but did not anchor.

At ST. HELENA.—Nov. 15, Star of the South, Smith, from Ceylon, and sailed for London; 16, Juanpore, Brown, from Shanghai, and sailed for London; 17, Challenge, Causebrook, from Shanghai, and sailed for London; 18, Maasluis, Kuchler, from Batavia, and sailed for Rotterdam; Ullswater, Mew, from Penang, and sailed for London; 19, Grasmere, Stockman, from Canton, and sailed for London; 20, Dilkhoosh, Gedye, from Shanghai, and sailed for London.

Off ST. HELENA.—Nov. 16, Flying Spur, from Foochow for London, 72 days out; 8, Sirius, from Sourabaya, for Amsterdam, 61 days out; 15, Julie (Dut. barq.), from Batavia; 15, John Milton, from Foochow for London, 78 days out; 17, Grootmeester Nationaal, from Batavia for Rotterdam, 59 days out; 19, Madura, from Singapore for Gibraltar; 20, Gutenberg, from Batavia for Rotterdam, 53 days out; 20, Cerona, from Foochow for London, 86 days out; 21, Yang Tsze, Smith, from Foochow for London, 82 days out; 24, Insulaire, Fleuriot, from Amoy for New York, 86 days out; Asie Mineure, Goujon, from Samarang for Belle Isle, 68 days out; 25, Albion, Moncrieff, from Penang for London, 76 days out; 28, Geraint, Watt, from Shanghai for London, 99 days out.

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For the South Pacific, Central America, West Coast of Mexico, California, British Columbia ... ... } By steamer from Southampton on 2nd and 17th of each month.

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Royal Mail Steam Packet Company, 55, Moorgate-street London, E.C.

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COLOMBO, PENANG, SINGAPORE, AND CHINA.

ROBERTSON and CO. will despatch the following first-class clipper VESSELS:—

| Destination. | Ships. | Class. | Dock. | Last Shipping Day. |
|---|---|---|---|---|
| Colombo, Penang, Singapore, Hg Kg., & Shanghai (via Suez Canal)..... | Chu Kiang s.s.(new) | A1 18 yr. | W.I.D. | Jan. 17 |
| Shanghai ... | Flying Spur | A1 14 yr. | W.I.D. | Jan. 12 |
| Do. ..... | Juanpore ... | Brocklbk | W.I.D. | With des. |
| Hong Kong | Maiden Qn. | A1 14 yr. | W.I.D. | Jan. 12 |

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

---

CHINA and JAPAN.— The following splendid first-class SHIPS will be despatched as under:—

| Port | Ship. | Class. | Dock. | Last Shipping Day. |
|---|---|---|---|---|
| Shanghai ... | Wild Deer ... | A1 14 yr. | E.I.D. | Dec. 31 |
| Do. ..... | Geraint ..... | A1 14 yr. | E.I.D. | To follow |
| Do. ..... | Thyatira..... | A1 17 yr. | E.I.D. | Jan. 15 |
| Hong Kong | Hopewell | A1 13 yr. | W.I.D. | With des. |
| Do. ..... | Wm. Fruing | A1 13 yr. | E.I.D. | To follow |
| Yokohama (Kanagawa) | Min ..... | A1 13 yr. | W.I.D. | With des. |

For Freight or Passage apply to KILLICK, MARTIN, and Co., 10, George-yard, Lombard-street, E.C.

---

JOHN C. CAMPBELL will despatch the following splendid VESSELS:—

| Destinatn | Ships. | Tns. | Class. | Dock. | Sailing about |
|---|---|---|---|---|---|
| Colombo .. | RiverIndus | 1045 | AA1 | W.I.D. | Jan. 10 |
| Do. ..... | Geraldine Paget ... | 1200 | A1 | W.I.D. | To fol. |
| Cochin, Cannanore, & Carwar.. | AugstaMay | 392 | A1 10 yr. | S.K.D. | Jan. 1 |

No. 22, Great St. Helen's, E.C.

---

FOR SHANGHAI, the well-known clipper CLARA, A1 18 years, 938 tons register; THOMAS POWER, Commander; East India Docks. Has a full poop, with superior accommodation for passengers.

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CHINA AND JAPAN.

THE following high-classed Clipper VESSELS will be despatched as under:—

| Port. | Ship. | Class. | Dock. | Last Shipping Day. |
|---|---|---|---|---|
| Shanghai ... | Weymouth... | A1 12 yr. | E.I.D. | With des. |
| Yokohama... and Hiogo | Lochnagar... | A1 | E.I.D. | With des. |
| Nagasaki & Chefoo ... | Zohrab (new) | A1 9 yr. | E.I.D. | With des. |

For Freight or Passage apply to NORRIS and JOYNER, 60, Cornhill, E.C.

---

Last Season Ship. Malabar Coast.

To follow the "Queen of Ceylon." To be despatched about December 27.

DIRECT for BEYPORE, CALICUT, MANGALORE, and CARWAR, the favourite clipper ship AUGUSTA MAY, A1, 10 years, 392 tons register, JAMES CLARK, commander; St. Katherine Docks. This magnificent vessel, so well and favourably known, has just been reclassed by Lloyd's and newly metalled, and presents the finest opportunity to shippers.

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Regular Line of Packet Ship.

FOR HONG KONG, the well-known clipper DUNMAIL, A1 14 years, 771 tons register; PETER THOMPSON, Commander; East India Docks.

For Freight or Passage, apply to SHAW, MAXTON, and Co., 2, Royal Exchange-buildings, London, E.C.

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Regular Line of Packet Ship.

FOR HONG KONG, the well-known clipper SCAWFELL, A1 13 years, 826 tons register; R. THOMSON, Commander; East India Docks.

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RESERVED FUND, £444,000.

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They undertake the agency of parties connected with India, the purchase and sale of Indian Securities, the safe custody of Indian Government Paper, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named dependencies.

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# TABLE

SHOWING THE ARRIVALS, DEPARTURES, AND DUE DATES AT THE PRINCIPAL PORTS, OF THE ENGLISH AND FRENCH MAIL STEAMERS FOR THE YEAR 1869.

## Being a Supplement to the LONDON AND CHINA TELEGRAPH, No. 302 (January 4th, 1869).

### OUTWARD.

| Leave LONDON, via MARSEILLES. | Due at SINGAPORE. | Due at HONG KONG. | Due at SHANGHAI. | Due at YOKOHAMA. |
|---|---|---|---|---|
| January ... ... 1 | February... ... 4 | February ... 13 | February ... 19 | February... ... 26 |
| ,, ... ... 15 | ,, ... ... 19 | ,, ... ... 28 | March ... ... 6 | March ... ... 12 |
| ,, ... ... 21 | ,, ... ... 22 | March ... ... 6 | ,, ... ... 12 | ,, ... ... 15 |
| ,, ... ... 29 | March ... ... 5 | ,, ... ... 14 | ,, ... ... 20 | ,, ... ... 26 |
| February ... 12 | ,, ... ... 19 | ,, ... ... 25 | ,, ... ... 30 | April ... ... 5 |
| ,, ... ... 18 | ,, ... ... 22 | April ... ... 3 | April ... ... 9 | ,, ... ... 12 |
| ,, .. ... 26 | April ... ... 2 | ,, ... ... 8 | ,, ... ... 18 | ,, ... ... 19 |
| March ... ... 12 | ,, ... ... 16 | ,, ... ... 22 | ,, ... ... 27 | May ... ... 3 |
| ,, ... ... 18 | ,, ... ... 19 | ,, ... ... 27 | May ... ... 3 | ,, ... ... 6 |
| ,, ... ... 26 | ,, ... ... 30 | May ... ... 6 | ,, ... ... 11 | ,, ... ... 17 |
| April ... ... 9 | May ... ... 14 | ,, ... ... 20 | ,, ... ... 25 | ,, ... ... 31 |
| ,, ... ... 15 | ,, ... ... 17 | ,, ... . 25 | ,, ... ... 31 | June ... ... 3 |
| ,, ... ... 28 | ,, ... ... 28 | June ... ... 8 | June ... ... 8 | ,, ... ... 14 |
| May ... ... 7 | June ... ... 11 | ,, ... ... 17 | ,, ... ... 22 | ,, ... ... 28 |
| ,, ... ... 13 | ,, ... ... 14 | ,, ... ... 22 | ,, ... ... 28 | July ... ... 1 |
| ,, ... ... 21 | ,, ... ... 25 | July ... ... 1 | July ... ... 6 | ,, ... ... 12 |
| June ... ... 4 | July ... ... 9 | ,, ... ... 15 | ,, ... ... 20 | ,, ... ... 26 |
| ,, ... ... 10 | ,, ... ... 12 | ,, ... ... 20 | ,, ... ... 26 | ,, ... ... 29 |
| ,, ... ... 18 | ,, ... ... 23 | ,, ... ... 29 | August ... ... 3 | August ... ... 9 |
| July ... ... 2 | August ... ... 6 | August ... ... 12 | ,, ... ... 17 | ,, ... ... 23 |
| ,, ... ... 8 | ,, ... ... 9 | ,, ... ... 17 | ,, ... ... 28 | ,, ... ... 26 |
| ,, ... ... 16 | ,, ... ... 20 | ,, ... ... 26 | ,, ... ... 31 | September ... 6 |
| ,, ... ... 30 | September ... 3 | September ... 9 | September ... 14 | ,, ... ... 20 |
| August ... ... 5 | ,, ... ... 6 | ,, ... ... 14 | ,, ... ... 20 | ,, ... ... 23 |
| ,, ... ... 13 | ,, ... ... 17 | ,, .. ... 23 | ,, ... ... 28 | October ... ... 4 |
| ,, ... ... 27 | October ... ... 1 | October ... ... 7 | October ... ... 12 | ,, ... ... 18 |
| September ... 2 | ,, ... ... 4 | ,, ... ... 12 | ,, ... ... 18 | ,, ... ... 21 |
| ,, ... ... 10 | ,, ... ... 15 | ,, ... ... 21 | ,, .. ... 26 | November ... 1 |
| ,, ... ... 24 | ,, ... ... 29 | ,, .. ... 26 | November ... 9 | ,, ... ... 15 |
| ,, ... ... 30 | November ... 1 | November ... 4 | ,, ... ... 15 | ,, ... ... 18 |
| October ... ... 8 | ,, ... ... 12 | ,, ... ... 9 | ,, ... ... 27 | December ... 3 |
| ,, ... .. 22 | ,, ... ... 26 | ,, ... ... 21 | December ... 11 | ,, ... ... 17 |
| ,, ... ... 28 | ,, ... ... 29 | December ... 5 | ,, ... ... 17 | ,, ... ... 20 |
| November ... 5 | December ... 10 | ,, ... .. 11 | ,, ... ... 25 | ,, ... ... 31 |
| ,, ... ... 19 | ,, ... ... 24 | ,, ... ... 19 | January ... ... 8 | January ... ... 14 |
| ,, ... ... 25 | ,, ... ... 27 | January ... ... 2 | ,, ... ... 14 | ,, ... ... 17 |
| December ... 3 | January ... ... 7 | ,, ... ... 8 | ,, ... ... 22 | ,, ... ... 28 |
| ,, ... ... 17 | ,, ... ... 21 | ,, ... ... 16 | February ... 5 | February... ... 11 |
| ,, ... ... 23 | ,, ... ... 24 | ,, ... . . 30 | ,, ... ... 11 | ,, ... ... 14 |
| ,, ... ... 31 | February... ... 4 | February ... 5 | ,, ... ... 19 | ,, ... ... 25 |
| | | ,, ... ... 13 | | |

### HOMEWARD.

| Leave YOKOHAMA. | Leave SHANGHAI. | Leave HONG KONG. | Leave SINGAPORE. | Due in LONDON, via MARSEILLES. |
|---|---|---|---|---|
| November ... 11 | November ... 21 | November ... 25 | December ... 3 | January ... ... 4 |
| ,, ... ... 20 | ,, ... 26 | December ... 2 | ,, ... ... 8 | ,, ... ... 11 |
| December ... 2 | December ... 9 | ,, ... 15 | ,, ... ... 22 | ,, ... ... 25 |
| ,, ... ... 11 | ,, ... 18 | ,, ... 25 | January ... ... 3 | February ... 6 |
| ,, ... ... 16 | ,, ... 28 | ,, ... 29 | ,, ... ... 5 | ,, ... ... 8 |
| ,, ... ... 30 | January ... ... 6 | January ... ... 12 | ,, .. ... 19 | ,, ... .. 22 |
| January ... ... 13 | ,, ... ... 20 | ,, ... ... 25 | February ... 3 | March ... ... 7 |
| ,, ... ... 13 | ,, ... ... 20 | ,, ... ... 26 | ,, ... ... 2 | ,, ... ... 8 |
| ,, ... ... 27 | February ... 3 | February ... 9 | ,, ... ... 16 | ,, ... ... 22 |
| February... ... 10 | ,, ... ... 17 | ,, .. 23 | March ... ... 2 | April ... ... 5 |
| ,, ... ... 18 | ,, ... ... 20 | ,, ... 25 | ,, ... ... 6 | ,, ... ... 7 |
| ,, ... ... 24 | March ... ... 3 | March ... ... 9 | ,, ... ... 16 | ,, ... ... 19 |
| March ... ... 10 | ,, ... ... 17 | ,, ... ... 23 | ,, ... ... 30 | May ... ... 3 |
| ,, ... ... 21 | ,, ... ... 24 | ,, ... ... 30 | April ... ... 7 | ,, ... ... 9 |
| ,, ... .. 24 | ,, ... ... 31 | April ... ... 6 | ,, ... ... 13 | ,, ... ... 17 |
| April ... ... 7 | April ... ... 14 | ,, ... ... 20 | ,, ... ... 27 | ,, ... ... 31 |
| ,, ... ... 13 | ,, ... ... 16 | ,, ... ... 22 | May ... ... 1 | June ... ... 6 |
| ,, ... ... 16 | ,, ... ... 23 | ,, ... ... 29 | ,, ... ... 7 | ,, .. ... 14 |
| ,, .. ... 30 | May ... ... 7 | May ... ... 13 | ,, ... ... 21 | ,, ... ... 28 |
| May ... ... 11 | ,, ... ... 14 | ,, ... ... 20 | ,, ... ... 29 | July ... ... 4 |
| ,, ... ... 14 | ,, ... ... 21 | ,, ... ... 27 | June ... ... 4 | ,, ... ... 12 |
| ,, ... ... 28 | June ... ... 4 | June ... ... 10 | ,, ... ... 18 | ,, ... ... 26 |
| June ... ... 8 | ,, ... ... 11 | ,, ... ... 17 | ,, ... ... 26 | August ... ... 1 |
| ,, ... ... 11 | ,, ... ... 18 | ,, ... ... 24 | July ... ... 2 | ,, ... ... 9 |
| ,, ... ... 25 | July ... .. 2 | July ... .. 8 | ,, ... ... 16 | ,, ... ... 23 |
| July ... ... 6 | ,, ... ... 9 | ,, ... ... 15 | ,, ... ... 24 | ,, ... ... 29 |
| ,, ... ... 9 | ,, ... ... 16 | ,, ... ... 22 | ,, ... ... 30 | September ... 6 |
| ,, ... ... 23 | ,, ... ... 30 | August ... ... 5 | August ... ... 13 | ,, .. ... 20 |
| August ... ... 3 | August ... ... 6 | ,, ... ... 12 | ,, ... ... 21 | ,, ... ... 26 |
| ,, ... ... 6 | ,, ... ... 13 | ,, ... ... 19 | ,, ... ... 27 | October ... ... 4 |
| ,, ... ... 20 | ,, ... ... 27 | September .. 2 | September ... 10 | ,, ... ... 18 |
| ,, ... ... 31 | September ... 3 | ,, ... ... 9 | ,, ... ... 18 | ,, ... ... 24 |
| September ... 3 | ,, ... ... 10 | ,, ... .. 16 | ,, ... ... 24 | November ... 1 |
| ,, ... ... 17 | ,, ... ... 24 | ,, ... ... 30 | October ... .. 8 | ,, ... ... 15 |
| October ... ... 3 | October ... ... 6 | October ... ... 12 | ,, ... ... 20 | ,, ... ... 21 |
| ,, ... ... 6 | ,, ... ... 13 | ,, ... ... 19 | ,, ... ... 26 | ,, ... ... 29 |
| ,, ... ... 20 | ,, ... ... 27 | November ... 2 | November ... 9 | December ... 13 |
| ,, ... ... 31 | November ... 3 | ,, ... ... 9 | ,, ... ... 17 | ,, ... ... 19 |
| November ... 3 | ,, ... 10 | ,, ... ... 16 | ,, ... ... 23 | ,, ... ... 27 |
| ,, ... ... 17 | ,, ... 24 | ,, ... ... 30 | December ... 7 | January ... ... 10 |

NOTE.—The above is compiled from the Time-tables issued by the P. & O. Company and the Messageries Impériales, and the Monsoon allowances are included in the same manner as in those tables. The outward P. & O. Mails are made up in London on alternate Fridays, and those for the French steamers every fourth Thursday.

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